



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20201019-WMATA-KEK-35		
	2020	10	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Signals & ATC	Sub- Department	ATCIN
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	B08 Silver Spring – Work Order #15759003 (Report) Silver Spring Station – Start 7/4/20 – Completion 8/7/20						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	STC-RR-QAI					
Inspection Units	ATC WO					
Inspection Subunits	1					
Defects (Number)	3					
Recommended Finding	NO					
Remedial Action Required¹	NO					
Recommended Reinspection	YES					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Records Review – Q&A				Activity Code		STC	RR	QAI
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	NO	Time	2:30p	Outside Shift	NO	
Related Reports	WO – B08		Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	WMATA SSPP				ATC-2000		ATCMCP, Revision 1.1				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	Interlock
	X		X		X						
Line(s)	Red Line	Track Number	Main	Chain Marker and/or Station(s)			From		To		
							CM: 451 + 00		CM: 461 + 06		
Description	MAXIMO Work Order #15759003 – Type CM (Corrective Maintenance) for an Intermittent/Bobbing HF Track Circuit. B1-451 bobbed 43Xs according to ATCE.						Number of Defects		3		
	PURPOSE:						Recommended Finding?		NO		
							Redial Action Required?		YES		
							Recommended Reinspection?		YES		

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 ELAENE KENDRICK	10/19/2020
Inspector in Charge – Name	Inspection Team
KEMMERY E. KENDRICK	WASHINGTON METRO SAFETY COMMISSION (WMSC) - SIGNALS & AUTOMATIC TRAIN CONTROL SUBJECT MATTER EXPERT



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	<p>Inspection generated due excessive High Frequency Track Circuit malfunction. Initially fault traction power cross bond issue. Circuit bobbed when a train was on the approach to Signal 2 – CM: 440 + 25.</p> <p>W/O: #15759003 – Corrective Maintenance (CM) work order generated by MOC staff for an Intermittent High Frequency Track Circuit 07/05/2020. Concluded findings as of 08/05/2020. Report closed after successfully monitoring circuit for reoccurrence. Anomaly did not duplicate.</p> <p><u>GOVERNING COMPLIANCE STANDARD:</u> WMATA System Safety Plan (SSPP)-2019, ATC-2000, SOP 200-5, and ATC Branch Maintenance Control Policy (ATCMCP)-Revision 1.1.</p> <p><u>NOTABLE ITEMS:</u></p> <ul style="list-style-type: none"> • Root Cause identified as - loose/broken cable connections. Found two (2) bad MCM cable jumpers inside B1-450 track circuit. Cables no longer under warrantee. • Work crews cleaned and tightened Jay bar connections to verify B1-451 RX – 457 bonds were stable. This was performed to assure that there was no fluctuating DC current interruption through bonds. • During investigation ATCM noted an inoperative Control Panel (North Bungalow). The Panel did not indicate remote ROCC control status, nor could control panel operate by way of (manual) Local Control for investigation purposes. • Clamps are torque sealed by Traction Power. ATCM tighten but stated assurance from overtightening bolts. Only Traction Power should properly seal connections to assure proper torque tolerances. Report did not specify if Traction Power was notified to check all connection torque issues. • Team ATCM crew members performed a wayside 3-point verification inspection but could not duplicate the defect. • Cause reported #2254 • Remedy reported #2843 – Reset/Tightened • Total crew members - twenty-one (21) • Total Cost for Labor- \$3,291.99 • Labor Group: Various 		
Remedial Action	<ol style="list-style-type: none"> 1. New Air Conditioner needed for the N. Bungalow that house sensitive electronic equipment. Outstanding WO 2. Inoperative Local Control Panel should be replaced or upgraded. Outstanding WO 3. Traction Power should be consulted to check all connections between CM: 451 + 00 and CM: 461 + 06 for applicable torque tolerances of connections to ATC cables. 		

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