



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2021/08/27	Report Number	20210823-WMATA-KEK-29
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	WMATA	Contact Information	
Inspection Location	Greenbelt Station Signals & ATC TCR		

Inspection Summary

Inspection Activity #	1
Activity Code	STC/QAI/OBS
Inspection Units	1
Inspection Subunits	3
Defects (Number)	5
Recommended Finding	No
Remedial Action Required¹	Yes
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	E10 HF track Circuit Testing & Verification				Activity Code	STC/QAI/OBS					
Job Briefing Employee Name/Title		Accompanied Inspector?	Yes	Out Brief Conducted		Time	09:00 AM	Outside Shift	No				
Related Reports	Related CAPS / Findings												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title			Checklist Reference			
	WMATA ASP, PTASP									1012A - Rev 4.0, and 1018P - Rev 4.0 forms			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X		X					X					
Line(s) & Track Number	Greenbelt Station Signals & ATC TCR				Chain Marker and/or Station(s)		From		To				
							549 +/- 46		668 +/- 00				
Vehicles	Head Car Number		Number of Cars		Equipment		AF-800W ATP Module, Test Jumpers, .06 ohm shunt strap, Multi-Meter (DMM)-Fluke 123 (Cal Date 06/22)						
	N/A		N/A										
Description	<p>WMATA Greenbelt Station Signals and Automatic Train Control Room (E09 – E10) Purpose: (1) Testing train detection carrier frequency Tx/Rx signal levels are within tolerances (proper frequency level per design). (2) Verifying that track circuit relays will drop, or that the vital input indicates the track circuit is occupied when a 0.06-ohm shunt is installed (track circuit verification). (3) Testing track circuit's Receiver Amplifier output peak-to-peak. 3-point inspection (power in/out) Noted Items: 1. Five (5) track circuits were found to be outside the 10 percent, plus, minus tolerances due to purposely placed obstructions on and about the tracks, within the Greenbelt Station, still under construction with ETO in place. Track Circuit E1-668 has been adjusted. The remaining Track Circuits found outside the tolerance levels left as found with a CM ticket created for correction by the morning Supervisor. Visual track inspection during shutdown performed by team for possible cause for anomalies are noted as; disconnected SSR cables (E1-657+30 – RX bond for E1-650), as well as a shunt dropped for shutdown work zone setup. 2. Radio communications within TCR poor. Supervisor had to stand outside the TCR door to communicate to roadway workers dropping shunts. Supervisor stated that he would put in a ticket to the Comm Department to troubleshoot. 3. All employees had appropriate PPE for testing.</p>										Number of Defects		5
											Recommended Finding?		No
											Remedial Action Required?		Yes
											Recommended Reinspection?		Yes
Remedial Action	When ETO is removed and all track connections are reintroduced into the section of territory the inspection for Track Circuit Verification must be repeated before systems are returned to service.												

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's Signature	Date 2021/08/27
Inspector in Charge's Name Kemmerly Kendrick	Inspection Team N/A