



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20202801-WMATA-JMW		
	2020	28	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	WMATA	Sub- Department	TRST
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
Inspection Location	A Line track #1 between CM A1 395+00+/- to CM A1 444+00+/-.						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-OBS-WI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	YES					
Remedial Action Required¹	NO					
Recommended Reinspection	NO					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Insulator/Tunnel Leak Inspection				Activity Code		TRK	OBS	WI
Job Briefing Employee Name/Title	WMATA RWIC/Compliance Group			Accompanied Inspector?	YES	Out Brief Conducted	YES	Time	2200-0400	Outside Shift	YES
Related Reports	N/A			Related CAPS / Findings		FTA 17-1-12 (Track Bed Cleaning) FTA 17-1-17 (Insulator Cleaning/Installation)					
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	RWPM		SR 4.69								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A	Track Number	1	Chain Marker and/or Station(s)		From		To			
						A1 395+00+/-		A2 444+00+/-			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								
Description								Number of Defects		0	



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	<p>WMSC personnel under the protection of a WMATA RWIC, continued a series of track inspections in regards to arcing insulators, CAP FTA 17-1-12 and CAP FTA 17-1-17. The inspection performed on January 28th, 2020, took place on the A Line track #1 between CM A1 395+00+/- to CM A1 444+00+/-.</p> <p>Notable Observations:</p> <ol style="list-style-type: none"> 1. ST04 and PM 55 were operating in a safe manner and followed applicable rules for movement of RMM's (class 2 vehicles) on mainline. 2. Metrorail's RWIC working between inspection location utilized the old shunt strap which didn't require the use of "hot sticking" gloves. The new shunt straps utilizes better clamping and requires "hot sticking" gloves to attach to the rail for safety. 3. Various water intrusion area's located throughout this inspection location CM A1 396+60+/- to CM A1 403+00+/-, CM A1 407+15+/- to 418+70+/-, These leaks are all on top of the rail. 4. CM A1 401+30+/- Missing Insulator 5. CM A1 441+15+/- Leak on top of curve closure rail 	Recommended Finding? YES	Remedial Action Required? NO
		Recommended Reinspection? NO	
	Remedial Action	After inspection there were a few noticeable leaks on and around the switch area. Roadway workers must be mindful of the proper handling of shunts and related ppe associated with its job functions.	
Effective Practices			

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 Jemayne M Walker	Date 2/18/2020
Inspector in Charge – Name Jemayne M Walker	Inspection Team Jemayne M Walker WMATA Inspections



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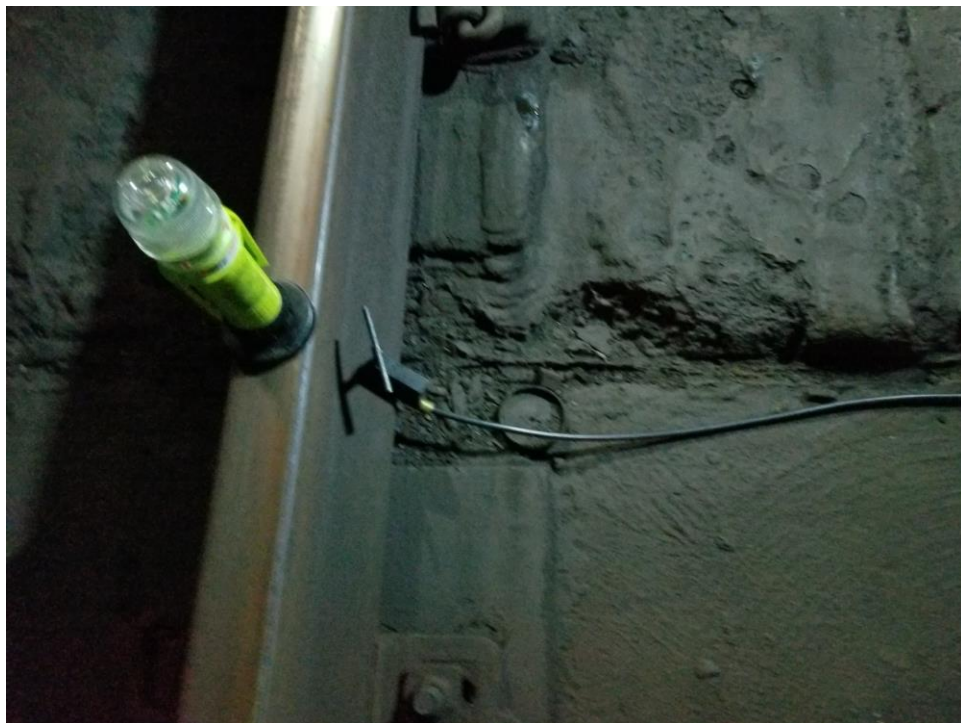




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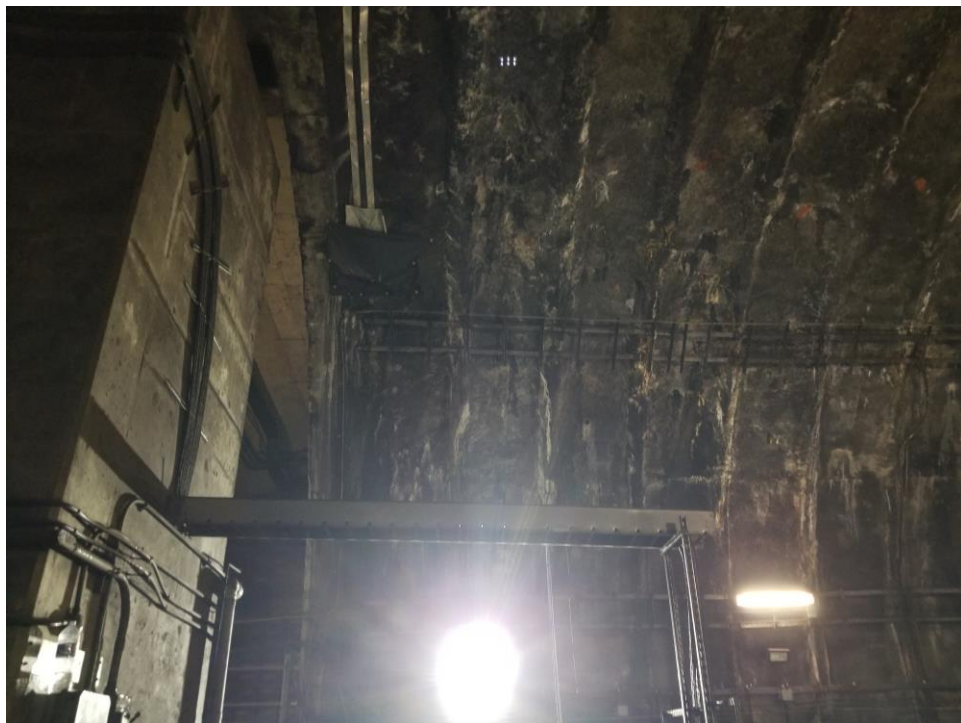




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