



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200903-WMATA-JMW		
	2020	03	09				
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
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Inspection Location	A Line track #2 between CM A1 204+50 to CM A1 134+00.						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-OBS-WI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	YES					
Remedial Action Required¹	Yes					
Recommended Reinspection	Yes					

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	2200-0300	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	SOP 28 28.2									
	TRST 1000	OPS 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	Track Number	2	Chain Marker and/or Station(s)	From			To			
					A1 204+50+/-			A1 134+00+/-			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	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-						Number of Defects		2		
							Recommended Finding?		YES		



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	<p>1-17. The inspection performed on March 9th, 2020, took place on the A Line track #2 between CM A1 204+50 to CM A1 134+00.</p> <p>Notable Observations:</p> <ol style="list-style-type: none"> 1. Possible RMM's exceeding 15 mph within the passenger platform limits. 2. Noticeable water, mud and debris under contact rail and surrounding insulators, CM A2 192+40+/- to CM A2 192+70+/-. 3. Debris and mud under contact rail and insulators. CM 192+00+/- 4. Sever deterioration of the safety walk. CM 189+80+/- 5. Water, debris and some wall/structural damage near vent shaft. CM 172+40+/- 6. Cracks in the floating slab at Cleveland Park in walls and near insulators. 7. CM A2 158+30 to CM A2 156+00+/- deterioration of the safety walk and water intrusion on the head of the rail. 	<p>Remedial Action Required?</p>	<p>YES</p>
		<p>Recommended Reinspection?</p>	<p>YES</p>
Remedial Action	<p>Metrorail should take measures for cleaning mud and debris from areas that were previously identified as having bad leaks. The mud, debris and water are contributing factors to insulator fires. Also, Metrorail should utilize methods such as curtain grouting or plugging locations with leaks that make direct contact with the head of the rail. In tunnel locations with temperature fluctuations, water intrusion assists with the corrosion of rail. Furthermore, safety walks in two locations appear to be deteriorating, and severely cracked in a couple of locations. The safety walk is a key safety feature for roadway workers to stay clear of trains or other rail vehicles.</p>		
Effective Practices			



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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

3/9/2020



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Inspector in Charge – Name Jemayne M Walker	Inspection Team Jemayne M Walker WMATA Inspections
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