



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

0145 Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20191116-WMATA-KEK-4		
	2019	11	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	WMATA - ATC	Sub- Department	ATC
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	██████████		██████████	██████████		██████████	
	██████████		██████████	██████████		██████████	
Inspection Location	Shady Grove Yard – A99						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	STC-OBS-RM	NA	NA	NA	NA	NA
Inspection Units	1-37 Conductor					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required¹	NO					
Recommended Reinspection	NO					

Activity Summaries

Inspection Activity #	1	Inspection Subject				10 Year Testing Cable Merging			Activity Code		STC	OBS	RM
Job Briefing Employee Name/Title	WMATA RWIC ██████████ - #2254, "AA"			Accompanied Inspector?	YES	Out Brief Conducted	YES	Time	0145am	Outside Shift	YES		
Related Reports	N/A			Related CAPS / Findings		N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	RWPM						ATC-1001		Form 1001-1				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A		
		X						X					
Line(s)	A-Line		Track Number	Yard Traks	Chain Marker and/or Station(s)		From		To				
							A99 (Shady Grove Yard) +/-		A99 (Shady Grove Yard) +/-				
Vehicles	Head Car Number		Number of Cars		Equipment		Meter – AEMC Model & Model 1060 (mega ohm), VOM (Fluke 123B), AAR Wrench, Test Jumpers						
	N/A		N/A										
Description								Number of Defects		0			

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature		Date
KEMMERY E. KENDRICK		11/15/19 – 11/16/19
Inspector in Charge – Name	Inspection Team	
KEMMERY E. KENDRICK	WASHINGTON METRORAIL SAFETY COMMISSION	



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	<p>WMSC personnel under the protection of a WMATA RWIC performed cable meagering testing. The location was reported as A99 (Shady Grove Yard). Notable Observations:</p> <ol style="list-style-type: none"> 1. 0145(am) – Permission requested, and granted by Yard Tower OPS, testing went underway. 2. Testing one (1) 37 Signal Conductor Cable (standard wire #14 AWG), with 16 spares. 3. Affecting Signals: 92, 142, 144, and 148 4. Disrupting: SCX-120 (Signal Control AC Power), UCX-120 (Negative), UBX-120 (Positive), and 16 Spares. 5. Team crew of 5 – 2 inside the TRC-1 and 3 members outside at the corresponding Junction Box, approximately 300 – 500 feet outside in the yard. 6. Both sets of team members inspected cables looking for signs of damage and deterioration. Outside crew members noticed the normal corrosion on outside hardware and post connections (due to weather changes) 7. Crew members loosened lock nuts and pulled back straps to test on both ends of the cable. 8. 1st step – Resistance Testing of 37 conductor – Test good 9. 2nd step – Ground testing of 37 conductor – Test good 10. 3 and final step Cable to Cable Testing (cross Meg) 2 ½ process 11. Testing complete – All cable connections restored, Tower Operator and ATC Production Team test all affected circuits and signals for proper lunar verification that systems were returned to normal functioning operation. 12. Testing complete – Team remained on scene for 2 train moves over affected circuits. 13. Testing completed approximately 0530 (am) 	Recommended Finding?	NO
		Remedial Action Required?	NO
		Recommended Reinspection?	NO
Remedial Action	<p>Cable Testing Production Team has approximately 5 to 6 members who have the responsibility of cable testing both the main line and all yard tracks within WMATAs system.</p> <p>With 99% of the mainline tested, this crew have yet to complete 400 additional cables (within all yards) by years end. With the main line testing complete as of October 2019 (started in 2011), the testing is due to begin on the mainline once more in 2020.</p> <p>This production crew could use approximately 5 to 6 additional members (creating an additional team) to keep up with FRA 10-year regulatory testing requirements of this type, for this system.</p>		

Photos:..