



United States Department of Transportation  
Federal Transit Administration

## Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

### Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160501-WMATA-PH-1		
	2016	05	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Red Line Track 2-Bethesda to Medical Center						

### Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	11					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

### Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	[REDACTED] (SAFE)					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1300-1700	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	N/A		N/A		N/A		N/A		N/A					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA 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					
					Bethesda				Medical Center					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO performed a track walk between Bethesda and Medical Center (A09 – A10) stations to verify progress of repairs made to mitigate mud and standing water, leaks in the tunnel wall, low lighting conditions, defective insulators, and expansion cables on floor. FWSO noted that all expansion gaps had been appropriately eliminated and water was freely flowing throughout the system. In addition, significant progress has been made with insulator renewal. WMATA was still in the process of plugging leaks and clearing clogged troughs as well as removing debris. Tunnel lights from Bethesda A09 through Medical Center A10 had sporadic outages								Number of Defects		5			
									Recommended Finding?		Yes			
									Remedial Action Required?		Yes			
									Recommended Reinspection?		Yes			

Inspector in Charge - Signature		Date	
PHILIP A HERBERT		05/04/2016	
Inspector in Charge – Name	Inspection Team		
Phil Herbert	Phil Herbert		

Digitally signed by PHILIP A HERBERT  
DN: c=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT  
Date: 2016.05.04 09:05:46 -04'00'



	and scheduled for replacement/repair by power.  The following defects were noted by inspectors: <b>443+20</b> Catwalk Grab bar rusted due to long-term water exposure <b>444+00 to 442+00</b> Entire area has standing water. Crib area beneath switch 3B has standing water as well. <b>430+80</b> ETS Box light out <b>404+00</b> Rail on track bed <b>396+00 to 444+30</b> Sporadic catwalk light outages entire length of tunnel		
Remedial Action	WMATA should remove rail from track bed 404+00 WMATA should replace /repair blue ETS light at 430+80 WMATA should replace deteriorated catwalk grab bar at 443+20 WMATA should mitigate source of water between 444+00 to 442+00 WMATA should complete repair and replacing of lights the entire length of tunnel 396+00 to 444+30		

**Photos:**

*Decayed/Rusted Grab Bar 343+20*





## Inspection Form

**Form FTA-IR-1**

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

### Agency/Department Information


<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20160501-WMATA-PH-2		
	2016	05	01				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	Track	<b>Sub- Department</b>	
<b>Rail Agency Department Contact Information</b>	Name		Email		Office Phone		Mobile Phone
<b>Inspection Location</b>	Red Line Track 2-Bethesda to Friendship Heights						

### Inspection Summary

<b>Inspection Activity #</b>	1	2	3	4	5	6
<b>Activity Code</b>	TRK-WI-PI					
<b>Inspection Units</b>	1					
<b>Inspection Subunits</b>	1					
<b>Defects (Number)</b>	11					
<b>Recommended Finding</b>	Yes					
<b>Remedial Action Required</b>	Yes					
<b>Recommended Reinspection</b>	Yes					

### Activity Summaries

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>					Walking Track Inspection			<b>Activity Code</b>		TRK	WI	PI
<b>Job Briefing Employee Name/Title</b>	(SAFE)					<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	No	<b>Time</b>	1300-1700	<b>Outside Shift</b>	No	
<b>Related Reports</b>	N/A					<b>Related CAPS / Findings</b>		N/A						
<b>Related Rules, SOPs, Standards, or Other</b>	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	N/A		N/A		N/A		N/A		N/A					
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A			
	X								X					
<b>Line(s)</b>	A	<b>Track Number</b>	2	<b>Chain Marker and/or Station(s)</b>	From				To					
					Bethesda				Friendship Heights					
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>	N/A								
	N/A		N/A											
<b>Description</b>	FWSO Investigator performed a track walk between Bethesda and Friendship Heights (A09 – A08) stations to verify progress of repairs made to mitigate mud and standing water, leaks in the tunnel wall, low lighting conditions, defective insulators, and expansion cables on floor. FWSO noted that all expansion gaps had been appropriately eliminated and water was freely flowing throughout the system. In addition, significant progress has been made with insulator renewal. WMATA was still in the process of plugging leaks and clearing clogged troughs as well as removing debris. Tunnel lights from Bethesda (A09) through Freindship								<b>Number of Defects</b>		10			
									<b>Recommended Finding?</b>		Yes			
									<b>Remedial Action Required?</b>		Yes			
									<b>Recommended Reinspection?</b>		Yes			

<b>Inspector in Charge - Signature</b> <b>PHILIP A HERBERT</b>		 <small>Digitally signed by PHILIP A HERBERT DN: c=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT Date: 2016.05.04 10:47:58 -0400</small>	<b>Date</b> 05/04/2016
<b>Inspector in Charge – Name</b> Phil Herbert	<b>Inspection Team</b> Phil Herbert		



	<p>Heights (A08) had sporadic outages and scheduled for replacement/repair by power.</p> <p>The following defects were noted by this investigator:</p> <p><b>305+00 to 389+00</b> Sporadic catwalk light outages entire length of tunnel</p> <p><b>305+00 to 310+00</b> Missing cover boards on exposed third rail ends.</p> <p><b>342+70</b> ETS box with no light or Fire Extinguisher</p> <p><b>362+60</b> Active leak from ceiling</p> <p><b>360+50</b> Active leak onto negative return</p> <p><b>366+00</b> ETS box with no cover</p> <p><b>374+20</b> Rail equipment on Catwalk</p> <p><b>379+50</b> Damaged 3<sup>rd</sup> rail anchor</p> <p><b>381+50</b> Exposed wires near ETS box</p> <p><b>388+40</b> Illuminated EXIT sign illegible.</p>		
<b>Remedial Action</b>	<p>WMATA should repair, clean or replace to restore all lighting from 305+00 to 389+00</p> <p>WMATA should replace cover board on exposed third rail at 305+00 to 310+00</p> <p>WMATA should repair ETS box, blue light and provide a fire extinguisher 342+80</p> <p>WMATA should mitigate leak at 360+50</p> <p>WMATA should mitigate leak at 362+60</p> <p>WMATA should replace ETS box cover at 366+00</p> <p>WMATA should remove rail equipment from catwalk at 374+20</p> <p>WMATA should replace rail anchor at 364+50</p> <p>WMATA should cover exposed wires at 381+50</p> <p>WMATA should replace/repair/or clean illuminated EXIT sign at 388+40</p>		

**Photos:**

*Illegible illuminated EXIT sign at 388+40*



*ETS box at 342+70*





*Missing Fire Extinguisher at 342+70*





United States Department of Transportation  
Federal Transit Administration

## Inspection Form

FOIA Exemption: All (b)(6)

Form FTA-IR-1

### Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160502-WMATA-PH-1		
	2016	05	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Red Line Track 2-Bethesda to Friendship Heights						

### Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	11					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

### Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	[REDACTED]					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1430	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	N/A		N/A		N/A		N/A		N/A					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA 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					
					Bethesda				Friendship Heights					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A								
	N/A		N/A											
Description	FWSO performed a track walk between Bethesda and Friendship Heights stations to verify progress of repairs made to mitigate mud and standing water, leaks in the tunnel wall, low lighting conditions, defective insulators, and expansion cables on floor. FWSO noted that all expansion gaps had been appropriately eliminated and water was freely flowing throughout the system. In addition, significant progress has been made with insulator renewal. WMATA was still in the process of plugging leaks and clearing clogged troughs as well as removing debris. Tunnel lights from A2 346+00 through A2 322+00 were not functioning due to a circuitry issue. WMATA										Number of Defects		11	
											Recommended Finding?		Yes	
											Remedial Action Required?		Yes	
											Recommended Reinspection?		Yes	

Inspector in Charge - Signature

PHILIP A HERBERT

Digitally signed by PHILIP A HERBERT  
DN: c=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT  
Date: 2016.05.04 07:31:57 -0400

Date

05/04/2016

Inspector in Charge - Name  
Phil Herbert

Inspection Team  
Phil Herbert, Tino Sahoo, Josh Brooks, Mike Vitale





	<p>was actively working to resolve this issue during the inspection. Finally, FWSO attempted to verify the function of ETS box A102. FWSO inspectors were put on hold twice while attempting to contact the ROCC.</p> <p>The following defects were noted by inspectors:</p> <p><b>381+50</b> Exposed wires near ETS box</p> <p><b>379+50</b> Damaged 3<sup>rd</sup> rail anchor</p> <p><b>374+50</b> Old clamps for expansion cables remain on trackbed and could collect debris</p> <p><b>366+00</b> ETS box with no cover</p> <p><b>365+00</b> Light out</p> <p><b>364+50</b> Damaged 3<sup>rd</sup> rail anchor</p> <p><b>362+60</b> Active leak from ceiling</p> <p><b>360+50</b> Active leak onto negative return</p> <p><b>347+89</b> Junction box with exposed wires on tunnel wall</p> <p><b>346+00-322+00</b> All tunnel lights out</p> <p><b>342+80</b> ETS box with no light or Fire Extinguisher</p>		
<b>Remedial Action</b>	<p>ROCC should develop a plan to give priority to emergency calls from ETS boxes, triaging them if necessary.</p> <p>WMATA should cover exposed wires at 381+50</p> <p>WMATA should repair damaged 3<sup>rd</sup> rail anchor at 379+50</p> <p>WMATA should remove unneeded expansion cable clamps at 374+50</p> <p>WMATA should replace ETS box cover at 366+00</p> <p>WMATA should replace light at 365+00</p> <p>WMATA should replace rail anchor at 364+50</p> <p>WMATA should mitigate leak at 362+60</p> <p>WMATA should mitigate leak at 360+50</p> <p>WMATA should correct exposed wires and cover junction box at 347+89</p> <p>WMATA should correct circuitry issue and restore lighting from 346+00-322+00</p> <p>WMATA should repair ETS box and provide a fire extinguisher 342+80</p>		

**Photos:**

*Leak on negative return cables at 360+50*

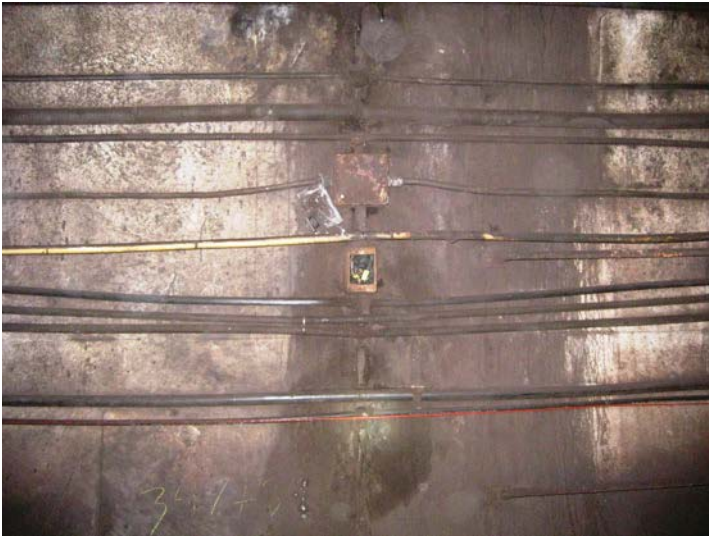


*ETS Box without cover at 366+00*





*Exposed wires at 347+89*



*ETS Box Missing Blue Light and Fire Extinguisher 342+80*







# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160502-WMATA-PSR-1		
	2016	05	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	Branch Ave Subdivision
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	WMATA Branch Avenue Yard, 4704 Old Soper Rd, Silver Hill, MD						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	RTRA-GEN-MTG/OBS	RTRA-RAD-OBS	RTRA-RC/ST-OBS/PI					
Inspection Units	1	1	2					
Inspection Subunits	2	1	2					
Defects (Number)	0	1	0					
Recommended Finding	No	No	No					
Remedial Action Required?	No	No	No					
Recommend Reinspection	No	No	No					

## Individual Inspection Activity

Inspection Activity #	1	Inspection Subject					General Meeting			Activity Code	RTRA	GEN	MTG /OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	No		
Related Reports				Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH		1.69-1.79										
	ROCC Manual												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
					X							X	
Line(s)	Branch Ave Yard Green Line		Track Number	Chain Marker			From		To				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO met with Interlocking Operator. She had a job safety briefing with Yard Rail Operator, discussing shop and yard moves. FWSO monitored train movement, radio communications and the Branch Ave. Interlocking. The Operator performed her duties as per SOP's, Metrorail Safety Rules and Procedures Handbook and train movements. She emphasized safety stops and							Number of Defects		0			
								Recommended Finding?		No			
								Action Required?		No			
								Recommend Reinspection?		No			

Inspector in Charge - Signature

PATRICK SHANE RICHARDSON

Digitally signed by PATRICK SHANE RICHARDSON  
DN: c=US, o=U.S. Government, ou=DOT FMCSABaltimoreMD, ou=FRA FMCSABaltimoreMD, cn=PATRICK SHANE RICHARDSON  
Date: 2016.05.03 18:40:59 -04'00'

Date

May 2, 2016

Inspector in Charge - Name  
Shane Richardson

Inspection Team  
Shane Richardson



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	speed restriction through the wash rack.		
<b>Remedial Action</b>	N/A		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Repeat Backs/Yard Observations					<b>Activity Code</b>		RTRA	RAD	OBS								
<b>Job Briefing Employee Name/Title</b>	N/A			<b>Accompanied Inspector?</b>	N/A	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	0800-1200	<b>Outside Shift</b>	No									
<b>Related Reports</b>				<b>Related CAPS / Findings</b>																
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference											
	MSRPH	1.73, 1.79																		
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A									
					X						X									
<b>Line(s)</b>	Branch Ave. Yard Green Line	<b>Track Number</b>		<b>Chain Marker</b>	From			To												
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>															
<b>Description</b>	<p>FWSO observed and monitored the Branch Avenue Interlocking Operator and Train Operators for compliance with radio rules and monitored radio transmissions. Proper repeat backs were given for absolute block movement and other instructions regarding employee movement within Branch Ave. Yard. Operators made the proper safety stops in the yard as required. The following defect was noted:</p> <ul style="list-style-type: none"> <li>Radio communications were difficult to receive and transmit between the Interlock operator and the train operator. WMATA needs to comply with CAP FTA-RAIL-1-14-B and FTA-RAIL-1-14-A.</li> </ul>							<b>Number of Defects</b>		1										
								<b>Recommended Finding?</b>		Yes										
								<b>Remedial Action Required?</b>		Yes										
								<b>Recommend Reinspection?</b>		Yes										
<b>Remedial Action</b>	FTA has issued a Corrective Action Plan (CAP) number FTA-RAIL-1-14-B and FTA-RAIL-1-14-A. WMATA's original estimate to request closure is Jan 2017.																			

<b>Inspection Activity #</b>	3	<b>Inspection Subject</b>	Yard observations					<b>Activity Code</b>		RTRA	RC/S T	OBS/ PI			
<b>Job Briefing Employee Name/Title</b>	N/A			<b>Accompanied Inspector?</b>	N/A	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	0800-1200	<b>Outside Shift</b>	Yes				
<b>Related Reports</b>				<b>Related CAPS / Findings</b>											
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference						
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A				
		X									X				
<b>Line(s)</b>	Branch Ave. Yard	<b>Track Number</b>		<b>Chain Marker</b>	From			To							
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>										



Description	FWSO observed equipment in Branch Ave. Yard clear of foul points. Also observed equipment in M/W yard clear of foul points as per WMATA Rules.  We also inspected the shift transfer records for the Branch Ave. Interlocking Operator. Records were signed by the relieving and on duty operators.	Number of Defects	0	
		Recommended Finding?	No	
		Remedial Action Required?	No	
		Recommend Reinspection?	No	
Remedial Action	N/A			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160503-WMATA-PSR-1		
	2016	05	03				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	Branch Ave Subdivision
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	WMATA Glenmont Station, 12750 Layhill Road, Silver Spring, MD						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	RTRA-GEN-MTG/OBS	RTRA-RAD-OBS	RTRA-RC/ST-OBS/PI					
Inspection Units	1	1	2					
Inspection Subunits	2	1	2					
Defects (Number)	0	1	0					
Recommended Finding	No	No	No					
Remedial Action Required?	No	No	No					
Recommend Reinspection	No	No	No					

## Individual Inspection Activity

Inspection Activity #	1	Inspection Subject					General Meeting		Activity Code	RTRA	GEN	MTG /OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	No	
Related Reports				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH	1.69-1.79										
	ROCC Manual											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A	
					X						X	
Line(s)	Glenmont Station		Track Number	Chain Marker		From		To				
	Red Line											
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	FWSO met with Interlocking Operator. She had a job safety briefing with Mechanical employee, discussing shop cars. FWSO monitored train movement, radio communications and the Glenmont Interlocking. The Operator performed her duties as per SOP's, Metrorail Safety Rules and Procedures Handbook and train movements. She emphasized safety stops and							Number of Defects		0		
								Recommended Finding?		No		
								Action Required?		No		
								Recommend Reinspection?		No		

Inspector in Charge - Signature

PATRICK SHANE RICHARDSON

Digitally signed by PATRICK SHANE RICHARDSON  
DN: c=US, o=U.S. Government, ou=DOT FMCSABaltimoreMD, ou=FRA FMCSABaltimoreMD, cn=PATRICK SHANE RICHARDSON  
Date: 2016.05.03 18:42:07 -0400

Date

May 3, 2016

Inspector in Charge - Name  
Shane Richardson

Inspection Team  
Shane Richardson



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	speed restriction through the wash rack.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Repeat Backs/Yard Observations					Activity Code		RTRA	RAD	OBS						
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	No							
Related Reports				Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference									
	MSRPH	1.73, 1.79																
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
					X						X							
Line(s)	Glenmont Station Red Line		Track Number		Chain Marker		From			To								
Vehicles	Head Car Number		Number of Cars		Equipment													
Description	<p>FWSO observed and monitored the Glenmont Interlocking Operator and Train Operators for compliance with radio rules and monitored radio transmissions. Proper repeat backs were given for absolute block movement and other instructions regarding employee movement within Glenmont Yard. Operators made the proper safety stops in the yard as required. The following defect was noted:</p> <ul style="list-style-type: none"> <li>Radio communications were difficult to receive and transmit between the Interlock operator and the train operator. WMATA needs to comply with CAP FTA-RAIL-1-14-B and FTA-RAIL-1-14-A.</li> </ul>							Number of Defects		1								
								Recommended Finding?		Yes								
								Remedial Action Required?		Yes								
								Recommend Reinspection?		Yes								
Remedial Action	FTA has issued a Corrective Action Plan (CAP) number FTA-RAIL-1-14-B and FTA-RAIL-1-14-A. WMATA's original estimate to request closure is Jan 2017.																	

Inspection Activity #	3	Inspection Subject	Yard observations					Activity Code		RTRA	RC/S T	OBS/ PI		
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0800-1200	Outside Shift	Yes			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
		X									X			
Line(s)	Glenmont Yard		Track Number		Chain Marker		From			To				
Vehicles	Head Car Number		Number of Cars		Equipment									





Description	FWSO observed equipment in Glenmont Yard clear of foul points. Also observed M/W equipment clear of foul points as per WMATA Rules.  We also inspected the shift transfer records for the Glenmont Interlocking Operator. Records were signed by the relieving and on duty operators.	Number of Defects	0	
		Recommended Finding?	No	
		Remedial Action Required?	No	
		Recommend Reinspection?	No	
Remedial Action	N/A			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160404-WMATA-MKD-1		
	2016	04	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations Control Center	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Green Line – Greenbelt Station to Navy Yard/Ballpark and Return.						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RI-OBS					
Inspection Units	2					
Inspection Subunits	2					
Defects (Number)	1					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Riding Inspections			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP					Standard		Other / Title		Checklist Reference			
	N/A	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.3 SR 4.227; MSRPH Operating Rules 3.119, 3.120, 3.121, 3.121.1, 3.79.1, 3.141, 3.167, 3.168; MSRPH SOPs #4A, #8, #12, #15, #16, #35, #40, #43, #45, #50					N/A		N/A		N/A			
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Line(s)	Green Line	Track	1 & 2		Chain Marker		From			To				

Inspector in Charge – Signature		<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.06 10:47:37 -04'00'</small>	Date
Medenia K. Dashiell			04/06/2016
Inspector in Charge – Name		Inspection Team	



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		Number		and/or Station(s)	Greenbelt	Navy Yard and return
Vehicles	Head Car Number	Number of Cars		Equipment	7000 Series	
	7060/7106	8 cars each train				
Description	<p>FWSO conducted Train Ride Observations on the Green Line from Greenbelt to Navy Yard/Ballpark Stations and return. FWSO requested and approved access to ride in the cab from the operator to assess Train Operator fitness for duty, PPE, compliance with electronic device policy, train speed, signal adherence, and radio protocol, general track conditions and RWP protocol. In addition, to monitor ride quality, use of the horn, station berthing and door operation, and announcements. The operator informed ROCC of FWSO's presence.</p> <p>The train operator was in possession of a reliable watch, flashlight and RWP Level 2 card, and no visible reading material or other potentially distracting items in the cab. In addition, FWSO noted general compliance of some applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements more audible in the lead car, proper berthing at the 8 car marker and 5 second pause prior to opening doors in stations.</p> <p>FWSO did not observe any trains passing through a work zone or RWP workers on the right of way.</p> <p>FWSO observed 3<sup>rd</sup> rail covers off between West Hyattsville and Prince Georges Plaza at intermittent locations on #1 track and also between Prince Georges Plaza and College Park-U. of Md stations on #2 track.</p>				Number of Defects	1
					Recommended Finding?	No
					Remedial Action Required?	Yes
					Recommended Re-inspection?	No
Remedial Action						



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160504-WMATA-RPM-1		
	2016	05	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and Structures	Sub- Department	Track, Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Friendship Heights (A08) – Bethesda (A09) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-OBS	TRK-GEN-WI				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	17				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP Briefing and Set-up Observations			Activity Code		TRK	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #626					Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0900 – 1330	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A08 (Friendship Heights)				A10 (Medical Center)					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	Track Unit #626 provided FWSO Inspector with the briefing at Bethesda Station. The briefing was complete and included all activities, hazards and the type of protection, Exclusive Track Occupancy (ETO) with a Red Tag Outage. The work zone also would have four (4) Prime Movers working in the area, PM44, PM50, SV01 and SV02. The FWSO met up with SAFE 19 at Friendship Heights Station to set up the shunt strap, lanterns and the End of Work Mat. SAFE #19 verified the placement of the shunt with ROCC.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature		SEAN L THOMPSON		Digitally signed by SEAN L THOMPSON DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=SEAN L THOMPSON Date: 2016.05.09 08:54:55 -04'00'		Date 05-09-2016	
Inspector in Charge – Name Sean Thompson		Inspection Team Robert P. Maniuszko					



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Federal Transit Administration

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	All Radio communication was proper and repeat backs were performed for each transmission. The RWIC also had a detailed understanding of all work groups within the work zone and explained each to the FWSO Inspector.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Walking Inspection of Track #1 between Friendship Heights and Bethesda.				Activity Code	TRK	GEN	WI	
Job Briefing Employee Name/Title	Track Unit #626			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	0930 – 1330	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST WMATA 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					A08 – Friendship Heights		A09 - Bethesda				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO Inspector performed a visual inspection of the right of way from A08 (Friendship Heights) – A09 (Bethesda) on track #1.</p> <p>General Comments: (Photos below)</p> <ul style="list-style-type: none"> <li>Track conditions were similar to the findings noted on track #2 in the same area.</li> <li>There were numerous areas where standing water, mud and debris was observed.</li> <li>There were also numerous tunnel leaks and sediment intrusion through the tunnel wall.</li> <li>A number of locations, noted below were observed to have old rail pieces in the track gage.</li> <li>Numerous fasteners were rotted and missing.</li> <li>Tie plates were rotted and in some cases the plate was observed to be pumping.</li> <li>Third Rail Insulators were covered with sediment and at least two were observed that appear to be in need of replacement due to some charring.</li> <li>Three separate ETS locations were in need of repair.</li> <li>Tunnel lights needed lenses to be cleaned</li> <li>Old Gage rod needs to be removed</li> <li>Circuit breaker panel at the fan location needs a cover. There is an electrical outlet directly opposite this panel that is completely rotted.</li> </ul> <p>General Observations:</p> <ul style="list-style-type: none"> <li>WMATA had an enormous amount of resources deployed to this area.</li> <li>Insulators are being replaced</li> <li>3<sup>rd</sup> rail expansion joints are being eliminated</li> <li>Mud and debris is being cleaned and removed</li> <li>Track fasteners and plates are being replaced</li> </ul>						Number of Defects		17		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		Yes – WMATA is single tracking this area daily and will have a weekend single track this weekend to complete the maintenance activities.		
Remedial Action	No										





Specific Locations of observed defects:

1. A1 CM 309+00 – Entire area around switch 1A is wet. There were also numerous loose nuts throughout the switch. (Photo Below)
2. A1 CM 309+00 – End Approach insulator appears to have some charring
3. A1 CM 310+20 – A1 CM 310+40 – tie plates are rotted
4. A1 CM 316+00 – Rail pieces in gage of track
5. A1 CM 317+00 – Rail pieces in gage of track
6. A1 CM 317+00 – A1 CM 319+00 – thick electrical or transmission cable lying on the ground adjacent to the catwalk
7. A1 CM 319+00 – Rail pieces in gage of track
8. ETS Box A87 – missing fire extinguisher
9. A1 CM 324+00 – A1 CM 326+00 – Rail pieces in gage of track
10. A1 CM 325+00 – Third Rail End Approach is covered with sediment on the running surface – insulator appears to have some charring
11. At Tunnel Fan location FA-11 the circuit panel is missing a large cover. The electrical outlet on the opposite wall is completely rotted
12. A1 CM 327+50 – The ETS box blue light is not working
13. ETS Box A91 has a broken handle
14. A1 CM 341+00 – cables on the wall are affixed to the grab bar used to climb up out of the roadway. This was observed at numerous places as well
15. A1 CM 357+00 – Gage Rod is lying dislodged on the ground
16. A1 CM 357+70 – Tie Plates have a white X and are missing the pandrol clips. (Note: four plates in a row)
17. A1 CM 384+00 – Rail pieces in gage of track

Photos:

Switch 1A



Figure 1 - Switch 1A loose bolts x3





Figure 2 - Switch 1A Standing Water



Figure 3 - End approach with sediment and insulator with appearance of charring



Figure 4 - Gage Rod laying on ground



Figure 5 - Example of pumping tie plate with wet conditions



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160405-WMATA-MKD-1		
	2016	04	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	New Carrollton Div
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	New Carrollton Tower, New Carrollton, MD						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-GEN-MTG	RTRA-RAD-OBS				
Inspection Units	1	1				
Inspection Subunits	9	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					General Meeting		Activity Code		RTRA	GEN	MTG
Job Briefing Employee Name/Title						Accompanied Inspector?		Out Brief Conducted	No	Time	0800 to 1430	Outside Shift	No
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH		1.69-1.79										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>	
Line(s)	Orange		Track Number		Chain Marker and/or Station(s)	From			To				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO monitored train movement, radio communications at New Carrollton Yard Tower. The Interlocking Operator performed her duties as per SPO's, Metrorail Safety Rules and Procedures Handbook and train movements.  FWSO also observed the Interlocking Operator only allow employees to enter the Interlocking Tower with her permission as per rule 3.7.								Number of Defects		0		
									Recommended Finding?		No		
									Remedial Action Required?		No		
									Recommended Reinspection?		No		

Inspector in Charge - Signature		<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.06 15:34:09 -04'00'</small>	Date	
Inspector in Charge - Name			04/04/2016	
Medenia K. Dashiell		Inspection Team		



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Federal Transit Administration

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	Discussed with Interlocking Operator the concerns regarding pass Red Signal overruns in the yard and egress from the tower. FWSO noted the following conditions within the tower: <ul style="list-style-type: none"> <li>- The only egress other than the stairs is a door to the roof; however there are no stairs or attached ladder for additional escape for emergency purposes.</li> <li>- Non-working water fountain; operators bring in their water.</li> <li>- Missing panel in ceiling.</li> <li>- No internet connection. Operators cannot keep abreast of current issues even as they pertain to the WMATA system because they do not have access to the Internet.</li> </ul>																	
<b>Remedial Action</b>	Continue periodic inspections as warranted.																	
<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Repeat Back/Observations				<b>Activity Code</b>		RTRA	RAD	OBS							
<b>Job Briefing Employee Name/Title</b>				<b>Accompanied Inspector?</b>		<b>Out Brief Conducted</b>		<b>Time</b>	0800 to 1430	<b>Outside Shift</b>	No							
<b>Related Reports</b>				<b>Related CAPS / Findings</b>														
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference									
	MSRPH	1.73, 1.79																
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A							
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x <input type="checkbox"/>							
<b>Line(s)</b>		<b>Track Number</b>			<b>Chain Marker and/or Station(s)</b>	From		To										
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>													
<b>Description</b>	FWSO observed and monitored the New Carrollton Interlocking Operator for compliance with radio rules and monitored radio transmissions. Proper repeat backs were given for Permissive block movement, radio checks and other instructions regarding employee movements within the New Carrollton Interlocking and maintenance shops.							<b>Number of Defects</b>		0								
								<b>Recommended Finding?</b>		No								
								<b>Remedial Action Required?</b>		No								
								<b>Recommended Re-inspection?</b>		No								
<b>Remedial Action</b>	Continue periodic inspections as warranted.																	





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160505-WMATA-RPM-1		
	2016	05	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Track, Structures and Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Bethesda (A09) – Medical Center (A10) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-PI	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP Briefing and Work Zone Set –up			Activity Code		TRK	RWP	PI
Job Briefing Employee Name/Title	Track Unit #643					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	2130 – 0030	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard			Other / Title		Checklist Reference				
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 308+87				A1 CM 440+42					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed the initial job safety briefing provided to the work group. The work group was comprised of Power, Track and Structures personnel. The RWIC read the RWP rule of the day, 1.5 and the Safety Rule of the day 4.1.1.3. The area was protected with Inaccessible Track (IT) – this protection allows the work zone to go right up to the limits. The FWSO verified the method of creating the IT – this crew used a railroad tie chained to the running rails with two red lanterns. The red tag # was 2016126519A. Radio Communication to/from RWIC to ROCC was							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

SEAN L THOMPSON

Digitally signed by SEAN L THOMPSON  
DN: c=US, o=U.S. Government, ou=DOT Headquarters,  
ou=FTAHQ, cn=SEAN L THOMPSON  
Date: 2016.05.09 09:01:21 -04'00'

Date

05-09-2015

Inspector in Charge – Name  
Sean Thompson

Inspection Team  
Robert P. Maniuszko



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	<p>on OPS 1 and work zone gang leader communication was on OPS 10. Suburban Hospital was the designated location for any emergencies.</p> <p>There were three Roadway Maintenance Machines working in the work zone, SV01 and SW02 and PM44.</p> <p>The work being performed was lighting repairs and re-lamping, insulator replacement, 3<sup>rd</sup> rail cover boards, leak mitigation and drain and trough cleaning. The briefing was thorough and an opportunity was provided for questions. The RWIC also checked RWP badges and PPE prior to signatures on the briefing sheet. FWSO Inspector was accompanied by SAFE Officer Green – Level IV</p>		
<b>Remedial Action</b>			

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Physical Inspection of Track 1 work effort from A09 – A10.				<b>Activity Code</b>	TRK	GEN	OBS	
<b>Job Briefing Employee Name/Title</b>	Track Unit #643		<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	2130 – 0030	<b>Outside Shift</b>	Yes	
<b>Related Reports</b>			<b>Related CAPS / Findings</b>								
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000, rev. 6										
	MSRPH										
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
	X								X		
<b>Line(s)</b>	A-Line	<b>Track Number</b>	1	<b>Chain Marker and/or Station(s)</b>		From		To			
						A1 CM 396+00 (A09)		A1 CM 440+42 (A10 Interlocking)			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
<b>Description</b>	<p>FWSO Inspector performed a visual inspection of the right of way from A09 (Bethesda) – A10 (Medical Center). The following is a summary of the observations that were made along with a few photos.</p> <ul style="list-style-type: none"> <li>Multiple disciplines were observed working on track #1 - primarily Track, Structures, Power and G.W. Peoples (Contractor for TRST)</li> <li>Multiple Insulators have been replaced</li> <li>Third Rail protection boards have been installed</li> <li>Structural Repairs are being made on the catwalk</li> <li>Structures is plugging leaks throughout the tunnel</li> <li>Drains and troughs are being cleaned</li> </ul> <p>Objects of Note:</p> <ul style="list-style-type: none"> <li>ETS Box #109 does not have a fire extinguisher</li> <li>A1 CM 401+00 - significant water and mud along with corroded fasteners</li> <li>A1 CM 422+30 - Insulator in need of replacement due to what appears to be charring</li> <li>A1 CM 427+00 - Insulators has what appears to be arcing</li> </ul> <p>Most Significant Observation - reported directly to the RWIC - Track Unit 643 prior to leaving the site. He stated he would send a crew to correct the condition. I would recommend a follow-up visit during FWSO visit to ensure repair was made.</p> <ul style="list-style-type: none"> <li>Between A1 CM 434+00 and A1 CM 435+00 there is significant water and mud with: <ul style="list-style-type: none"> <li>Four missing fasteners in a row at A1 CM 434+00</li> <li><b>Eight missing fasteners in a row on the catwalk side rail - gage face - this totals 239" of missing fasteners (per the WMATA 1000, rev. 6, Table 7.1 - the Max Distance between</b></li> </ul> </li> </ul>						<b>Number of Defects</b>		8		
							<b>Recommended Finding?</b>		No		
							<b>Remedial Action Required?</b>		Yes		
							<b>Recommended Reinspection?</b>		Yes		



	<b>non-defective fasteners - if the distance is greater than 120 inches this is a Black Condition)</b> <ul style="list-style-type: none"><li>○ Five missing fasteners in a row at A1 CM 434+60 on the third rail side of the rail - field face of rail</li></ul>		
<b>Remedial Action</b>	WMATA Track Unit #643 to mitigate defects and replace missing fasteners. Track Unit #643 was dispatching a repair crew to the A1 CM 434+00 – A1 CM 435+00 to initiate fastener replacement. FWSO team member will re-visit this area to ensure repairs were made.		

Photos:



Figure 1 - Catwalk Repairs - prior to completion



Figure 2 - Catwalk Repaired



Figure 3 - Insulator at A1 CM 427+30 - appears to be arcing



Figure 4 - Insulator at A1 CM 422+30 - appears to be arcing



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160505-WMATA-TW-1		
	2016	05	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Track #1 from Bethesda (A09) to Medical Center (A10)						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI	TRK-RWP-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	5	0				
Recommended Finding	5	0				
Remedial Action Required	Yes	No				
Recommended Reinspection	Yes	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject	Walking Track Inspection from Bethesda Station to Medical Center Station				Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	[REDACTED] Track & Structures Maintenance		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1230	Outside Shift	No	
Related Reports	Related CAPS / Findings				Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	A09 to A10								Yes		
Line(s)	Red Line	Track Number	#1	Chain Marker and/or Station(s)	From		To				
					Bethesda Station (395+20)		Medical Center (440+25)				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	The FWSO Inspector conducted a walking track inspection of Red Line track #1 from Bethesda Station to Medical Center Station to assess conditions of the track and structures. The walking took place with [REDACTED] from TRST.  Two Prime Movers and two Service Vehicles were on-site.  Below are some of the <u>positive</u> observations of the inspection today;						Number of Defects		5		
							Recommended Finding?		5		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS  
Date: 2016.05.10 13:40:33 -04'00'

Date  
5/10/2016

Inspector in Charge - Name  
Terrell Williams

Inspection Team  
Terrell Williams





	<ul style="list-style-type: none"> <li>New insulators were found on 90% of this tunnel section.</li> <li>No insulators were found to be corroded or in unsafe conditions with mud, debris or in standing water.</li> <li>New 3<sup>rd</sup> rail coverboards were observed on 70% of this section. A crew was actively replacing coverboards at the time.</li> <li>Several fasteners were missing pandrol clips, but it appears this work crew has not moved to this section yet.</li> <li>There were several muddy areas with standing water, however crews were observed cleaning troughs along this section</li> <li>Crews were observed installing ports to control water leakage.</li> <li>Crews were observed fixing damaged catwalk areas with cement</li> <li>Around 90% of the drains were cleaned on the surface. No new drains were observed.</li> <li>There were NO third rail cables hanging from the rail. Appears all were replaced with joint bars.</li> <li>Newer fire extinguishers were noted at each ETS Box.</li> </ul> <p>Below are areas of concern that will require attention;</p> <ul style="list-style-type: none"> <li>Several locations had missing light covers</li> <li>An ETS Box lunar light was not working at CM 417+50</li> <li>Disconnected Tension/Anchor cables were observed at CM's 413+60 and 423+20</li> <li>CM 433+00 sign was fully covered in soot. Needs cleaning.</li> <li>Active water leak on 3<sup>rd</sup> rail coverboard at CM 438+90. Leak needs plugging on tunnel crown.</li> </ul>		
<b>Remedial Action</b>	WMATA has already made considerable repairs to this section of track #1 between Bethesda and Medical Center Stations. They should continue to assign work crews to repair those few remaining items as listed above in addition to items discovered by WMATA.		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Roadway Worker Protection				<b>Activity Code</b>	TRK	RWP	OBS								
<b>Job Briefing Employee Name/Title</b>	[REDACTED], TRST		<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	No	<b>Time</b>	1000-1230	<b>Outside Shift</b>	No								
<b>Related Reports</b>	<b>Related CAPS / Findings</b>																	
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference										
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A							
	X								X									
<b>Line(s)</b>	Red Line	<b>Track Number</b>	#2	<b>Chain Marker and/or Station(s)</b>			From		To									
							CM 308+72		CM 440+25									
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>													
<b>Description</b>	FWSO Inspectors observed WMATA Roadway Escort perform Roadway Worker Protection briefing. The Level IV RWIC competently conducted a safety brief that included checking inspectors RWP Identifications, check for PPE and insisted that we wear our Hard Hats and Safety glasses because of the active maintenance environment. Discussed the type of roadway worker protection (inaccessible track protection), point of entry and exit onto and off the roadway, signaling for oncoming trains, hot spots and all manner of protection.						<b>Number of Defects</b>			0								
							<b>Recommended Finding?</b>			0								
							<b>Remedial Action Required?</b>			No								
							<b>Recommended Reinspection?</b>			No								
<b>Remedial Action</b>	None																	



## Inspection Form

**Form FTA-IR-1**

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20160506-WMATA-PH-1		
	2016	05	06				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	Track	<b>Sub- Department</b>	
<b>Rail Agency Department Contact Information</b>	Name		Email		Office Phone		Mobile Phone
<b>Inspection Location</b>	Orange/Blue/Silver Federal Center SW						

**Inspection Summary**

<b>Inspection Activity #</b>	1	2	3	4	5	6
<b>Activity Code</b>	TRK-WI-PI					
<b>Inspection Units</b>	1					
<b>Inspection Subunits</b>	1					
<b>Defects (Number)</b>	0					
<b>Recommended Finding</b>	Yes					
<b>Remedial Action Required</b>	Yes					
<b>Recommended Reinspection</b>	Yes					

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>					Walking Track Inspection			<b>Activity Code</b>		TRK	WI	PI
<b>Job Briefing Employee Name/Title</b>						<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	No	<b>Time</b>	0630-0730	<b>Outside Shift</b>	No	
<b>Related Reports</b>	N/A					<b>Related CAPS / Findings</b>		N/A						
<b>Related Rules, SOPs, Standards, or Other</b>	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	N/A		N/A		N/A		N/A		N/A					
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A			
	X		X						X					
<b>Line(s)</b>	D	<b>Track Number</b>	1&2	<b>Chain Marker and/or Station(s)</b>	From				To					
					Federal Center SW				Federal Center SW					
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>	N/A								
	N/A		N/A											
<b>Description</b>	FWSO performed a track inspection at D04, Federal Center SW Station, on both tracks D1 and D2 after an insulator explosion at CM 78+40 and accompanying arcing event on a track pad stud at CM 77+25. Post Repair Inspection in conjunction with an FWSO investigation revealed WMATA replaced all of the porcelain insulators on the D1 and D2 tracks within the D04 station and repaired the damaged rail pad during overnight repairs. A damaged invert at CM 79+50 was also repaired.								<b>Number of Defects</b>		0			
									<b>Recommended Finding?</b>		Yes			
									<b>Remedial Action Required?</b>		Yes			
									<b>Recommended Reinspection?</b>		Yes			
<b>Remedial Action</b>	WMATA should continue efforts to mitigate and find the causes of stray current and reinstitute cleaning of insulators and clearing track beds													

**Inspector in Charge - Signature****PHILIP A HERBERT**

 Digitally signed by PHILIP A HERBERT  
DN: cn=US, o=U.S. Government, ou=FEDERAL AVIATION ADMINISTRATION, ou=FEDERAL AVIATION ADMINISTRATION, cn=PHILIP A HERBERT  
Date: 2016.05.11 15:07:16 -04'00'

**Date****5/9/2016****Inspector in Charge – Name**  
Phil Herbert**Inspection Team**  
Phil Herbert

Form FTA-IR-1

Version date: 1/19/16



of debris/trash. Workers must also be diligent to police work areas of trash at the completion of any track work.

**Photos:**

*Damaged Insulator at CM 78+40*



*Damaged Rail Pad/stud at CM 77+25*



*Repaired incident insulator (far left)*

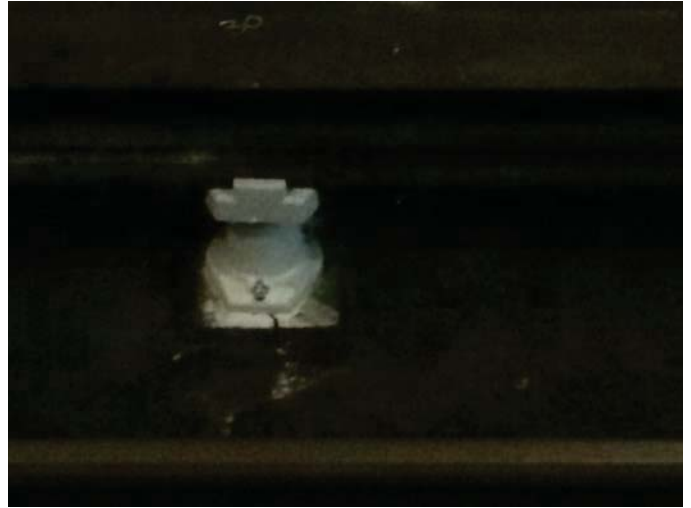


*Damaged Invert at CM 79+50*





*Repaired Invert and new insulator CM 79+50*





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160506-WMATA-TW-1		
	2016	05	06				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Track #1 from Bethesda (A09) to Friendship Heights (A08)						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI	TRK-RWP-OBS	ROCC-RAD-OBS			
Inspection Units	1	1	1			
Inspection Subunits	1	1	1			
Defects (Number)	21	0	1			
Recommended Finding	21	0	1			
Remedial Action Required	Yes	No	Yes			
Recommended Reinspection	Yes	No	No			

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection from Bethesda Station to Friendship Heights Station			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	[REDACTED] Compliance Officer Track & Structures Maintenance					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1500	Outside Shift	No	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	A09 to A08								Yes					
Line(s)	Red Line	Track Number	#1	Chain Marker and/or Station(s)	From		To							
					Bethesda Station (308+87)		Friendship Heights (440+42)							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The FWSO Inspector conducted a walking track inspection of Red Line track #1 from Bethesda Station to Friendship Heights Station to assess conditions of the track and structures. The walking inspection took place with [REDACTED] from TRST.  Two Prime Movers and two Service Vehicles were on-site.							Number of Defects		21				
								Recommended Finding?		21				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,  
cn=TERRELL A WILLIAMS  
Date: 2016.05.10 13:39:26 -04'00'

Date  
5/10/2016

Inspector in Charge - Name  
Terrell Williams

Inspection Team  
Terrell Williams



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	<p>Below are areas of concern that will require attention;</p> <ul style="list-style-type: none"> <li>CM 389+40 broken 3rd rail tension anchors</li> <li>Drain covers needed at CM's 388+90,384+70,381+05,377+60, 374+00, 360+20 and throughout the tunnel</li> <li>CM 381+48 ETS box has no lunar light and no box cover</li> <li>CM 376+80 and 382+50 excessive mud and standing water around insulator</li> <li>CM 383+50 rail inside gauge</li> <li>CM 369+50 cable lying in standing water under 3rd rail</li> <li>CM 366+00 and 358+00 ETS lunar needs cleaning</li> <li>CM 365+00 thru 363+50 excessive debris and standing water underneath the 3rd rail</li> <li>CM 363+50 small drain is plugged</li> <li>CM 362+80 end approach cover is missing</li> <li>CM 362+10 thru 40 missing 3rd rail coverboard</li> <li>CM 360+40 thru 80 excessive debris and standing water under 3rd rail</li> <li>CM 360+20 small drain needs cleaning</li> <li>CM 342+70 ETS lunar needs replacing or cleaning</li> <li>CM 334+92 ETS fire extinguisher pin was removed - may have been expired</li> <li>CM 322+80 evidence of an arched insulator - needs replacing</li> <li>CM 319+50 ETS box has no fire extinguisher</li> <li>CM 315+00 severely clogged drain</li> <li>CM 313+40 Insulator surrounded by excessive standing water</li> <li>CM 312+00 ETS lunar needs replacing or cleaning</li> </ul>		
<b>Remedial Action</b>	WMATA needs to make considerable repairs to this section of track #1 between Bethesda and Friendship Heights Stations. Work crews should continue to repair those remaining items as listed above in addition to items discovered by WMATA.		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Roadway Worker Protection				<b>Activity Code</b>		TRK	RWP	OBS						
<b>Job Briefing Employee Name/Title</b>	[REDACTED] TRST		<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	No	<b>Time</b>		1000-1500	<b>Outside Shift</b>	No						
<b>Related Reports</b>	<b>Related CAPS / Findings</b>																
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference								
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A						
	X								X								
<b>Line(s)</b>	Red Line	<b>Track Number</b>	#2	<b>Chain Marker and/or Station(s)</b>	From			To									
					CM 308+87			CM 440+42									
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>												
<b>Description</b>	FWSO Inspectors observed WMATA Roadway Escort perform Roadway Worker Protection briefing. The Level IV RWIC competently conducted a safety brief that included checking inspectors RWP Identifications, check for PPE and insisted that we wear our Hard Hats and Safety glasses because of the active maintenance environment. Discussed the type of roadway worker protection (Exclusive Track Occupancy), point of entry and exit onto and off the roadway, signaling for oncoming trains, hot spots and all manner of protection.						<b>Number of Defects</b>			0							
							<b>Recommended Finding?</b>			0							
							<b>Remedial Action Required?</b>			No							
							<b>Recommended Reinspection?</b>			No							
<b>Remedial Action</b>	None																





United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

Inspection Activity #	3	Inspection Subject	Roadway Worker Protection					Activity Code	TRK	RWP	OBS
Job Briefing Employee Name/Title	██████████ TRST			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000-1500	Outside Shift	No
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	Red Line	Track Number	#2	Chain Marker and/or Station(s)	From			To			
					CM 308+87			CM 440+42			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	Inspection team and work crews including 4 Prime Movers were all assembled and ready for deployment at approximately 1015am. Several delays ensued between the RWIC-4 ██████████ (sp) and the ROCC. After considerable delay, FWSO Inspector contacted ROCC Assistant Superintendent ██████████ to provide assistance with gaining track clearance. FWSO Inspector also spoke with Director ██████████ for assistance. ██████████ provided ROCC Superintendent ██████████ cell contact to assist with gaining clearance to the tunnels. After a full 2hr 15minute delay, the RWIC-4 received clearance to occupy the track. Apparently, two defective WASAD devices had been in place on Track #1 which caused the ROCC not provide clearance. The work schedule called for maintenance crews to have access to Track #1 from approximately 1000 to 1500. However, the 2-1/2 hour delay resulted in abbreviated work for maintenance crews and a tremendous waste of resources given the almost 100 people on site.						Number of Defects		1		
							Recommended Finding?		1		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		No		
Remedial Action	WMATA should examine ROCC procedures that allow safety and maintenance personnel "track rights" to conduct inspections and maintenance activities. Better communications between the ROCC and field personnel is needed to better utilize WMATA resources more efficiently. WMATA wastes tremendous resources when dozens of work crew are standing by to gain access to track when communications are not working between the ROCC and field personnel.										





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160507 – RPM – 1		
	2016	05	07				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Track, Structures and Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Bethesda (A09) – Medical Center (A10) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-PI	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	4				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP Briefing and Work Zone Set –up			Activity Code		TRK	RWP	PI
Job Briefing Employee Name/Title	Track Unit #626					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0700 – 1230	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 308+87				A1 CM 440+42					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed the initial job safety briefing provided to the work group. The work group was comprised of Power, Track and Structures personnel. The RWIC read the RWP rule of the day, 1.7 and the Safety Rule of the day 4.115. The area was protected with Inaccessible Track (IT). The red tag # was 2016127522A. Radio Communication to/from RWIC to ROCC was on OPS 1 and work zone gang leader communication was on OPS 10. Suburban Hospital was the designated location for any emergencies.										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		No	

Inspector in Charge - Signature		<b>SEAN L THOMPSON</b> <small>Digitally signed by SEAN L THOMPSON DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=SEAN L THOMPSON Date: 2016.05.09 17:55:48 -04'00'</small>	Date 05/09/2016	
Inspector in Charge – Name Sean Thompson			Inspection Team Robert P. Maniuszko	



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	There were five Roadway Maintenance Machines working in the work zone, SV01 and SW02, PM44, PM40 and PM50. The work being performed was insulator replacement, 3 <sup>rd</sup> rail cover boards, leak mitigation and drain and trough cleaning and fastener replacement. The briefing was thorough. The RWIC also checked RWP badges and PPE prior to signatures on the briefing sheet. FWSO Inspector was accompanied by TRST Unit #6392.						
Remedial Action	N/A						

Inspection Activity #	2	Inspection Subject	Physical Inspection of Track 1 work effort from A09 – A10. Focused re-inspection on A1 CM434+00 – A1 CM435+00.			Activity Code	TRK		GEN	OBS					
Job Briefing Employee Name/Title	Track Unit #626		Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0700 - 1230	Outside Shift	Yes					
Related Reports	Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference							
	TRST 1000, rev. 6														
	MSRPH														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	X								X						
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)			From		To						
							A1 CM 396+00 (A09)		A1 CM 440+42 (A10 Interlocking)						
Vehicles	Head Car Number		Number of Cars		Equipment										
Description	FWSO Inspector performed a visual inspection of the right of way from A09 (Bethesda) – A10 (Medical Center). The following is a summary of the observations that were made along with a few photos. <ul style="list-style-type: none"><li>Multiple disciplines were observed working on track #1 in this area. The primary work was drain and trough cleaning and leak mitigation.</li><li>Multiple Insulators have been replaced</li><li>Third Rail protection boards have been installed</li><li>Structural Repairs are being made on the catwalk</li></ul> Objects of Note: <ul style="list-style-type: none"><li>ETS Box #109 does not have a fire extinguisher (Repeat)</li><li>A1 CM 433+60 – Electrical Junction box hanging on the catwalk (NEW)</li><li>A1 CM 413+60 – Spalling concrete on the catwalk walking surface edge (NEW)</li><li>ETS Box A113 – Blue Light is not working (NEW)</li><li>A1 CM 410+90 – Electrical Outlet box hanging off of the wall (NEW)</li></ul> Most Significant Observation: NOTE: This issue had not been addressed so FWSO inspector escalated it to [REDACTED] Assistant Superintendent. [REDACTED] immediately dispatched a crew to make repairs until permanent repairs are completed. <ul style="list-style-type: none"><li>Four missing fasteners in a row at A1 CM 434+00</li><li>Eight missing fasteners in a row on the catwalk side rail - gage face - this totals 239" of missing fasteners (per the WMATA 1000, rev. 6, Table 7.1 - the Max Distance between non-defective fasteners - if the distance is greater than 120 inches this is a Black Condition)</li><li>Five missing fasteners in a row at A1 CM 434+60 on the third</li></ul>						Number of Defects		4						
							Recommended Finding?		No						
							Remedial Action Required?		Yes						
							Recommended Reinspection?		Yes						



	rail side of the rail - field face of rail		
Remedial Action	WMATA should complete permanent repair to the A1 434+00 – A1 435+00 fasteners.		

Photos:



Figure 1 - Hanging Electrical Box at A1 CM 433+60



Figure 2 - Concrete Spalling - A1 413+60



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information


Inspection Date	YYYY	MM	DD	Report Number	20160508 – RPM – 1		
	2016	05	08				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Track, Structures and Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Friendship Heights (A08) – Medical Center (A10) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-PI	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	2	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP Briefing and Work Zone Set –up			Activity Code		TRK	RWP	PI
Job Briefing Employee Name/Title	Track Unit #626					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0700 - 1130	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 308+87				A1 CM 440+42					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed the initial job safety briefing provided to the work group. The work group was comprised of Power, Track and Structures personnel. The RWIC read the RWP rule of the day, 1.8 and the Safety Rule of the day 4.116. The area was protected with Inaccessible Track (IT) – this protection allows the work zone to go right up to the limits. The RWIC was Track Unit #626. NOTE: This was the third time I have been briefed by the RWIC, nicknamed [REDACTED] – he should be commended for his excellent briefings and command of the work area.										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		No	

Inspector in Charge - Signature		 Digitally signed by SEAN L THOMPSON DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=SEAN L THOMPSON Date: 2016.05.09 17:55:18 -04'00'	Date	05/09/2016
Inspector in Charge – Name Sean Thompson			Inspection Team Robert P. Maniuszko	



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	The red tag # was 2016127522A. Radio Communication to/from RWIC to ROCC was on OPS 1 and work zone gang leader communication was on OPS 10. Suburban Hospital was the designated location for any emergencies. There were four Roadway Maintenance Machines working in the work zone, SV01 and SW02, PM44 and PM50. The work being performed was insulator replacement, 3 <sup>rd</sup> rail cover boards, leak mitigation and drain and trough cleaning and track fastener system replacement. The briefing was thorough and an opportunity was provided for questions. The RWIC also checked RWP badges and PPE prior to signatures on the briefing sheet. FWSO Inspector was accompanied by Track Unit #6392.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Physical Inspection of Track 1 work effort from A08 – A10.				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title	Track Unit #626		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0700 – 1130	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000, rev. 6										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X								X		
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					A1 CM 396+00 (A09)		A1 CM 440+42 (A10 Interlocking)				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>The following is a synopsis of my walkthrough of the A08 - A10 work zone this morning.</p> <ul style="list-style-type: none"><li>I walked from Bethesda to Medical Center on Track #1 to re-visit A1 CM 434+00 - A1 CM 435+00</li><li>I walked from Bethesda to within 2800 feet of Friendship Height on track #1</li><li>I was at the work location from 0700 - 1130hrs</li></ul> <p>Ongoing Work -</p> <ul style="list-style-type: none"><li>Drain Cleaning</li><li>Trough Cleaning</li><li>Mud and Debris Removal</li><li>Track Plate Replacement</li><li>Track Clip Replacement</li><li>Leak Mitigation</li><li>Third Rail Insulator Replacement</li></ul> <p>Completed Work -</p> <ul style="list-style-type: none"><li>All rail sections that were in the gage of the track or</li></ul>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		



	<p>located adjacent to the rail have been removed</p> <ul style="list-style-type: none"><li>• A08 - Switch 1A has been tightened - all bolts noted during Thursday 5/5/16 Walk have been completed</li></ul> <p>Re-inspection -</p> <ul style="list-style-type: none"><li>• A1 CM 434+00 - A1 CM 435+00 - temporary work was done to install adequate clips throughout this area. During the shift and tonight GW Peoples will be installing new track plates and clips. This will eliminate the condition prior to revenue hours.</li></ul> <p>General Comments:</p> <ul style="list-style-type: none"><li>• An enormous amount of progress has been made to mitigate the water and drainage issues</li><li>• Third Rail Insulators are being replaced</li><li>• Third Rail expansion joints have been eliminated</li><li>• The majority of the fluorescent fixtures are operational</li><li>• Work will continue throughout this area during the week - Structures will move between A08-A09 and Track will move between A09-A10 in the next day or so.</li></ul>		
Remedial Action	WMATA to complete permanent repair to track fasteners from A1 434+00 – A1 435+00 during upcoming work activities.		

Photos:



Figure 1 - example of third rail weld where expansion joint was eliminated





Figure 2 - Ongoing fastener replacement between Friendship Heights (A08) and Bethesda (A09) - Note: White specks are airborne dust from work effort





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160509 – RPM – 1		
	2016	05	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Track, Structures and Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Bethesda (A09) – Medical Center (A10) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RWP-PI	TRK-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	2				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					RWP Briefing and Work Zone Set –up			Activity Code		TRK	RWP	PI
Job Briefing Employee Name/Title	Track Unit #641					Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0930 – 1300	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 308+87				A1 CM 440+42					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed a job safety briefing provided to the work group. The RWIC was Track Unit #641. His cell number is [REDACTED]. The work group was comprised of Track and Structures and Contractor personnel. The RWIC read the RWP rules of the day, 1.9.1 and 1.9.2 and the Safety Rule of the day 4.124. The area was protected with Exclusive Track Occupancy (ETO). Lanterns and End of Work mats were placed as required. A red tag was also issued for the work area.								Number of Defects		0			
									Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		No			

Inspector in Charge - Signature		SEAN L THOMPSON		Digitally signed by SEAN L THOMPSON DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=SEAN L THOMPSON Date: 2016.05.09 17:54:43 -04'00'		Date 05/09/2016	
Inspector in Charge – Name Sean Thompson		Inspection Team Robert P. Maniuszko					



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	There were three Roadway Maintenance Machines working in the work zone, SV01 and PM50 and PM44. The work being performed was insulator replacement, 3 <sup>rd</sup> rail cover boards, leak mitigation and drain and trough cleaning. The briefing was thorough and an opportunity was provided for questions. The RWIC also checked RWP badges and PPE prior to signatures on the briefing sheet. FWSO Inspector was accompanied by [REDACTED] – Asst. Supt. Of Track Maintenance.		
<b>Remedial Action</b>	N/A		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Physical Re-Inspection of Track 1 work effort from A09 – A10.				<b>Activity Code</b>	TRK	GEN	OBS	
<b>Job Briefing Employee Name/Title</b>	Track Unit #641		<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	0930 - 1300	<b>Outside Shift</b>	No	
<b>Related Reports</b>			<b>Related CAPS / Findings</b>								
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	TRST 1000, rev. 6										
	MSRPH										
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
	X								X		
<b>Line(s)</b>	A-Line	<b>Track Number</b>	1	<b>Chain Marker and/or Station(s)</b>		From		To			
						A1 CM 396+00 (A09)		A1 CM 440+42 (A10 Interlocking)			
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>						
<b>Description</b>	<p>FWSO Inspector performed a visual inspection of the right of way from A09 (Bethesda) – A10 (Medical Center). The following is a summary of the observations that were made along with a few photos.</p> <ul style="list-style-type: none"> <li>Multiple disciplines were observed working on track #1 - primarily Track, Structures, and G.W. Peoples (Contractor for TRST)</li> <li>Multiple Insulators have been replaced</li> <li>Third Rail protection boards have been installed</li> <li>Structural Repairs are being made on the catwalk</li> <li>Drains and troughs are being cleaned</li> </ul> <p>Objects of Note:</p> <ul style="list-style-type: none"> <li>ETS Box #109 fire extinguisher has been replaced</li> <li>ETS Box #113 still does not have a working blue light</li> <li>A1 CM 422+30 - Insulator still in need of replacement due to what appears to be charring</li> <li>A1 CM 427+00 – Insulator still needs replacement due to what appears to be arcing</li> <li><b>A1 CM 421+60 has an insulator that has melted and needs replacement (NEW)</b></li> <li><b>A1 CM 421+70 is missing an insulator (NEW)</b></li> </ul> <p>Re—Inspection Follow-up Item:</p> <ul style="list-style-type: none"> <li>The “Black Condition” between A1 CM 434+00 and A1 CM 435+00 has been corrected.</li> </ul>						<b>Number of Defects</b>		2		
							<b>Recommended Finding?</b>		No		
							<b>Remedial Action Required?</b>		Yes		
							<b>Recommended Reinspection?</b>		Yes		
<b>Remedial Action</b>	WMATA should replace the noted insulators during upcoming work activities.										

Photos:



Figure 1 - Fastener Replacement between A1 CM 434+00 and A1 CM 435+00



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160509-WMATA-MKD-1		
	2016	05	09				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	Track Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Track Geometry Vehicle – C Line from the C-05 (Rosslyn Station) to C-11 (Potomac Yard) conducting Ultrasonic Track (UT) testing on #1 & 2 tracks.						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-TGV-RC	TRK-TGV-PI				
Inspection Units	1	1				
Inspection Subunits	4	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject	Rules Compliance				Activity Code		TRK	TGV	RC
Job Briefing Employee Name/Title	[REDACTED]/RWIC Level 4		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1800 to 0600	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	3.87.1, 3.122, 3.67,									
		SOP #23.5.5.3									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	x	X	
Line(s)	C-05 to C-11 (Orange to Yellow Line)		Track Number	1 & 2	Chain Marker and/or Station(s)	From		To			
	C1-165+000					C1-468+000					
Vehicles	Head Car Number		Number of Cars		Equipment	Track Geometry Vehicle (TGV)					
	N/A										
Description	FWSO team monitored the Track Geometry Vehicle/UT crew and their compliance with MSRPH rules: 3.87.1 – sounding of horns when exiting or entering tunnels 3.122 – sounding of the horn in short blasts when operated against the normal direction of traffic						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Re-inspection?		No		

Inspector in Charge - Signature	<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.12 07:19:27 -0400</small>	Date	05/11/2016
Inspector in Charge – Name	Inspection Team		
Medenia K. Dashiell			



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

		3.67 – Rail vehicle not operated past or closer that a point 10-feet in approach of an interlocking signal or lamp displaying a red signal										
		SOP #23 – 23.5.5.3 – Class II operators shall sound horns through stations.										
		No deficiencies were noted.										
<b>Remedial Action</b>		N/A										
<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Track Geometry Vehicle Testing					<b>Activity Code</b>		TRK	TGV	PI
<b>Job Briefing Employee Name/Title</b>	Please See Above		<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	1800 to 0600	<b>Outside Shift</b>	Yes		
<b>Related Reports</b>		<b>Related CAPS / Findings</b>										
<b>Related Rules, SOPs, Standards, or Other</b>		Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
		TRST 1000										
<b>Inspection Location</b>		Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
		X		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	X	X	
<b>Line(s)</b>		C-05 to C-11 (Orange to Yellow)	<b>Track Number</b>	1 & 2	<b>Chain Marker and/or Station(s)</b>	From			To			
						C1-165+000			C1-468+000			
<b>Vehicles</b>		Head Car Number		Number of Cars		<b>Equipment</b>	Track Geometry Vehicle (TGV)					
		N/A										
<b>Description</b>		<p>FWSO accompanied the TGV/UT inspection team during its Ultrasonic (UT) testing on the Orange Line from C-05 (Rosslyn Station) to C-11 (Potomac Yard) testing on #1 &amp; 2 tracks. WMATA conducts UT rail integrity testing of its entire rail system a minimum of two (2) times a year. The TGV is capable of performing both track geometry and UT testing at the same time; however, there was no track geometry testing performed.</p> <p>Testing was scheduled to commence at 10:30 p.m.; however, was delayed by the ROCC until 12:00 a.m. The TGV crew conducted the following pre-tests:</p> <ul style="list-style-type: none"> <li>- Checked Pressure of UT Probes</li> <li>- Cleaned UT Cameras</li> <li>- Cleaned UT Water Spray Nozzles</li> <li>- Visually Inspected UT Boggie</li> <li>- Checked UT Hand Instruments</li> <li>- Reviewed Spare Parts</li> <li>- Tested Calibrations on Test Rail</li> </ul> <p>No significant defects (red/black) were found. The vehicle was stopped and reversed on several occasions to re-analyze data locations; however, it stopped at six (6) locations for required on the ground hand verifications for potential deficiencies sited as follows:</p> <ol style="list-style-type: none"> <li>1. General area between C1-180+200 &amp; 183.000 – hand test of head check on rail head with meter on high rail in curve on #2 track. No further defects found.</li> <li>2. General area between C1-245+000 to 253+000 – “loss of bottom indication.” Spalding found on the low rail due to flattening of the rail surface; not defective but becoming an issue. No further defects found.</li> </ol>						<b>Number of Defects</b>		0		
								<b>Recommended Finding?</b>		No		
								<b>Remedial Action Required?</b>		No		
								<b>Recommended Re-inspection?</b>		Yes		



	<p>3. General area of C1-371.176 – “loss of bottom” a hand test was conducted just south of Reagan National Airport interlocking on #2 track. No further defects found.</p> <p>4. General area of C1-406.600 – “loss of bottom” a hand test was conducted to check shelling on tangent track. No further defects found.</p> <p>5. General area of C1-444.000 – “loss of bottom” a hand test was conducted in curved track. 50 ft. was determined not testable. No further defects found.</p> <p>6. General area of C1-446.750 – “loss of bottom” a hand test was conducted in intermittent locations. No further defects found.</p> <p>A chase team was available.</p> <p><b>Note:</b> The TGV car set out of West Falls Church Yard at approx. 12:00 a.m. en-route to Rosslyn station where testing began. It operated thru the Court House Station without incident (and returned) hours prior to the “arching” incident that occurred later that morning.</p>		
Remedial Action	<p><b>Recommendations:</b></p> <p>Continued testing as warranted.</p>		



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160510-WMATA-TW-1		
	2016	05	10				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Bethesda (A09)						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-MTG					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Red Line Maintenance Briefing			Activity Code		TRK	WI	MTG
Job Briefing Employee Name/Title	██████████ Compliance Officer Track & Structures Maintenance					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1400-1500	Outside Shift	No	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title			Checklist Reference				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	A09								Yes					
Line(s)	Red Line	Track Number	#2	Chain Marker and/or Station(s)	From				To					
					Bethesda Station (308+72)									
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors visited the Red Line's Bethesda Station to assess progress of WMATA's maintenance surge activities.  Spoke with ██████████ of TRST after completion of the 1000-1500 work shift to ascertain progress on Track#1 from Friendship Heights Station thru to Medical Center Station.  WMATA has several of its own inspectors assessing conditions in this section who							Number of Defects		0				
								Recommended Finding?		0				
								Remedial Action Required?		no				
								Recommended Reinspection?		no				

Inspector in Charge - Signature	<b>TERRELL A WILLIAMS</b>		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.05.12 14:24:38 -04'00'	Date 5/10/2016
Inspector in Charge - Name Terrell Williams	Inspection Team Terrell Williams			





	<p>are taking fastidious notes and photographs of defects. Supervisors are sharing notes and have a spreadsheet of the defects, locations and the status of fixing these issues.</p> <p>Generally, track improvements are progressing with the replacement of all insulators, ensuring 3rd rail coverboards are in place, fasteners and pandrol clips are installed to WMATA standards. Most of the 3rd rail anchor cables have been removed and replaced with joint plates.</p> <p>WMATA work crews will continue the maintenance surge through the week. The initial schedule had the work being completed on Wednesday 5/11.</p> <p>Remaining work includes removing excessive mud, debris and standing water from under the 3rd rail, cleaning troughs and excess rail from the track bed. Installation of ports to remediate water leaks should continue. Clearing catwalks of debris and built up calcites are ongoing.</p> <p>The PWR department has not been seen onsite. They are responsible for all electrical power items such as ETS box lunar lights and box covers, fixing electrical outlets and replacing tunnel lights and light covers. None of these items appear to be fixed at this time.</p>		
Remedial Action	None		



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160511-WMATA-TW-1		
	2016	05	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Track #2 from Friendship Heights (A08) to Bethesda (A09)						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-WI-PI	TRK-RWP-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	10	0				
Recommended Finding	10	0				
Remedial Action Required	Yes	No				
Recommended Reinspection	Yes	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Walking Track Inspection from Friendship Heights Station to Bethesda Station			Activity Code		TRK	WI	PI
Job Briefing Employee Name/Title	██████████ Compliance Officer Track & Structures Maintenance					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1000-1330	Outside Shift	No	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	A08 to A09								Yes					
Line(s)	Red Line	Track Number	#2	Chain Marker and/or Station(s)	From		To							
					Friendship Heights (440+28)		Bethesda Station (308+72)							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors conducted a walking track inspection of Red Line track #2 from Friendship Heights Station to Bethesda Station to reassess conditions that were found during a previous walking inspection and to verify what defects were remedied. Inspectors were accompanied by WMATA staff, ██████████ from TRST. Inspectors witnessed over 50 WMATA crew and contractors on-site. There were two prime movers / service vehicles on location.							Number of Defects		10				
								Recommended Finding?		10				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,  
cn=TERRELL A WILLIAMS  
Date: 2016.05.12 11:25:16 -04'00'

Date  
5/11/2016

Inspector in Charge – Name  
Terrell Williams

Inspection Team  
Terrell Williams, Patrick Richardson



	<p>FWSO Inspectors conducted a follow-up inspection of Track #2 from Friendship Heights Station (A08) to Bethesda Station (A09). Inspectors were taken by PM to the work limits near Friendship Station (CM 308+73) and walked back to Bethesda.</p> <p>This inspection provided an opportunity to check the work that was completed and to identify any outstanding defects.</p> <p>Generally speaking, this section of track was in <b>MUCH</b> better condition than previously observed. The track beds were clear of excess track or equipment between the gauge, troughs were cleared, drain covers cleaned and or replaced, all 3<sup>rd</sup> rail covers are in place, 95% of the insulators were either new or appeared to be in operable condition, no 3<sup>rd</sup> rail cabling on the track bed, 95% of the fasteners and pandrol clips were within standards and the tunnel was absent of any major leaks.</p> <p>Below are the remaining issues identified during today's inspection;</p> <ul style="list-style-type: none"> <li>• CM 309+00 to 310+00 multiple missing pandrol clips on the 3<sup>rd</sup> rail side outside of the WMATA track standard</li> <li>• CM 309+10, 339+90 mud and standing water around insulators</li> <li>• CM 311+40, 335+90 Pandrol clips missing (3x) out of tolerance</li> <li>• CM's 311+00, 313+80, 323+20, 324+00, 328+00, 345+00, 346+50 had missing lights</li> <li>• CM 312+00, 319+80, 327+30, 342+70 ETS lunar needs replacing</li> <li>• CM 322+10, 326+80 Missing insulators</li> <li>• CM 327+80, 328+00, 327+10 thru 40 Insulator grout pads deteriorated</li> <li>• CM 329+00 thru 330+00 trough along floating slab needs cleaning</li> <li>• CM 342+70 &amp; 366+00 ETS box needs cover</li> <li>• Three missing small drain covers</li> </ul>		
<b>Remedial Action</b>	WMATA has made considerable repairs to this section of track #2 between Friendship Heights and Bethesda Stations. The tunnel section was much dryer and free of substantial leaking. They should continue to assign work crews to repair those few remaining items as listed above in addition to items discovered by WMATA.		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Roadway Worker Protection				<b>Activity Code</b>		TRK	RWP	OBS					
<b>Job Briefing Employee Name/Title</b>	[REDACTED] TRST			<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	No	<b>Time</b>	1000-1330	<b>Outside Shift</b>	No					
<b>Related Reports</b>	<b>Related CAPS / Findings</b>															
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard			Other / Title		Checklist Reference						
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A					
	X								X							
<b>Line(s)</b>	Red Line	<b>Track Number</b>	#2	<b>Chain Marker and/or Station(s)</b>	From				To							
					308+72				440+25							
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>											
<b>Description</b>	FWSO Inspectors observed WMATA Roadway Escort perform Roadway Worker Protection briefing. The work area was from CM 308+73 to CM 440+28. We were covered by a Red Tag and protected by Exclusive Track Occupancy (ETO). The Level IV RWIC competently conducted a safety brief that included checking inspectors RWP Identifications, check for PPE and insisted that we wear our Hard Hats and Safety glasses because of the active maintenance environment. Discussed the type of roadway worker protection (inaccessible track protection), point of entry and exit							<b>Number of Defects</b>		0						
								<b>Recommended Finding?</b>		0						
								<b>Remedial Action Required?</b>		No						
								<b>Recommended Reinspection?</b>		No						



United States Department of Transportation  
Federal Transit Administration

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	onto and off the roadway, signaling for oncoming trains, hot spots and all manner of protection. The work crews were allowed to commence maintenance activities at 1115 am after a slight delay.		
<b>Remedial Action</b>	None		



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160512-WMATA-MKD-1		
	2016	05	12				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	New Carrollton Yards – S&I Shop						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-TNG-OBS					
Inspection Units	1					
Inspection Subunits	2					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Safety Stand Down Training			Activity Code		COMM	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - Instructor					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1600 to 2030	Outside Shift	Yes	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	FTA Safety Directive 16-3		N/A			N/A			N/A		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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								
Description	FWSO observed two (2) Safety Stand Down training sessions at the held at New Carrollton Yards S and I Shop. The instructor was [REDACTED].  A safety job briefing was conducted prior to the WMATA Safety Stand Down slide presentation. The instructor strongly conveyed the Safety Tramping Service message during the class in addition to the four (4) elements of the Directive 16-3.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		No				

Inspector in Charge – Signature		<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.16 11:58:25 -04'00'</small>	Date
Medenia K. Dashiell			05/16/2016
Inspector in Charge – Name		Inspection Team	



	<p>There were six (6) employees were in attendance during the first session (at 4 p.m.), 2 power and equipment, 3 ATC and 1 GMAC. Some were still very skeptical about their ability/authority to halt operations if warranted, but the instructor stressed SAFETY was the priority; however, they still maintain a wait and see approach which is expected.</p> <p>One attendee was very concerned if the ROCC personnel would be receiving this training. The instructor assured him that ALL WMATA personnel, including ROCC would be receiving this training and that it was being conducted for 24 hrs., ending on Sunday.</p> <p>The instructor explained that the first person on the scene is in charge, regardless of his/her status. That person is responsible for the securement and safety of the area and calling for emergency help until the Metro Transit Police arrive, then they are to brief Transit Police on the status of events and transfer the responsibilities to them. The Metro Transit Police become the Commander in Charge and is responsible for the investigation into the incident and setting up NIMS, he then discussed the NIMS instructions for initial emergency situations.</p> <p>The pros and the cons of the May 5, incident was discussed; the proper/improper procedures and lessons learned resulting from the incident.</p> <p>The second session began at 6 p.m. Six (6) operators were in attendance and the instructor generally gave the same presentation. The attendees in the session were more subdued but very attentive.</p> <p>The instructor answered all questions as best he could regarding the directive. Each session lasted approx. 1 hr.</p>		
Remedial Action			





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160513-WMATA-TW-1		
	2016	05	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Jackson Graham Building 600 Fifth Street, NW Washington, DC 20001						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-TNG--OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Safety Stand-Down training			Activity Code		COMM	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] Office of Safety					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1030-1200	Outside Shift	No	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	Safety Directive 16-3													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					JGB									
Line(s)			Track Number			Chain Marker and/or Station(s)	From		To					
Vehicles	Head Car Number		Number of Cars			Equipment								
Description	FWSO Inspectors observed WMATA conduct Safety Stand Down training at the Jackson Graham Building.  FWSO Inspectors attended portions of two Safety Stand-Down classes that were given by [REDACTED]. [REDACTED] presented the WMATA Safety Stand-Down powerpoint presentation to over 60 employees in the 1000 to 1100 class.  The Instructor was very clear about Safety trumping Service throughout the class.							Number of Defects		0				
								Recommended Finding?		0				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,  
cn=TERRELL A WILLIAMS  
Date: 2016.05.13 13:50:59 -04'00'

Date  
5/13/2016

Inspector in Charge - Name  
Terrell Williams

Inspection Team  
Terrell Williams, Tim Braxton



	<p>Participants were engaged and asked several questions mostly involving the Safety Bulletin (SB#16-05b) which gives the Roadway Worker in Charge the authority to request the Rail Operations Control Center to halt all train movement in the affected area.</p> <p>The second class from 1100 to 1200 only had 15 employees, however, they were just as engaged. Most questions revolved around the ROCC's participation in this training and clarification about qualified employees having access to the track during events.</p> <p>Instructors took attendance and provided handouts of the two new Safety Bulletins.</p>		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160513-WMATA-WP-2		
	2016	05	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Alexandria Rail Yard 2400 Eisenhower Avenue Alexandria, VA 22314						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	PLNT-TNG-OBS					
Inspection Units	1					
Inspection Subunits	3					
Defects (Number)	No					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Safety Stand-Down Training			Activity Code		PLNT	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - Office of PLNT Technical Skills Maintenance Training					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1600-1900	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	FTA Safety Directive 16-3		SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
		X										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	N/A								
	N/A		N/A											
Description	FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down). <ul style="list-style-type: none"><li>FWSO verified 3 Safety Stand Down classes (11 WMATA Employees)</li><li>Instructor provided exceptional training</li></ul> All other observations are consistent with Inspection Report #20160513- WMATA-								Number of Defects		0			
									Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		No			
Inspector in Charge - Signature										Date				
WINSLOW L. POWELL										Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.05.16 18:18:51 -04'00'				
Inspector in Charge - Name		Inspection Team												
Winslow L Powell		Winslow Powell												



	WP-1		
Remedial Actions			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160513-WMATA-WP-1		
	2016	05	13				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Carmen Turner Facility 3500 Pennsy Dr, Hyattsville, MD 20785						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	PLNT-TNG--OBS	PLNT-TNG--OBS				
Inspection Units	1	1				
Inspection Subunits	4	1				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Safety Stand-Down Training				Activity Code		PLNT	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - Office of PLNT Technical Skills Maintenance Training		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930-1500	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	FTA Safety Directive 16-3		SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			
					N/A			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down).  Observations revealed the following:						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		

Inspector in Charge - Signature		WINSLOW L. POWELL <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.05.16 18:15:33 -04'00'</small>	Date
Inspector in Charge - Name Winslow Powell	Inspection Team Winslow Powell		



	<p>WMATA is aggressively scheduling and conducting Safety Stand Downs of its personnel (management, supervisors, roadway workers and controllers) to meet FTA requirements as outline in Safety Directive 16-3</p> <ul style="list-style-type: none"><li>• FWSO verified 4 Safety Stand Down classes (29 WMATA Employees) and 1 Tunnel Fan Ventilation Class (2 WMATA Employees)</li><li>• WMATA currently has Safety Stand Down classes scheduled at various locations across the organization with instructors providing classes on a 24 hour basis; each class starting every hour and on the half hour</li><li>• WMATA maintains sign in rosters of its employees for accountability</li></ul> <p>WMATA scope of training entails</p> <ul style="list-style-type: none"><li>• Issuance of WMATA's General Manager Top Safety Priorities "Safety Trumps Service"</li><li>• Review of Relevant Metrorail Safety Rules and Procedure as they relate to fire and smoke emergencies</li><li>• Review of Roles and Responsibilities as they relate to command, control and coordination of emergencies on the rail system; fire and smoke on the roadway, fire and smoke on cars and fire and smoke in stations</li></ul> <p>WMATA is providing exceptional Safety Stand Downs</p> <ul style="list-style-type: none"><li>• Very firm delivery of the General Manager's "no excuse safety message"</li><li>• Clearly conveyed FTA's Safety Directive 16-3 message on safety and welcomed FTA's authority to public transportation</li><li>• Instructors read verbatim FTA Directive and WMATA new Safety Bulletins</li><li>• Instructors provided where information can be found on WMATA Intranet to stay knowledgeable in safety requirements</li><li>• Overall, WMATA training was outstanding; instructors took professional pride in the delivery of the training. Notable instructors (Lee Carpenter and Vernal Wright) provided very enthusiastic and motivating training; sharing past experiences while encouraging and achieving class interaction</li><li>• WMATA created a questionnaire to capture questions that may be outside the knowledge of the instructors' discipline</li><li>• All instructors conducted check on knowledge questions</li><li>• Instructor utilized the video for more than the directive requirement; instructors expounded on potential injuries and tied it to the recently issued safety bulletins (emphasis on the ability for all rail employees to halt train movement when an imminent hazard exist)</li></ul> <p>WMATA has established strict rules for training participation and credit</p> <ul style="list-style-type: none"><li>• WMATA enforces start and end times for training, turning away employees that are not in their seat on time and not providing credit for employees that may leave training prior to its completion</li><li>• WMATA issued a no cell phone usage rule during class</li></ul>		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160515-WMATA-AD-1		
	2016	05	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Alexandria Yard 3401 Eisenhower Avenue, Alexandria, Va						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-TNG-OBS					
Inspection Units	4					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject				Observation of Safety Stand-Down Training			Activity Code		COMM	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED]				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0500-1900	Outside Shift	No	
Related Reports	N/A				Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	FTA Safety Directive 16-3		SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
					X							X	
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From				To				
					N/A				N/A				
					N/A				N/A				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down). <ul style="list-style-type: none"><li>FWSO verified 1 Safety Stand Down class at 11am (3 WMATA Employees)</li><li>FWSO attempted to verify Safety Stand Down class at 12pm, no</li></ul>							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			

Inspector in Charge - Signature		AMBUR I DALEY		Date	
Inspector in Charge - Name Ambur Daley		Inspection Team Ambur Daley			





	attendees.		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information


Inspection Date	YYYY	MM	DD	Report Number	20160515-WMATA-AD-2		
	2016	05	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	West Falls Church Car Maintenance Facility 7251 Idylwood Rd., Falls Church, Va						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-TNG-OBS					
Inspection Units	4					
Inspection Subunits	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Safety Stand-Down Training				Activity Code	COMM	TNG	OBS	
Job Briefing Employee Name/Title	[REDACTED]		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0500-1900	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings	Rail-4-28-A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	FTA Safety Directive 16-3	SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From		To				
					N/A		N/A				
					N/A		N/A				
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	<p>FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down).</p> <ul style="list-style-type: none"> <li>FWSO verified 1 Safety Stand Down class at 2pm (3 WMATA Employees). Class had lot of questions and discussion related to car maintenance and students shared their perspective on the positive impact of Mr.</li> </ul>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		

Inspector in Charge - Signature		 <small>Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.05.18 09:09:24 -0400</small>		Date	
Inspector in Charge - Name Ambur Daley		Inspection Team Ambur Daley			



	Wiedefeld's actions on culture. Discussion lasted 2.5 hours. Caught the tail end of previous class that last 3 hours. Enthusiastic group.		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160514-WMATA-MKD-1		
	2016	05	14				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub- Department	
Rail Agency Department Contact Information	Name			Email		Office Phone	Mobile Phone
Inspection Location	Greenbelt Yards – Building H – 3 <sup>rd</sup> floor						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-TNG-OBS					
Inspection Units	1					
Inspection Subunits	4					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Safety Stand Down Training			Activity Code		COMM	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - Instructor					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0800 to 1700	Outside Shift	Yes	
Related Reports						Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	FTA Safety Directive 16-3		N/A			N/A			N/A		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
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							
Description	FWSO observed four (4) Safety Stand Down training sessions at the held at Greenbelt Yards – Building H – 3 <sup>rd</sup> floor. The instructor was [REDACTED].  A safety job briefing was conducted prior to the WMATA Safety Stand Down slide presentation. The instructor conveyed the Safety Trumping Service message during the class in addition to the four (4) elements of the Directive 16-3.  Due to the decreased weekend workforce, there were two (2) employees in attendance for each of the four (4) sessions.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		No				

Inspector in Charge – Signature		<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.16 11:56:18 -04'00'</small>	Date
Medenia K. Dashiell			05/16/2016
Inspector in Charge – Name		Inspection Team	



	<p>The instructor explained that the first person on the scene is in charge, regardless of his/her status. That person is responsible for the securement and safety of the area and calling for emergency help until the Metro Transit Police arrive, then they are to brief Transit Police on the status of events and transfer the responsibilities to them. The Metro Transit Police become the Commander in Charge and is responsible for the investigation into the incident and setting up NIMS, she then discussed the NIMS instructions for initial emergency situations.</p> <p>A video of the May 5 arching incident at Federal Center, S.W. was shown and pros/cons the incident was discussed; the proper/improper procedures and lessons learned resulting from the incident.</p> <p>The attendees in the sessions were more subdued but very attentive.</p> <p>The instructor answered all questions as best she could regarding the directive.</p>		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160515-WMATA-RPM-1		
	2016	05	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	1) West Fall Church – S&I Lunch Room 2) Jackson Graham Building – Meeting Room						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	SAFE-GEN-OBS	SAFE-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	4	0				
Recommended Finding	No	No				
Remedial Action Required	Yes	No				
Recommended Reinspection	Yes	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Safety Stand Down – Fire and Smoke Incidents with General Discussion			Activity Code		SAFE	GEN	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	No	Time	0315 – 0500	Outside Shift	Yes	
Related Reports	FTA Directive 16-3					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	SB #16-05a													
	SB #16-05b													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X						X			
Line(s)	N/A	Track Number	Chain Marker and/or Station(s)				From		To					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector attended the 0300 Safety Stand Down meeting at West Falls Church Yard. The presenter was [REDACTED]. [REDACTED] covered all of the required material and the two Safety Bulletins. In addition to the required material an open dialogue was held with the participants. The group expressed a few safety concerns that have been long standing open items. The items are: 1. Missing 3 <sup>rd</sup> rail cover boards in the yard. These present a hazard to the employees while working in the yard, especially at night and during							Number of Defects		4				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.05.17 15:02:44 -04'00'	Date 5/17/2016
Inspector in Charge – Name Terrell Williams	Inspection Team Robert Maniuszko			



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	<p>inclement weather.</p> <ol style="list-style-type: none"><li>Staffing Concerns – the group expressed concern on the ability to properly complete the required number of Daily Safety Tests (DST's). The group requested a follow-up with SAFE to observe the current effort compared with CMNT management expectations.</li><li>Radio Coverage on the Yard OPS channel – the group mentioned that coverage throughout the Yard while using the Yard OPS channel is spotty. They mentioned that the normal train operator's channel does not have the same issues related to coverage.</li><li>Their largest concern pertained to the stinger system within the facility. The stinger system has an emergency disconnect button in the facility. The problem is that the button is a momentary open instead of an e-stop disconnect. Essentially the individuals have to hold the button in to disconnect power. As soon as the button is released power returns.</li></ol> <p>SAFE Safety Officer should look into each of these items and ensure that the responsible departments respond to make the necessary repairs, if necessary.</p>		
Remedial Action	<ol style="list-style-type: none"><li>WMATA to replace missing 3<sup>rd</sup> rail cover boards in the West Falls Church Yard.</li><li>WMATA to address staff concern regarding the completion of the DSTs.</li><li>WMATA to mitigate/address spotty radio coverage on the Yard OPS channel.</li><li>WMATA to mitigate/address stinger system button concerns, and consider implementing an e-stop disconnect.</li></ol>		

Inspection Activity #	2	Inspection Subject	Safety Stand Down – Fire and Smoke Incidents				Activity Code	SAFE	GEN	OBS							
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	No	Time	0600 – 0715	Outside Shift	Yes							
Related Reports	FTA Directive 16-3		Related CAPS / Findings														
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference								
	SB #16-05a																
	SB #16-05b																
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A						
					X						X						
Line(s)	N/A	Track Number			Chain Marker and/or Station(s)	From			To								
Vehicles	Head Car Number		Number of Cars		Equipment												
Description	FWSO Inspector attended the 0600 Safety Stand Down meeting at the Jackson Graham Building – Meeting Room. The presenter was [REDACTED]. [REDACTED] covered all of the required material and the two Safety Bulletins.						Number of Defects			0							
							Recommended Finding?			No							
							Remedial Action Required?			No							
							Recommended Reinspection?			No							
Remedial Action	N/A																





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160515-WMATA-RPM-2		
	2016	05	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Structures Track Maintenance Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	A06 (Van Ness – UDC) – A08 (Friendship Heights) – Track #1						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRST-RWP-OBS	TRST-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	8				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Track Roadway Worker Protection			Activity Code		TRST	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #600					Accompanied Inspector?	No	Out Brief Conducted	Yes (Phone)	Time	0715 – 1100	Outside Shift	Yes	
Related Reports	FTA Directive 16-3					Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	A-Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 197+26				A1 CM 308+31					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector received a job safety briefing at Tenleytown Metro Station. Track Unit #600 was the RWIC. The briefing was led by a designee of the RWIC. The briefing was comprehensive and included a discussion of RWP Rule 1.3 and MSRPH							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				

Inspector in Charge - Signature	<b>TERRELL A WILLIAMS</b> <small>Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.05.17 15:08:08 -04'00'</small>	Date <b>05/17/2016</b>
Inspector in Charge – Name Terrell Williams	Inspection Team Bob Maniuszko	



United States Department of Transportation  
Federal Transit Administration

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	Rule 4.15. A red tag, 2016134537A was in place and the work area was protected with Inaccessible Track (IT). There were railroad ties chains to the running rails with red lanterns at either end of the work area. Work activities included a number of roadway maintenance machines. Work hazards were noise, tripping hazards, mud and water, low light. He also mentioned the closest hospital as Sibley Hospital.	<b>Recommended Reinspection?</b>	No
<b>Remedial Action</b>	N/A		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Work area observations – A06 – A08					<b>Activity Code</b>	TRST	GEN	OBS
<b>Job Briefing Employee Name/Title</b>	Track Unit #600			<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes (Phone)	<b>Time</b>	0715 - 1100	<b>Outside Shift</b>	Yes
<b>Related Reports</b>	FTA Directive 16-3			<b>Related CAPS / Findings</b>							
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
	X								X		
<b>Line(s)</b>	A-Line	<b>Track Number</b>	1	<b>Chain Marker and/or Station(s)</b>			From	To			
							A1 CM 197+26	A1 CM 270+00			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
<b>Description</b>	<p>Ongoing Work:</p> <ul style="list-style-type: none"> <li>Drain and Trough Cleaning</li> <li>Fastener Replacement</li> <li>3rd rail expansion joint elimination</li> <li>Running Rail joint elimination</li> <li>Leak Mitigation</li> <li>3rd Rail Replacement due to corrosion</li> <li>3rd Rail Insulator replacement</li> <li>3rd rail cover board maintenance</li> </ul> <p>Notes:</p> <ul style="list-style-type: none"> <li>A1 CM 243+50 - the third rail expansion joint was eliminated and replaced with a 6-foot piece of rail. This repair did not eliminate any of the jumper cables and one was left with 6-inches of exposed copper lying on the other cables. (NOTE: The shorter piece was used due to the location access being restricted due to fastener replacement in the station. The power group was on their way to the location to cut away the cables that were left attached to the rail. [REDACTED] was contacted and apprised of the situation. He immediately addressed the concern and is actually having the crew go back and put in a full piece that will eliminate any old connected cables.)</li> <li>ETS Box Numbers 63, 61, 59, and 57 did not have working blue lights. WMATA is aware of this and plans to have the power group in the area to make repairs by</li> </ul>						<b>Number of Defects</b>		8		
							<b>Recommended Finding?</b>		No		
							<b>Remedial Action Required?</b>		Yes		
							<b>Recommended Reinspection?</b>		Yes		



	<p>Monday evening.</p> <ul style="list-style-type: none"><li>• At A1 CM 214+40 there is a board covering a rather large section of missing catwalk. It appears to be safe but should be repaired</li><li>• At P123 pumping station there were seven unmarked barrels full of something. The barrels were secure but should be removed or labeled asap.</li><li>• At the exit shaft halfway between Tenleytown and Van Ness is equipment marked ANCOM that has water pouring on the rusted out corroded cabinets. The cabinets are covered by tarps. Electrical components are completely rotted out. (Follow-up discussion was held with [REDACTED] and he informed me that this is obsolete equipment that was abandoned in 2015. The cabinets are subject to removal – [REDACTED] is going to send the Structures team there to work on the leaks.)</li></ul> <p>Please Note: WMATA is working on the majority of these observations as a part of the work effort.</p>		
Remedial Action	Yes – WMATA to address concerns as discussed with TRST management. NOTE: the defects were discussed with TRST management prior to leaving the area.		

Photos:



Figure 1 - A1 CM 243+50 - expansion joint elimination. Note the cables still connected and lying on the ground exposed conductors.



Figure 2 - ANCOM Equipment - note the tarps and water intrusion. These were deactivated in 2015 and scheduled for removal



Figure 3 - Catwalk - waiting for repair - A1 CM 214+40



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160513-WMATA-WP-1		
	2016	05	15				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Carmen Turner Facility 3500 Pennsy Dr, Hyattsville, MD 20785						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TMST-TNG-OBS					
Inspection Units	1					
Inspection Subunits	4					
Defects (Number)	No					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Safety Stand-Down Training			Activity Code		TMST	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - OPMS-TSMT					Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	1100-1500	Outside Shift	No	
Related Reports	N/A					Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	FTA Safety Directive 16-3		SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
					X						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	N/A								
	N/A		N/A											
Description	FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down). • FWSO verified 4 Safety Stand Down classes (12 WMATA Employees)  All other observations are consistent with Inspection Report #20160513-WMATA-WP-1							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

WINSLOW L. POWELL

Digitally signed by WINSLOW L. POWELL  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,  
cn=WINSLOW L. POWELL  
Date: 2016.05.16 18:25:29 -04'00'

Date

Inspector in Charge - Name  
Winslow L Powell

Inspection Team  
Winslow L Powell



Remedial Actions		
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# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160516-WMATA-WP-1		
	2016	05	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Carmen Turner Facility 3500 Pennsy Dr, Hyattsville, MD 20785						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	PLNT-TNG--OBS	PLNT-TNG--OBS				
Inspection Units	1	1				
Inspection Subunits	5	3				
Defects (Number)	0	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Safety Stand-Down Training				Activity Code		PLNT	TNG	OBS
Job Briefing Employee Name/Title	[REDACTED] - Office of PLNT Technical Skills Maintenance Training		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0930-1500	Outside Shift	No	
Related Reports	N/A		Related CAPS / Findings		Rail-4-28-A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	FTA Safety Directive 16-3		SOP #1, 6, 7 and 8		N/A		SB #16-05a & 16-05b		N/A		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						X
Line(s)	N/A	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			
					N/A			N/A			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A					
	N/A		N/A								
Description	FWSO Deputy Director conducted verifications of WMATA compliance to FTA Directive 16-3; special emphasis to Immediate Actions #1, 3 and 4 (Safety over Convenience, Improve Emergency Planning and Preparedness and Safety Stand Down).  • FWSO verified WMATA conducted 5 Safety Stand Down classes (20							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Reinspection?		No	

Inspector in Charge - Signature		WINSLOW L. POWELL <small>Digitally signed by WINSLOW L. POWELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.05.16 18:41:59 -0400</small>	Date
Inspector in Charge - Name	Winslow Powell		Inspection Team





	WMATA Employees) and 3 Tunnel Fan Ventilation Class (6 WMATA Employees)  All other observations are consistent with Inspection Report #20160513-WMATA-WP-1		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160517-WMATA-TW-1		
	2016	05	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Jackson Graham Building 600 Fifth Street, NW Washington, DC 20001						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS	TRK-RI-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	0	0				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Speed Reductions on Red Line			Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	None					Accompanied Inspector?	No	Out Brief Conducted	No	Time	1050-1330	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Safety Directive 16-3		Immediate Action #2											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	Red	Track Number	#2	Chain Marker and/or Station(s)	From				To					
Vehicles	Head Car Number		Number of Cars		Equipment									
	4084		6											
Description	FWSO Inspectors observed WMATA compliance with Safety Directive 16-3, Immediate Action 2: implement mitigations to reduce amperage draw to include reduction of train lengths and reduction of acceleration speed. The ROCC established maximum authorized speeds on three line segments of 45 mph.  FWSO Inspector rode approached Rail Operator at Gallery Place to announce cab ride inspection at 1108. After verification with the ROCC, FWSO Inspector entered cab at Metro Center to begin inspection. The restricted acceleration speeds were							Number of Defects		0				
								Recommended Finding?		0				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS  
Date: 2016.05.19 07:16:55 -04'00'

Date  
5/17/2016

Inspector in Charge - Name  
Terrell Williams

Inspection Team  
Terrell Williams, Medenia Dashiell



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	<p>conducted from DuPont Circle to Grosvenor Station. Inspector observed proper radio repeats with the ROCC, noticed the speed restriction of 45 mph max and proper notification to passengers of the single tracking segments between Friendship Heights and Medical Center Stations.</p> <p>The Rail Operator had not taken part in the Safety Stand-down training that was available to WMATA employees from 5/12 thru 5/16.</p> <p>FWSO Inspector monitored Red Line tunnel segments for condition of track, debris and significant water intrusion. Rail Operator turned on high beam lights to allow for better vision of the track bed. The track bed appeared to be largely dry, free of debris with a significant number of new insulators. All coverboards appeared to be in place.</p> <p>FWSO Inspectors observed thermite welding of rail at the Bethesda Station. Several sections of rail between Friendship Heights and Medical Center require thermite welding.</p>		
Remedial Action	None		

Inspection Activity #	2	Inspection Subject	Riding Inspection with Rail Operator				Activity Code	TRK	RI	OBS								
Job Briefing Employee Name/Title		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1050-1330	Outside Shift	No	No								
Related Reports		Related CAPS / Findings																
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference										
		MSRPH Safety Rules 4.3 SR 4.227; MSRPH Operating Rules 3.119, 3.120, 3.121, 3.121.1, 3.79.1, 3.141, 3.167, 3.168; MSRPH SOPs #4A, #8, #12, #15, #16, #35, #40, #43, #45, #50																
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A							
	X								X									
Line(s)	Red Line	Track Number	#2	Chain Marker and/or Station(s)		From		To										
Vehicles	Head Car Number		Number of Cars		Equipment													
Description	FWSO conducted a riding inspection on the Red Line from Gallery Place Station to Grosvenor Stations a on tracks 1 and 2. Below are the results of this observation.  FWSO boarded Red Line train lead car #4084 (en-route to Shady Grove) from Gallery Place on #2 track at 1108. The operator generally complied with MSRPH and applicable SOPs, including station announcements, proper berthing, sounding the horn when exiting and entering tunnel portals, and the 5 second pause prior to opening doors in stations with head out the window.  Train operator also made repeated announcements regarding the single line operations between Friendship Heights and Medical Center Stations.						Number of Defects		0									
							Recommended Finding?		0									
							Remedial Action Required?		No									
							Recommended Reinspection?		No									
Remedial Action	None																	



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160518-WMATA-MKD-1		
	2016	05	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Jackson Graham Building 600 Fifth Street, N.W. Washington, DC 20001						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS	TRK-RI-OBS	TRK-RI-OBS	RTRA-RI-OBS		
Inspection Units	1	1	1	1		
Inspection Subunits	2	2	2	2		
Defects (Number)	1	9	0	0		
Recommended Finding	No	No	No	No		
Remedial Action Required	Yes	Yes	No	No		
Recommended Reinspection	Yes	Yes	No	No		

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Speed Reductions on Orange Line			Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No	
Related Reports	Safety Directive 16-3					Related CAPS / Findings		Immediate Action #2						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	N/A					N/A			N/A		N/A			
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Line(s)	Orange	Track Number	1 & 2		Chain Marker and/or Station(s)		From		To					
							New Carrollton		Vienna					
Vehicles	Head Car Number		Number of Cars			Equipment								
	2064		8											
Description	FWSO observed WMATA compliance with Safety Directive 16-3, Immediate Action 2: implement mitigations to reduce amperage draw to include reduction of train lengths and reduction of acceleration speed. ROCC has established a maximum authorized speed of 45 mph on the Orange Line between Rosslyn and Minnesota Ave. stations on both #1 & 2 tracks, with instructions that the operators were to utilize P-1, P-2 and P-3 only.							Number of Defects		1				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
	FWSO Inspector approached the Rail Operator at New Carrollton to request a cab ride inspection. After verification with the ROCC, FWSO Inspector entered the							Recommended Re-inspection?		No				

Inspector in Charge – Signature		 Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.25 10:08:19 -04'00'	Date
Medenia K. Dashiell			05/20/2016
Inspector in Charge – Name	Inspection Team		



<p>cab to begin inspection. FWSO Inspector observed proper radio repeats with the ROCC and observed the operator maintain the train speed at the restriction of 45 mph thru the designated area.</p> <p>The Rail Operator had not taken part in the Safety Stand-down training that was available to WMATA employees from 5/12 thru 5/16; however, stated that he had heard about the training.</p> <p>FWSO Inspector monitored the entire Orange Line from New Carrollton to Vienna focusing on tunnel segments for condition of track, debris and significant water intrusion. Rail Operator turned on high beam lights to allow for better vision of the track bed. The track bed appeared to be sporadically wet in some areas with some debris. Also some cover boards were missing within the tunnels; however, many more were missing at different locations along the external roadbed on both tracks.</p>																			
Remedial Action																			
Inspection Activity #		2	Inspection Subject				Observation of Speed Reductions on Orange				Activity Code		TRK	RI	OBS				
Job Briefing Employee Name/Title		N/A				Accompanied Inspector?		N/A		Out Brief Conducted		N/A		Time		0830 to 1430	Outside Shift		No
Related Reports		Safety Directive 16-3				Related CAPS / Findings				Immediate Action #2									
Related Rules, SOPs, Standards, or Other		Ref		Rule or SOP			Standard			Other / Title			Checklist Reference						
		N/A					N/A			N/A			N/A						
		TRST 1000																	
Inspection Location		Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A						
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
Line(s)		Orange		Track Number		1 & 2		Chain Marker and/or Station(s)		From		To							
										New Carrollton		Vienna							
Vehicles		Head Car Number			Number of Cars			Equipment											
		2064			8														
Description		FWSO Inspector noted the following conditions on #2 track: <ul style="list-style-type: none"><li>At approx. D2 495 – low joint area – potentially cross level issue</li><li>At approx. D2 442 – low joint area – potentially cross level issue</li><li>3<sup>rd</sup> rail cover boards missing in sporadic locations</li></ul>								Number of Defects			9						
										Recommended Finding?			No						
										Remedial Action Required?			Yes						
													No						



	<ul style="list-style-type: none"> <li>• Fire extinguisher near track in vicinity of Cheverly Station</li> <li>• 5 deteriorated ties in a row, S. end of E. Falls Church station platform</li> <li>• Marginal tie conditions S. end of W. Falls Church station platform.</li> </ul>						Recommended Re-inspection?								
	<p>#1 Track</p> <ul style="list-style-type: none"> <li>• Missing 3<sup>rd</sup> rail cover boards between Vienna and Dunn Loring stations</li> <li>• At approx. K7 598 – N. bound past Dunn Loring – rough track at joints</li> <li>• 3<sup>rd</sup> rail cover boards missing in sporadic locations</li> <li>• Rough ride area between E. Falls Church and Ballston-MU.</li> </ul>														
Remedial Action	Replace all 3 <sup>rd</sup> rail cover boards. TRST maintenance should inspect low joint areas per this inspection report.														
Inspection Activity #	3	Inspection Subject	Observation of Speed Reductions on Orange Line				Activity Code	RTRA	RI	OBS					
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No				
Related Reports	Safety Directive 16-3			Related CAPS / Findings		Immediate Action #2									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference					
	N/A					N/A		N/A		N/A					
	TRST 1000														
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A				
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Line(s)	Orange	Track Number	1 & 2	Chain Marker and/or Station(s)	From			To							
					Vienna			Stadium Amory							
Vehicles	Head Car Number		Number of Cars		Equipment										
	5020		6												
Description	<p>FWSO observed WMATA compliance with Safety Directive 16-3, Immediate Action 2: implement mitigations to reduce amperage draw to include reduction of train lengths and reduction of acceleration speed.</p> <p>FWSO observed the following RWP locations:</p> <ul style="list-style-type: none"> <li>• WMATA RWP employees in the clear on the walkway at the N. end of Federal Triangle platform. Proper signals were observed by the RWP employees and observed operator give proper horn acknowledgement of RWP flashlight signals.</li> <li>• WMATA RWP employees in the clear on the walkway at the N. end of Eastern Market platform. Proper signals were observed by the RWP employees and observed operator give proper horn acknowledgement of RWP flashlight signals.</li> </ul>						Number of Defects		0						
							Recommended Finding?		No						
							Remedial Action Required?		No						
							Recommended Re-inspection?		No						



Remedial Action													
Inspection Activity #	4	Inspection Subject				Observation of Speed Reductions on Blue Line			Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A		Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No
Related Reports	Safety Directive 16-3				Related CAPS / Findings		Immediate Action #2						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference		
	N/A					N/A			N/A		N/A		
	TRST 1000												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Line(s)	Blue	Track Number	1 & 2	Chain Marker and/or Station(s)	From				To				
					Stadium Armory				Largo Town Center				
Vehicles	Head Car Number		Number of Cars		Equipment								
	2064		8										
Description	FWSO observed WMATA compliance with Safety Directive 16-3, Immediate Action 2: implement mitigations to reduce amperage draw to include reduction of train lengths and reduction of acceleration speed. ROCC has established a maximum authorized speed of 45 mph on the Blue Line between Stadium Amory and Benning Road stations on both #1 & 2 tracks, with instructions that the operators were to utilize P-1, P-2 and P-3 only.  FWSO Inspector approached the Rail Operator at Stadium Amory to request a cab ride inspection. After verification with the ROCC, FWSO Inspector entered the cab to begin inspection. FWSO Inspector observed proper radio repeats with the ROCC and observed the operator maintain the train speed at the restriction of 45 mph thru the designated area.  The Rail Operator had not taken part in the Safety Stand-down training that was available to WMATA employees from 5/12 thru 5/16; however, stated that he had heard about the training.  FWSO Inspector monitored the area between Stadium Amory and Largo Town Center focusing on tunnel segments for condition of track, debris and significant							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Re-inspection?		No			





	<p>water intrusion. Rail Operator turned on high beam lights to allow for better vision of the track bed. The track bed appeared to be sporadically wet in some areas with some debris. Also some cover boards were missing within the tunnels; however, many more were missing at different locations along the external roadbed on both tracks.</p> <p>FWSO observed the following RWP locations:</p> <ul style="list-style-type: none"><li>• WMATA RWP employees in the clear on the walkway at the S. end of Benning Road platform. Proper signals were observed by the RWP employees and observed operator give proper horn acknowledgement of RWP flashlight signals.</li><li>• WMATA RWP employees performing scheduled track maintenance work at Addison Road Station on #1 track. Trains were single track thru this area crossing over to #2 track prior to Addison Road and back to #1 track at Morgan Blvd. All protocols were observed. No exceptions taken.</li></ul>		
Remedial Action			



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160519-WMATA-MKD-1		
	2016	05	19				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of SAFE	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Jackson Graham Building 600 Fifth Street, N.W. Washington, DC 20001						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RI-OBS	TRK-RI-OBS				
Inspection Units	1	1				
Inspection Subunits	2	2				
Defects (Number)	1	0				
Recommended Finding	No	No				
Remedial Action Required	Yes	No				
Recommended Reinspection	Yes	No				

## Activity Summaries

Inspection Activity #	1	Inspection Subject				Train Riding Observations on Red Line Follow Up			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No	
Related Reports	20160323-WMATA-MKD-02				Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	N/A				N/A		N/A		N/A				
	TRST 1000												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
Line(s)	Red	Track Number	2	Chain Marker and/or Station(s)		From			To				
						Brookland-CUA			Rhode Island Ave.				
Vehicles	Head Car Number		Number of Cars		Equipment								
	4006		8										
Description	FWSO conducted a follow up inspection/observation of the Red Line to determine								Number of Defects		1		

Inspector in Charge – Signature		<b>MEDENIA DASHIELL</b> <small>Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.25 10:10:22 -04'00'</small>	Date
Medenia K. Dashiell			05/20/2016
Inspector in Charge – Name		Inspection Team	



	<p>if track conditions previously cited had been address. FWSO conducted a riding inspection on March 23, 2016 to conduct RTRA Supervisor observations of daily work activities and general track conditions.</p> <p>On Inspection Report 20160323-WMATA-MKD-02, FWSO identified the following condition:</p> <p>During FWSO's riding inspections on the Red Line from Brooklyn – CUA to Rhode Island Ave., FWSO noted a rough ride area at approx. B2+188+08 chain marker location on #2 track. This location was also noted by the RTRA Supervisor. FWSO will follow up on this track condition concern.</p> <p>During FWSO's re-inspection, it was noted that this condition still exist and no remedial actions had been taken.</p>							Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Re-inspection?		Yes	
Remedial Action											
Inspection Activity #	2	Inspection Subject	Observation of Speed Reductions on Red Line				Activity Code	TRK	RI	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	0830 to 1430	Outside Shift	No	
Related Reports	Safety Directive 16-3		Related CAPS / Findings		Immediate Action #2						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	N/A				N/A		N/A		N/A		
	TRST 1000										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	Red	Track Number	1 & 2	Chain Marker and/or Station(s)		From		To			
						Fort Totten Shady Grove		Shady Grove Glenmont			
Vehicles	Head Car Number		Number of Cars		Equipment						
	5135 4066		8 6								
Description	<p>FWSO observed WMATA compliance with Safety Directive 16-3, Immediate Action 2: implement mitigations to reduce amperage draw to include reduction of train lengths and reduction of acceleration speed. ROCC has established a maximum authorized speed of 45 mph on the Red Line between Dupont Circle and Grosvenor-Strathmore stations on both #1 &amp; 2 tracks, with instructions that the operators were to utilize P-1, P-2 and P-3 only.</p> <p>FWSO Inspector approached the Rail Operator at Ft. Totten to request a cab ride inspection. After verification with the ROCC, FWSO Inspector entered the cab to begin inspection. FWSO Inspector observed proper radio repeats with the ROCC and observed the operator maintain the train speed at the restriction of 45 mph thru the designated area.</p> <p>The Rail Operator had not taken part in the Safety Stand-down training that was available to WMATA employees from 5/12 thru 5/16; however, stated that he had heard about the training.</p> <p>FWSO Inspector monitored the entire Red Line from Shady Grove to Glenmont focusing on tunnel segments for condition of track, debris and significant water intrusion. Rail Operator turned on high beam lights to allow for better vision of the track bed. The track bed appeared to be sporadically wet in some areas with some debris. Also some cover boards were missing within the tunnels; however,</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Re-inspection?		No		



	<p>many more were missing at different locations along the external roadbed on both tracks.</p> <p>FWSO Inspector noted the following conditions on #2 track:</p> <ul style="list-style-type: none"><li>• At approx. B2 132 – low joint area – potentially cross level issue</li><li>• 3<sup>rd</sup> rail cover boards missing in sporadic locations</li></ul> <p>#1 Track – single track operations due to scheduled track work at Bethesda.</p> <p>The following RWP locations were observed:</p> <ul style="list-style-type: none"><li>• RWP personnel were granted permission to inspect fire extinguishers between Cleveland Park and Woodley Park on #2 track. Proper signals were observed by the RWP employees and observed operator give proper horn acknowledgement of RWP flashlight signals.</li></ul>		
Remedial Action	Replace all 3 <sup>rd</sup> rail cover boards. TRST maintenance should inspect low joint areas per this inspection report.		



## Inspection Form

**Form FTA-IR-1**

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20160523-WMATA-TW-1		
	2016	05	23				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	TRST	<b>Sub- Department</b>	Structures Track Maintenance Power
<b>Rail Agency Department Contact Information</b>	Name		Email		Office Phone		Mobile Phone
<b>Inspection Location</b>	A06 (Van Ness – UDC) – A08 (Friendship Heights) – Track #1						

**Inspection Summary**

<b>Inspection Activity #</b>	1	2	3	4	5	6
<b>Activity Code</b>	TRST-RWP-OBS	TRST-GEN-PI				
<b>Inspection Units</b>	1	1				
<b>Inspection Subunits</b>	1	1				
<b>Defects (Number)</b>	0	7				
<b>Recommended Finding</b>	No	No				
<b>Remedial Action Required</b>	No	Yes				
<b>Recommended Reinspection</b>	No	Yes				

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>					Track Roadway Worker Protection			<b>Activity Code</b>		TRST	RWP	OBS
<b>Job Briefing Employee Name/Title</b>	Track Unit #327					<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	No	<b>Time</b>	0700 – 1100	<b>Outside Shift</b>	Yes	
<b>Related Reports</b>	FTA Directive 16-3					<b>Related CAPS / Findings</b>								
<b>Related Rules, SOPs, Standards, or Other</b>	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A			
	X								X					
<b>Line(s)</b>	A-Line	<b>Track Number</b>	1	<b>Chain Marker and/or Station(s)</b>	From				To					
					A1 CM 197+26				A1 CM 308+31					
<b>Vehicles</b>	Head Car Number		Number of Cars			<b>Equipment</b>								
<b>Description</b>	FWSO Inspector received a job safety briefing at Tenleytown Metro Station. Track Unit #327 was the RWIC. The briefing was led by a designee of the RWIC. The briefing was comprehensive and included a discussion of RWP Rule 1.3 and MSRPH							<b>Number of Defects</b>		0				
								<b>Recommended Finding?</b>		No				
								<b>Remedial Action Required?</b>		No				

**Inspector in Charge - Signature****TERRELL A WILLIAMS**

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ,  
cn=TERRELL A WILLIAMS  
Date: 2016.05.23 10:39:27 -04'00'

**Date****05/21/2016****Inspector in Charge – Name**  
Terrell Williams**Inspection Team**  
Terrell Williams



United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	Rule 4.15. A red tag, was in place and the work area was protected with Inaccessible Track (IT). There were railroad ties chains to the running rails with red lanterns at either end of the work area. Work activities included a number of roadway maintenance machines. Work hazards were noise, tripping hazards, mud and water, low light. He also mentioned the closest hospital as Sibley Hospital.	<b>Recommended Reinspection?</b>	No
<b>Remedial Action</b>	N/A		

<b>Inspection Activity #</b>	2	<b>Inspection Subject</b>	Red Line maintenance observations – A07 – A06				<b>Activity Code</b>	TRST	GEN	PI								
<b>Job Briefing Employee Name/Title</b>	[REDACTED] Compliance Officer TRST		<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	0700 - 1100	<b>Outside Shift</b>	Yes								
<b>Related Reports</b>	FTA Directive 16-3		<b>Related CAPS / Findings</b>															
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference										
	TRST 1000																	
	MSRPH																	
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A							
	X								X									
<b>Line(s)</b>	A-Line	<b>Track Number</b>	1	<b>Chain Marker and/or Station(s)</b>	From			To										
					A1 CM 197+26			A1 CM 250+00										
<b>Vehicles</b>	Head Car Number		Number of Cars		<b>Equipment</b>													
<b>Description</b>	<p>FWSO Inspector observed ongoing maintenance which included:</p> <ul style="list-style-type: none"> <li>Drain and Trough Cleaning</li> <li>3rd rail expansion joint elimination</li> <li>Running Rail joint elimination</li> <li>Leak Mitigation</li> <li>3rd Rail Replacement due to corrosion</li> </ul> <p>Items repaired:</p> <ul style="list-style-type: none"> <li>All 3<sup>rd</sup> rail cover boards were in place from the CM's 197+26 to CM 250+00</li> <li>All insulators have been replaced in the CM's noted above</li> <li>All rail fasteners have replaced/repared per standard</li> <li>Several rail joints have been welded from 5/13-16 per markings</li> </ul> <p>Items to be repaired:</p> <ul style="list-style-type: none"> <li>CM 198+50, 207+50, 210+15 - Clogged drain needs routing</li> <li>CM 205+50 – Active water leak in overhead pipe</li> <li>CM 210+15, 216+40, 219+35, 227+36 – 3<sup>rd</sup> rail anchor arms disconnected and should be removed or reconnected</li> <li>CM 205+60, 231+00 – Missing end approach cover board</li> <li>CM 213+00 – 214+00 – Water outside trough under 3<sup>rd</sup> rail</li> </ul>						<b>Number of Defects</b>		7									
							<b>Recommended Finding?</b>		No									
							<b>Remedial Action Required?</b>		Yes									
							<b>Recommended Reinspection?</b>		Yes									



	<ul style="list-style-type: none"><li>• CM 225+90 - ETS Box lunar out</li><li>• CM 235+10 - ETS station has no fire extinguisher</li></ul> <p>Please Note: WMATA is working on the majority of these items as a part of the ongoing work effort.</p>		
Remedial Action	Yes – WMATA to address the remaining concerns as discussed with TRST escort and noted in this report.		





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160524-WMATA-TW-1		
	2016	05	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST	Sub- Department	Structures Track Maintenance Power
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Woodley Park Station (A04)						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRST-GEN-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Woodley Park Arching Event			Activity Code		TRST	GEN	OBS
Job Briefing Employee Name/Title	Rail Supervisor [REDACTED]			Accompanied Inspector?		No	Out Brief Conducted		No	Time	0920	Outside Shift	No	
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	Red	Track Number	1	Chain Marker and/or Station(s)	From				To					
					A1 CM 128									
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspectors launched to the scene at Woodley Park station for a report of an arching insulator. Inspectors were debriefed by RTRA Supervisor [REDACTED] about the event and learned that the Emergency Response Team (ERT) came on scene as well as the local fire department and MTPD. He confirmed that 3 <sup>rd</sup> rail power was down on Track #1 while repairs were initiated on the insulator around CM 128. ERT removed the damaged insulator and cleared the roadway. Power was re-energized							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature

TERRELL A WILLIAMS

Digitally signed by TERRELL A WILLIAMS  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ,  
cn=TERRELL A WILLIAMS  
Date: 2016.05.25 08:05:34 -04'00'

Date

05/24/2016

Inspector in Charge - Name  
Terrell Williams

Inspection Team  
Terrell Williams, Medenia Dashiell



United States Department of Transportation  
Federal Transit Administration

**Form FTA-IR-1**

	and track inspection occurred and was clear just after 0830.		
<b>Remedial Action</b>	N/A		



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160525-WMATA-MKD-1		
	2016	05	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	Track Inspection
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Alexandria Yard – TRST HQ						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-RR					
Inspection Units	1					
Inspection Subunits	9					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Records Review			Activity Code		TRK	GEN	RR
Job Briefing Employee Name/Title						Accompanied Inspector?		Out Brief Conducted	Yes	Time	1030 to 1330	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	TRST 1000													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	x	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Line(s)	Orange/Blue	Track Number	1 & 2	Chain Marker and/or Station(s)	From		To							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO conducted a records inspection of the Orange and Blue Line open work order reports. Records were requested from February to date and it was found that 82 potential work orders are still opened. TRST is now in the process of field verification to determine the actual status of these work orders. FWSO obtained for review a general listing of the 82 locations with more in-depth reports forthcoming.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Re-inspection?		Yes				

Inspector in Charge - Signature		<b>MEDENIA DASHIELL</b>		Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.05.26 11:10:20 -04'00'		Date		05/25/2016	
Inspector in Charge – Name		Inspection Team							
Medenia K. Dashiell		Medenia K. Dashiell, Patrick Richardson							



	In addition, it was discussed that beginning on Monday, May 23, 2016, a Tunnel Water ID Program was initiated to identify standing water leakages. Two (2) Structure Maintenance Manager teams have been assigned to inspect all of the tunnels system wide and prioritize by severity. The intent is to begin a remediation/elimination program; cleaning and clearing out all drainage reservoirs on Track #1 during the Safe Track Shutdown beginning on June 4.		
Remedial Action	Continue periodic inspections as warranted.		



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160526-WMATA-PSR-1		
	2016	05	26				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]				
Inspection Location	Green line/ Red Line Train Rides						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-RI-OBS					
Inspection Units	2					
Inspection Subunits	1					
Defects (Number)	2					
Recommended Finding	No					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Woodley Park Arching Event			Activity Code		OPS	RI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	No	Out Brief Conducted	No	Time	1400	Outside Shift	No			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	Permanent Order T- 16-09		SOP#40											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X								X					
Line(s)	Red & Green	Track Number	1	Chain Marker and/or Station(s)	From		To							
					Fort Totten		Silver Spring							
					Navy Yard		Fort Totten							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO performed an on board inspection of the rear car on the Green line from Navy Yard station to Fort Totten and the Red line from Fort Totten to Silver Spring. During the on board inspection it was noted that the rear car 6024 on the Green line and the rear car 4053 on the Red line did not have the cab door secured to isolate the operator seat. Both doors were secured to prevent access to passengers of the intercom system as stated in Permanent Order T-16-09 and SOP #40.							Number of Defects		2				
								Recommended Finding?		No				
								Remedial Action Required?		Yes				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	TERRELL A WILLIAMS		Digitally signed by TERRELL A WILLIAMS DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTA HQ, cn=TERRELL A WILLIAMS Date: 2016.06.02 09:20:29 -04'00'	Date 05/26/2016
Inspector in Charge - Name Terrell Williams	Inspection Team Patrick Richardson			



**Remedial Action**

WMATA issued a Permanent Order T-16-09 which modifies MSRPH SOP #40 requiring operators to secure cab door to isolate operator seat and console area, allowing access to seats and intercom for customers. WMATA also requires supervisors to inspect daily to ensure operators are in compliance.



# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160529-WMATA-RPM-1		
	2016	05	29				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	TRST, SMNT, CPDO	Sub- Department	Maintenance, ATC, POWER
Rail Agency Department Contact Information	Name			Email		Office Phone	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED]			[REDACTED]		[REDACTED]	
	[REDACTED]			[REDACTED]		[REDACTED]	
Inspection Location	West Fall Church – Vienna Shut Down Area K-Line 518+00 – 600+00						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRST-RWP-OBS	TRST-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	23				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Roadway Worker Protection – Job Safety Briefing			Activity Code		TRST	RWP	OBS
Job Briefing Employee Name/Title	Track Unit #351					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0600 – 1030	Outside Shift	Yes	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	RWPM													
	MSRPH													
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	X							X						
Line(s)	K-Line	Track Number	1 & 2	Chain Marker and/or Station(s)	From				To					
					518+00				600+00					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO Inspector observed the Job Safety Briefing of Track Unit #351. The RWIC was Unit #6159. Red Tag #2016149503A was in possession of the RWIC.								Number of Defects		0			
									Recommended Finding?		No			

Inspector in Charge - Signature

TERRELL A WILLIAMS

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DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS  
Date: 2016.06.01 07:26:15 -04'00'

Date  
5/29/2016

Inspector in Charge – Name  
Terrell Williams

Inspection Team  
Robert Maniuszko





United States Department of Transportation  
Federal Transit Administration

Form FTA-IR-1

	<p>The form of protection was Inaccessible Track (IT). The briefer followed the information that was provided in the Mobile Command Center book. His briefing covered hazards and the work being performed. The primary work zone activity was Track Circuit replacement in the K06 Interlocking as well as bond replacement at the Impedance Bonds and Wee-Z bond area.</p> <p>The work zone workers were issued a Blue Wrist Band after the briefing. PPE, and ID's were checked as well.</p>	Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Work Zone On-site Inspection					Activity Code	TRST	GEN	OBS
Job Briefing Employee Name/Title	Track Unit #351			Accompanied Inspector?	No	Out Brief Conducted	No	Time	0600 – 1030	Outside Shift	Yes
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	TRST 1000										
	MSRPH										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	K-Line	Track Number	1 & 2	Chain Marker and/or Station(s)	From		To				
					518+00		600+00				
Vehicles	Head Car Number	Number of Cars		Equipment							
Description	<p>General Observations:</p> <ul style="list-style-type: none"> <li>The east end of WFC platform has a large debris pile comprised of wood and other materials (K1518+00)</li> <li>3rd rail cables lying directly on the ground between 517+00 to 518+00 - the cable is attached to the third rail via clamps on each end despite the third rail being in place.</li> <li>The third rail joint bar at 518+00 is missing a bolt</li> <li>Insulators in the area are missing shims</li> <li>K1 518+00 - Manhole is not seated in the hole and is leaning toward the running rail</li> <li>K1 526+00 - 3rd rail boots need to be replaced with sleeve due to cracks and missing sleeves (upon return from track walk C3M was observed to be replacing these boots)</li> <li>K1 536+30 - Stub ups are missing sleeves and one is broken exposing conductors</li> <li>K1 536+30 - third rail cable trough is missing covers and boots were used to splice cables. None of the boots have a sleeve. (Need to check to see if splicing third rail cables in this way is acceptable to WMATA???)</li> <li>Between 539+00 and 540+00 there are three large piles of broken third rail shoes - (WMATA should investigate this area to see what is causing the problem)</li> <li>K1 540+20 - K1 540 +40 there is a large third rail jumper cable attached to a piece of intact third rail – the jumper is lying on the ground and does not make sense as to why it is still there?</li> <li>K1 543+00 - Manhole drainage cover is not seated</li> <li>K1 544+00 - an insulator has large holes placing it over bolts and the 3rd rail anchor arms are broken</li> <li>General Comment - Chain Marker signs on track #1 are covered with</li> </ul>						Number of Defects	23			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			
							Recommended Reinspection?	Yes			



	<p>heavy grime and cannot be read</p> <ul style="list-style-type: none"><li>• ETS Box at K2 536+20 - missing cover</li><li>• K2 530+00 - there are three gage rods in close proximity - WMATA might consider checking this area to possibly correct the condition?</li></ul> <p>3rd Rail Expansion Joints (In addition to above): The following all have cables lying directly on the ground with missing cover boards:</p> <ul style="list-style-type: none"><li>• K1 548+50, K1 558+30, K1 568 +00, K1 579+00, K1 589+00, K1 599+00</li><li>• Note - In addition at K1 579+00 there was evidence of fire extinguisher use and cables that were cut free from the third rail</li></ul> <p>The following Stub up locations were observed to be without sleeves in the boots:</p> <ul style="list-style-type: none"><li>• K1 568+00 - 4 of 10 (This location has some type of joint bar lying in the gage by the impedance bond. A number of the cables have a shrink sleeve placed over the end without securing it to the cable. The one on track 2 was completely removed.</li><li>• K1 569+00 - 8 of 10</li></ul> <p>Note: Photos are below</p>		
Remedial Action	WMATA should visit the indicated locations and remediate the conditions that are noted.		

Photos:



Figure 1 - Debris Pile CM 518+00

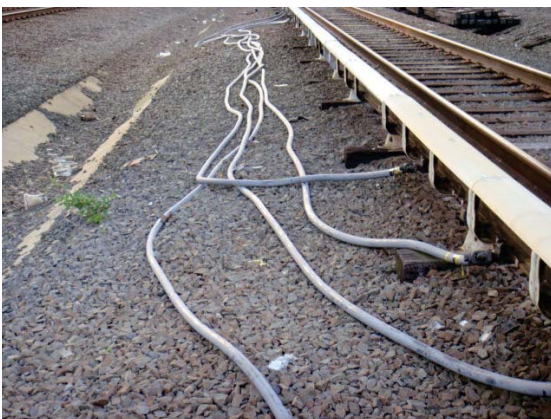


Figure 2 - Cables lying on the ground CM 517+00 - CM 518+00



Figure 3 - Missing Bolt - 3rd Rail Joint Bar - CM 518+00



Figure 4 - Manhole Drain Cover Dislodged - CM 518+00



Figure 5 - Cracked Boot - Exposed connection - K1 CM 536+00



Figure 6 - Jumper Cable on ground CM 540+30 to CM 540+40



Figure 7 - Jumper cables cut, evidence of fire - CM 579+00 at 3rd rail expansion joint





# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160531-WMATA-MKD-1		
	2016	05	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations Control Center	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	Green Line – Navy Yard to Gallery/Place/Chinatown						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	1					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Train Ride Inspection		Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1021AM	Outside Shift	No		
Related Reports				Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	MSRPH – Permanent Order No. T-16-09		SOP #40		N/A		N/A		N/A				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Line(s)	Green Line	Track Number	2		Chain Marker and/or Station(s)		From		To				
							Navy Yard		Gallery Place/Chinatown				
Vehicles	Head Car Number		Number of Cars		Equipment		End Car #3246						
			6										
Description	Due to Fire/Life Safety Reasons, the practice of securing any unoccupied cab door to a position that prevents access to the passenger intercom is unacceptable. Safety is compromised when passengers are unable to access the intercom in the trailing cars. It is important that operators properly inspect their trains, and supervision conduct compliance inspections to ensure all trailing cabs doors are set to the proper position that allows access to the intercom at all times.							Number of Defects		1			
								Recommended Finding?		Yes			
								Remedial Action Required?		Yes			
								Recommended Re-inspection?		Yes			

Inspector in Charge – Signature

MEDENIA DASHIELL

Digitally signed by MEDENIA DASHIELL  
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FRAHQ,  
cn=MEDENIA DASHIELL  
Date: 2016.06.02 09:10:49 -04'00'

Date

5/31/2015

Medenia K. Dashiell

Inspector in Charge – Name

Inspection Team



	<p>Per FWSO, WMATA was directed to immediately issue a Temporary Order to change the MetroRail Safety Rules and Procedure Handbook SOP 40.5.5 <i>Trailing Cab Door Procedures</i> and other policies or procedures that allows trailing cabs to be secured in a position that prevents access to the passenger intercom during revenue service on all series of train cars.</p> <p>On May 31, 2016, an unannounced train ride inspection was conducted on the Green Line headed towards Greenbelt at approximately 10:21 AM. It was noted prior to departure at Navy Yard/Ballpark that the trailing cab door in cab #3246 did not allow passenger access to the emergency intercom in violation of WMATA Permanent Order No. T-16-09 – Modification of Trailing Cab Door Procedures – SOP 40; issued on May 25, 2016.</p>		
Remedial Action	WMATA is directed to have frontline management and supervision perform inspections of revenue trains to ensure compliance with issuance of Permanent Order No. T-16-09.		









# Inspection Form

Form FTA-IR-1

United States Department of Transportation  
Federal Transit Administration

FOIA Exemption: All (b)(6)

## Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160531-WMATA-MKD-2		
	2016	05	31				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations Control Center	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Green Line – Gallery/Place/Chinatown to Navy Yard						

## Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	1					
Recommended Finding	Yes					
Remedial Action Required	Yes					
Recommended Reinspection	Yes					

## Activity Summaries

Inspection Activity #	1	Inspection Subject					Train Ride Inspection			Activity Code		TRK	RI	OBS
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1221PM	Outside Shift	No			
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MSRPH – Permanent Order No. T-16-09		SOP #40		N/A		N/A		N/A					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Line(s)	Green Line	Track Number	1	Chain Marker and/or Station(s)	From				To					
					Gallery Place/Chinatown				Navy Yard					
Vehicles	Head Car Number		Number of Cars		Equipment	End Car #6052								
			6											
Description	Due to Fire/Life Safety Reasons, the practice of securing any unoccupied cab door to a position that prevents access to the passenger intercom is unacceptable. Safety is compromised when passengers are unable to access the intercom in the trailing cars. It is important that operators properly inspect their trains, and supervision conduct compliance inspections to ensure all trailing cabs doors are set to the proper position that allows access to the intercom at all times.							Number of Defects		1				
								Recommended Finding?		Yes				
								Remedial Action Required?		Yes				
								Recommended Re-inspection?		Yes				
Inspector in Charge – Signature												Date		
Medenia K. Dashiell												5/31/2015		
Inspector in Charge – Name		Inspection Team												



	<p>Per FWSO, WMATA was directed to immediately issue a Temporary Order to change the MetroRail Safety Rules and Procedure Handbook SOP 40.5.5 <i>Trailing Cab Door Procedures</i> and other policies or procedures that allows trailing cabs to be secured in a position that prevents access to the passenger intercom during revenue service on all series of train cars.</p> <p>On May 31, 2016, an unannounced train ride inspection was conducted on the Green Line headed towards Branch Ave. at approximately 12:21 P M. It was noted prior to departure at Gallery Place/Chinatown that the trailing cab door in cab #6052 did not allow passenger access to the emergency intercom in violation of WMATA Permanent Order No. T-16-09 – Modification of Trailing Cab Door Procedures – SOP 40; issued on May 25, 2016.</p>		
Remedial Action	WMATA is directed to have frontline management and supervision perform inspections of revenue trains to ensure compliance with issuance of Permanent Order No. T-16-09.		