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To: [Gordon Robert \(Joe\)](#)
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Subject: Responses to Latest NTSB Questions
Date: Thursday, July 13, 2023 7:45:29 PM
Attachments: [image001.png](#)
[ExternalNo Technical Objection - 7000 Series Return to Service Plan Wheelset Replacement Program.msg](#)

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Joe – please see below and attached. I hope this provide what you are looking for.

Ryan – please can you upload to Kiteworks as one line item “NTSB July 2023 Clarifying Questions”?
Thanks

Jayme

Jayme Johnson

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Responses

1. Was the 407-train MAS near the derailment set forth in the timetable/special instructions? Could you provide the revision that was current at the time of the accident?

[The 407-train MAS near the derailment sight was set via section 3.84 of the MSRPH, stating, "The normal operating speed for Class 1 vehicles on the mainline is specified by the regulated speed indication and shall not exceed 59 mph." This section was in place at the time of the accident.](#)

2. Do we know where the train operator assumed control of his first train (not the accident train)? Looks like either Franconia-Springfield or Largo Town Center, but we haven't determined which.

[Largo Town Center \(now called Downtown Largo\)](#)

3. What is WMATA's standard for wheel flange wear limits? If you use ARR standards just let us know. Is text below accurate?

[The WMATA limit is 15/16" minimum using the narrow gauge \(finger gauge\) which is consistent with AAR standard.](#)

4. What is the latest with AWIS?

[Four AWIS systems have been installed and calibrated. System certification is ongoing. The vendor](#)

is currently making improvements to more precisely characterize the back-to-back dimension.

5. Is this text correct: "At the time of the derailments, the 7000-series fleet included wheelsets assembled under two different specifications for mounting force and interference fit: 55–80 tons and 0.0035–0.0055 inches (original), and 65–95 tons and 0.00475–0.0055 inches (after 2017). Per the Kawasaki 7K wheelset drawing 6183-000005-d, the specified tonnage for 7000-7492 was 55-80 tons. The interference fit is not defined in the drawing. However, the resulting population of wheelsets had interferences ranging from 0.0039" – 0.0061". The drawing was revised in 2017, and the specified tonnage for 7493-7747 was increased to 65-95 tons. The resulting population of wheelsets had interferences ranging from .0046 - .0066".

6. Please provide a summary of wheelset program and the associated interference fit.

WMATA developed a comprehensive Wheelset Replacement Program to manage the replacement of the wheels on all cars in the 7000-series fleet in accordance with the revised interference fit recommended in the WMATA Derailment Investigation report. The program includes new Maintenance Service Instruction and a comprehensive training program to ensure that all technicians are familiar with the enhanced procedures. To ensure quality, independent inspectors will oversee the wheelset assembly process and sign off on all interference fit measurements and press records. Upon approval of all inspection documents, WMATA Safety will certify each wheelset for passenger service. The program is expected to begin in August 2023, and may run up to 36 months. *(No technical objection from WMSC attached)*