Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	**Report Number**	20191121-WMATA-KEK-7		
	2019	11	21				
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
	[redacted]		[redacted]		[redacted]		[redacted]
Inspection Location	K98 – K & N Junction – Orange & Silver Lines						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	STC-TM-RM	STC-TM-RM	STC-TM-RM	STC-TM-RM	STC-TM-RM	STC-TM-RM
Inspection Units	K2-Tk2- (10 Cir's)	N2-Tk2 (7 Cir's)	7NAA/RNBAL	7NAAY/RAB 4'LP	1NBL/3RBL 4'LP	1RL/3RL
Inspection Subunits	0	0	0	0	0	0
Defects (Number)	0	0	0	0	0	0
Recommended Finding	0	0	0	0	0	0
Remedial Action Required[1]	NO	NO	NO	NO	NO	NO
Recommended Reinspection	NO	NO	NO	NO	NO	NO

Activity Summaries

Inspection Activity #	2	**Inspection Subject**	Cab Transmit & Track Circuit Testing				**Activity Code**	STC	OBS	TM	
Job Briefing Employee Name/Title	WMATA RWIC – No Briefing performed. All measurements taken inside TCR		**Accompanied Inspector?**	YES	**Out Brief Conducted**	YES	**Time**	1110am	**Outside Shift**	NO	
Related Reports	N/A		**Related CAPS / Findings**	N/A							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWP						Alstom/GRS Manuals		ATC-3000 B-3		
	WMATA ATC-1000-3000		ATC-1000 & 3000		Book of Plans, O&M		Tran Control Drawings		ATC-1012 B-2		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	**Track Type**	At-grade	Tunnel	Elevated	N/A
	X	X			X			X			
Line(s)	K & N-Line	**Track Number**	#2	**Chain Marker and/or Station(s)**	From		To				
					K98 (K&N Junction) +/-		K98 (K&N Junction) +/-				
Vehicles	Head Car Number		Number of Cars	**Equipment**	N/A						
	N/A		N/A								
Description	Testing Track Circuit levels in conjunction with Cab Sig Equipment Transmit Levels				**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	11-21-19

Inspector in Charge – Name	**Inspection Team**
KEMMERY E. KENDRICK	**WASHINGTON METRORAIL SAFETY COMMISSION**

	WMSC personnel under the protection of a WMATA ROCC in conjunction with the use of the West Falls Church TCR Local Control Panel Operation, performed Cab Signal Transmit Level Testing. This testing was performed in conjunction with Gen-4 AF Track Circuit Testing. The location was reported as TCR K98 +/- (K & N Junction) to 495 + 22 +/- to West Falls Church Interlocking. Working under revenue service the ATC crew members proceeded working from K98 towards K99 Interlocking. Work commenced at 1110 am and ended at K98 TCR location approximately 1245 pm. Using the Local Panel in conjunction with 1 additional workstation all testing was performed under revenue service, behind trains from the Junction through to the Interlocking. Testing in this region went bond-bond, converging-diversion, main, to interlocking tracks. No other work groups were involved in the area during these test procedures. All alarms were turned off until testing was complete. 3 ATC work crew members monitored the CTR screens (watching for track occupancy) while 1 crew member performed the measuring or testing portion of the test proceedings. 1 crew member recorded all measurements on the appropriate forms for both the Field Office and TCR location. Notable Observations: Special Tools used for the Track Circuit Adjustment: • Oscilloscope, Fluke meter, Shunt Loops and a Rail Current Measurer. Measurements were recorded on ATC-1000 Form 1012B-3, with a copy filed in the Field Office and the TCR location. • **Results:** Track circuits showed occupancy when the shunt was placed at different intervals within all track circuits tested on Track #2. All cab signal transmission measurements were found within the normal operating tolerance levels. • **Special Tools** used for the Cab Signal Transmit Level Testing: Test Jumpers, Fluke Meter, Oscilloscope with insulated inputs, Track Module Field Test Set, and Alstom Gen-3&4 Track Module Test Units. • **Results:** Checking between test points F9 and F10, all track circuit speed command transmitter's (SCT) train carrier frequency Transmit signal levels were found within tolerance: +/- 10% of last adjusted values for their normal frequency. All findings were recorded on Form 1012B-2. • All alarms and normal functioning of all devices (TCR) were restored, and both the Junction and Interlocking were left operating as intended.	**Recommended Finding?** **Remedial Action Required?** **Recommended Reinspection?**	NO NO NO
Remedial Action			

Photos: