



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20202202-WMATA-JMW		
	2020	02	22				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	WMATA	<b>Sub- Department</b>	TRST
<b>Rail Agency Department Contact Information</b>	<b>Name</b>		<b>Email</b>	<b>Office Phone</b>		<b>Mobile Phone</b>	
	██████████ ██████████		██████████ ██████████	██████████		██████████	
<b>Inspection Location</b>	A Line track #2 between CM A2 128+00+/- to CM A2 71+50+/-.						

**Inspection Summary**

Inspection Activity #	1	2	3	4	5	6
<b>Activity Code</b>	TRK-OBS-WI					
<b>Inspection Units</b>	1					
<b>Inspection Subunits</b>	1					
<b>Defects (Number)</b>	7					
<b>Recommended Finding</b>	YES					
<b>Remedial Action Required<sup>1</sup></b>	Yes					
<b>Recommended Reinspection</b>	YES					

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Insulator/Tunnel Leak Inspection				<b>Activity Code</b>		TRK	OBS	WI
<b>Job Briefing Employee Name/Title</b>	WMATA RWIC/Compliance Group		<b>Accompanied Inspector?</b>	YES	<b>Out Brief Conducted</b>	YES	<b>Time</b>	2200-0400	<b>Outside Shift</b>	YES	
<b>Related Reports</b>	N/A		<b>Related CAPS / Findings</b>		FTA 17-1-12 (Track Bed Cleaning) FTA 17-1-17 (Insulator Cleaning/Installation)						
<b>Related Rules, SOPs, Standards, or Other</b>	<b>Ref</b>	<b>Rule or SOP</b>		<b>Standard</b>		<b>Other / Title</b>		<b>Checklist Reference</b>			
	RWPM	SR 4.66 Electrical Power									
	TRST 1000	OPS 1									
<b>Inspection Location</b>	<b>Main Track</b>	<b>Yard</b>	<b>Station</b>	<b>OCC</b>	<b>RTA Facility</b>	<b>WMSC Office</b>	<b>Track Type</b>	<b>At-grade</b>	<b>Tunnel</b>	<b>Elevated</b>	<b>N/A</b>
	X								X		
<b>Line(s)</b>	A	<b>Track Number</b>	2	<b>Chain Marker and/or Station(s)</b>	<b>From</b>			<b>To</b>			
					A2 128+00+/-			A2 71+50+/-			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>	N/A					
	N/A		N/A								
<b>Description</b>	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-						<b>Number of Defects</b>			7	
							<b>Recommended Finding?</b>			YES	



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	<p>1-17. The inspection performed on February 22<sup>ND</sup>, 2020, took place on the A Line track #2 between CM A2 128+00+/- to CM A2 71+50+/-.</p> <p><b>Notable Observations:</b></p> <ol style="list-style-type: none"> <li>1. Trough at CM A2 111+00+/- to 107+00+/- is clogged with mud, debris and water.</li> <li>2. Damaged and deteriorating safety walk at CM A2 105+80+/- to CM 103+50+/-.</li> <li>3. Leak coming through the wall onto the roadbed CM A2 104+70+/-</li> <li>4. Deteriorating third rail grout pads at CM A2 97+10+/- to CM A2 97+70+/- CM A2 94+30+/- CM A2 94+50+/-.</li> <li>5. Improper house cleaning at CM 89+20+/- old grout pad material is cluttered in the track bed causing tripping hazards.</li> <li>6. Water intrusion on the top of rail at CM A2 85+25+/-</li> <li>7. Old stringers located along the field side of the left rail causing tripping hazards and possible clearing issues. CM A2 84+40+/- CM A2 74+70+/-.</li> <li>8. Cracked grout pads located in standing water. CM A2 73+40+/- near A03/A06 signal.</li> </ol>	<p><b>Remedial Action Required?</b></p>	<p>YES</p>
		<p><b>Recommended Reinspection?</b></p>	<p>YES</p>
<b>Remedial Action</b>	<p>Metrorail's maintenance departments must utilize proper house cleaning measures to mitigate slips, trips, and falls from the right of way. Once new stringers are installed, the old rail should be removed from the right of way. Other maintenance crews will be introduced to these hazards once they go to this location to perform their duties. Metrorail must take necessary measures to identify locations where water intrusions on rail and switches can be mitigated. Grout pads under the contact rail at this location are deteriorating. The concern here besides deterioration is the amount of grout pads that deteriorating. The safety walk between these stations are cracked and has rebar exposed. The safety walk is located in the center between tracks and seems to be deteriorating.</p>		
<b>Effective Practices</b>			

<sup>1</sup> 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
		2/22/2020
Inspector in Charge – Name	Inspection Team	
Jemayne M Walker	Jemayne M Walker WMATA Inspections	

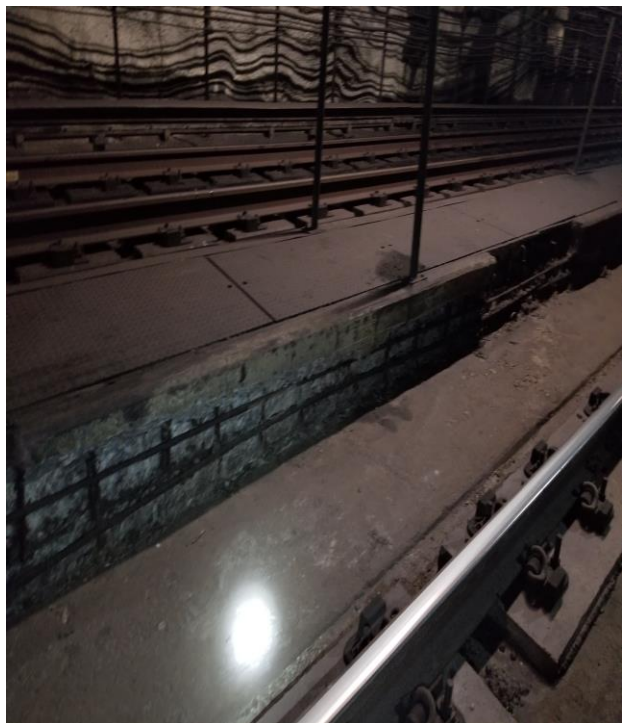


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