



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20210308-WMATA-JMW-2		
	2021	03	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub-Department	TKIN
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
Inspection Location	Brentwood Yard						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRST-GEN-TKIN					
Inspection Units	1					
Inspection Subunits	2					
Defects (Number)	2					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Switch Inspections				Activity Code		TRST	GEN	TKIN
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	N/A	Outside Shift	N/A	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000			TRST 1000							
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)			From		To		
							N/A		N/A		
Vehicles	Head Car Number		Number of Cars		Equipment						



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Description	<p>The WMSC inspector reviewed Metrorail’s TRST monthly turnout inspection form for switch 11A in Brentwood Yard (B99). Switch 11A is observed as a green in terms of not exceeding any defect thresh hold. With having two defects noted on the switch inspection switch 11A has the following defects:</p> <ol style="list-style-type: none"> 1. Top wear on the frog point 2. Chipping and pitting on the frog point <p>Screw spikes play a considerable role in securing rails and base plates to railroad ties in the track. Its primary purpose is to keep the rail in gauge. The WMSC inspector will follow up with the re-inspection of this switch. While the switch meets Metrorail’s standards, there must be work done to secure the loose spikes.</p>	Number of Defects	2
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action			
Effective Practices	N/A		

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
		03/08/21
Inspector in Charge – Name	Inspection Team	
Jemayne Walker	Jemayne Walker	