DCA09FR008 Lake Buena Vista, Florida July 5, 2009

Switchbeam #8 and #9
Data Log and Postaccident Testing

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Purpose:

The purpose of this narrative is to explain and analyze the data collected relative to the condition of Monorail track switches 8 & 9. This data was collected as the result of the incident that occurred with Monorail Pink and Monorail Purple on July 5, 2009 at approximately 2 AM.

Conclusions:

- 1) That the operating and mechanical systems of track switches 8 & 9 were functioning properly on July 5, 2009 prior to and following the Monorail incident.
- 2) That no command was given to move track switches 8 & 9 from the normal (main line) position to the spur position between 01:30 a.m. and 02:13:51 a.m. July 5, 2009.
- 3) That track switches 8 & 9 were not moved from the normal (main line) position to the spur position between 01:30 a.m. and 02:31:51 a.m. July 5, 2009. This is supported by contemporaneous video of track switch 9 captured during this period.

There are 2 primary sources for the data below:

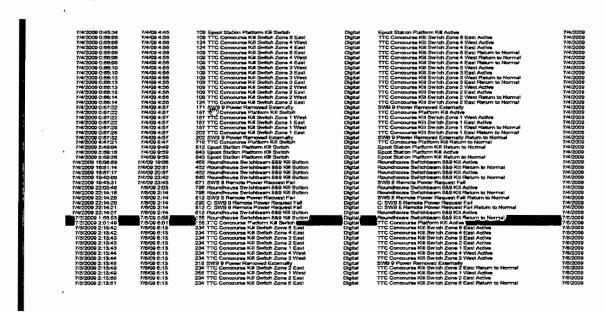
PDMS – Power Distribution Monitoring System (located at the Monorail Roundhouse). Note that the PDMS system does not log all actions. PDMS logs when the ability to send power to the motors that actuate the switch beams is enabled and disabled. It also logs any errors or faults detected.

Panel View Display – located on the switch beam rectifier panel (which is located near Switch beam 8). This is a maintenance diagnostic tool. The Panel View Display displays power, position, and faults.

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Time of incident:

PDMS snapshot (from file: Monorail_Roundhouse_PDMS_July_4_and_July_5_2009.pdf) Only 2 entries were logged relative to the time of the incident. These are highlighted immediately below.



Photos of the Panel View Display

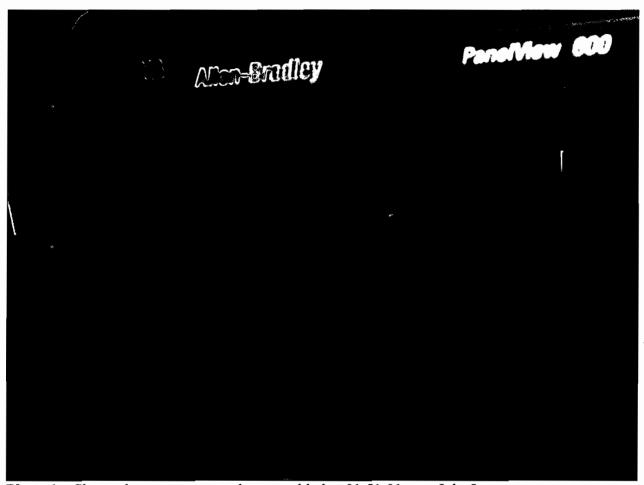


Photo 1 – Shows that remote control was enabled at 01:51:01 a.m. July 5, 2009. The next entry indicates "Switchbeam 9 Power Removed Remotely Or Power Failure" at 02:08:42 a.m. (The power removal occurred after the Monorail incident). This indicates that Switchbeam 8 was not moved to the spur position following the remote enable. (Compare to Photo 2 for display expected from a completed switching operation).

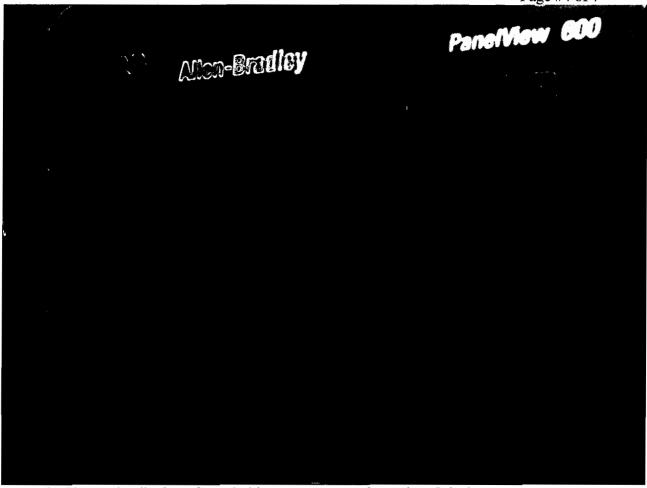


Photo 2 –Shows the display of a switching sequence performed on July 3, 2009, beginning at 12:17:33 p.m. Note that the "Remote Control Enabled" display is followed in sequence by "Switchbeam 8 Locked At Spur Position" at 12:18:50 p.m. and "Switchbeam 9 Locked At Spur Position" at 12:18:53 p.m.

Post-Incident Functional Testing of Track Switches 8 & 9:

Two sequences were performed and recorded.

For the first testing, the indicators were verified as reflecting the true positions of the switches. Then, the switches were operated several times by commanding them to move between normal (main line) position and spur position.

For the second testing, power was manually disconnected from the motors that actuate the switch beam movement at Switch 8 and Switch 9. The switches were then commanded to move from the normal (main line) position to the spur position. As expected, the system generated a fault due to the switchbeams' failure to reach their requested position within 90 seconds of receiving the command to move. This fault is displayed and recorded by both the PDMS (located at the roundhouse switching panel) and the PanelView (located near Switch

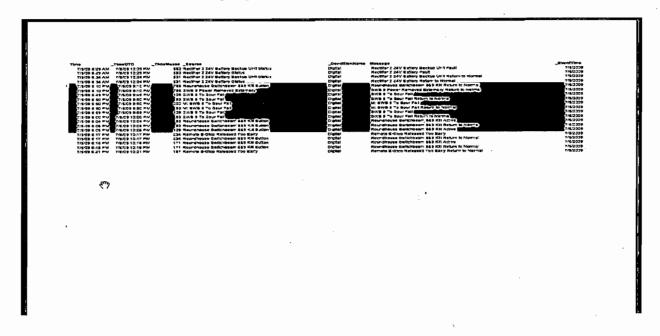
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8). The fault also generates an audible and visual alarm that must be acknowledged at the Roundhouse switching panel to silence.

PDMS snapshot (from file:

Monorail_Roundhouse_PDMS_July_4_and_July_5_2009_Functionality_Test.pdf)

These referenced entries are highlighted immediately below.



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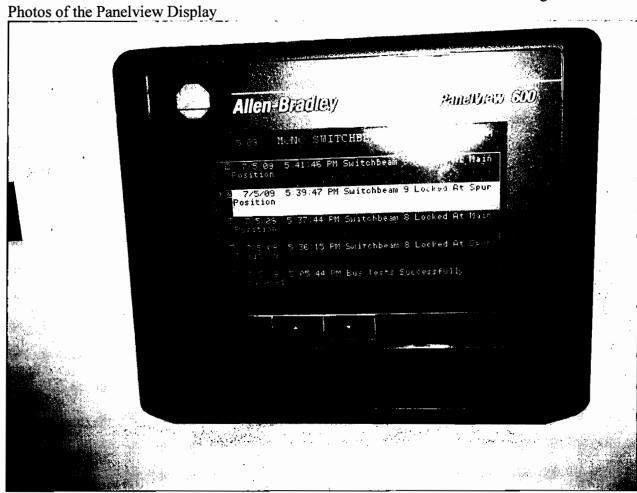


Photo 3 – Normal Operation during Post-Incident Functionality Testing

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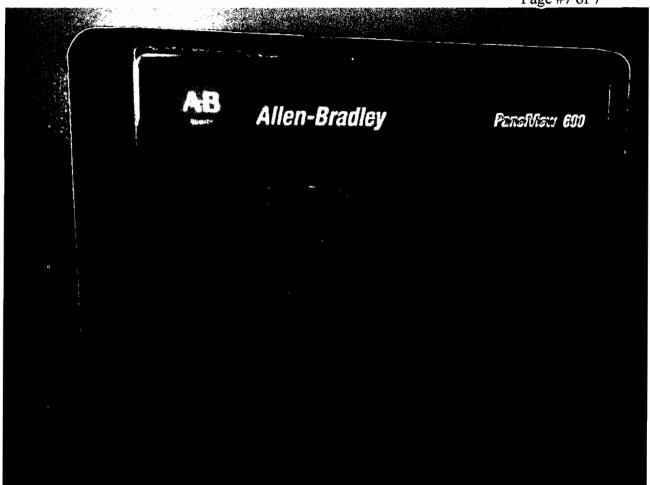


Photo 4 – Induced Fault operation during Post-Incident Functionality Testing. Switchbeam 8 Fault Detection recorded at 05:44:46 p.m. and Switchbeam 9 at 05:54:32.

END '