



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160222-WMATA-AD-1		
	2016	02	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	New Carrollton Yard
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton Rail Yard – 4700 Garden City Drive, Hyattsville, MD 20785						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Pre-Trip Inspections			Activity Code		RTRA	RC	OBS	
Job Briefing Employee Name/Title	[REDACTED]	Interlocking Operator New Carrollton Yard				Accompanied Inspector?	No	Out Brief Conducted	On 2/26/16	Time	4:00am-7:30am	Outside Shift	Yes		
Related Reports						Related CAPS / Findings									
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference						
	MSRPH Section 3, Operating Rules		3.13, 3.14, 3.127, 3.41, 3.42, and 3.45												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A			
		X			X		X								
Line(s)	Orange and Silver		Track Number	Yard	Chain Marker and/or Station(s)	From			To						
Vehicles	Head Car Number/Train ID		Number of Cars		Equipment										
	Train IDs: 412, 901, 902, 903, 616, 904, 602, 905, 603, 913, 604, 907, 916, 919, 921, 912		Respectively: 6, 6, 6, 6, 6, 8, 6, 6, 6, 8, 6, 6, 6, 8, 6												

Inspector in Charge - Signature AMBUR I DALEY		<small>Digitally signed by AMBURI DALEY DN: cn=US, ou=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBURI DALEY Date: 2016.02.22 17:08:36 -0500</small>	Date
Inspector in Charge - Name	Inspection Team Ambur Daley, [REDACTED]		



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160201-WMATA-TW-1		
	2016	02	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Office of Track and Structures	Sub-Department	RWP Committee
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Jackson Graham Building 600 Fifth Street, NW Washington, DC 20001				Call (5) (6)		

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-MTG					
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					RWP Committee Meeting			Activity Code		TRK	GEN	MTG
Job Briefing Employee Name/Title	Clay Bunting, General Superintendent Office of Track and Structures					Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800 - 0900	Outside Shift	No	No
Related Reports	N/A					Related CAPS / Findings		FTA-Rail-2-15-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	
	<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"/>	<input type="checkbox"/>	X	
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)			From		To				
	N/A							N/A		N/A				
Vehicles	Head Car Number		Number of Cars			Equipment								
	N/A		N/A											
Description	FWSO staff attended the Roadway Worker Protection (RWP) Committee Meeting that was convened to discuss the impact of the Greenbelt Test Track on the RWP Manual. The Greenbelt Test track is scheduled to open in early March for testing and acceptance of the Series 7000 railcars. The Committee consisted of staff from SAFE, ROCC, TRST, OPMS, QAQC and other departments. At issue is Cardinal Rule 6 that states: "There shall be no clearing of workers or equipment to any track at any time". The Test Track is in a three track territory which means workers on track No.2 can only clear to track no. 1 or 3 which is in clear violation of the RWP Cardinal										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, ou=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.02.03 13:46:06 -0500	Date	2/1/2016
Inspector in Charge - Name	Terrell Williams			
Inspection Team	Terrell Williams, Medenia Dashiell			



	<p>Rule. An exception to this rule must be written, included in the current RWP training and promulgated to all WMATA staff who work on track. The Test Track cannot open until the RWP language is revised. The WMATA Access Guide will also need modification to identify the Greenbelt Test Track as a "hot spot".</p>		
Remedial Action	N/A		



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160202-WMATA-JMC-1		
	2016	02	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Interlocking Operator Office
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Interlocking Operator Office, 5801 Sunnyside Avenue, College Park, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTTO-GEN-MTG	ROCC-RPB-OBS				
Inspection Units	1	1				
Inspection Subunits	1	1				
Defects (Number)	0	0				
Recommended Finding	0	0				
Remedial Action Required	0	0				
Recommend Reinspection	0	0				

Activity Summaries

Inspection Activity #	1	Inspection Subject					General Meeting			Activity Code	RTTO	GEN	MTG
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000-1300	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		
	<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 checked="" type="checkbox"/>	
Line(s)			Track Number	Chain Marker			From		To				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO Team met with the first shift Interlocking Operator at Greenbelt yard to introduce the team. The team discussed their roles and responsibilities and monitored the Interlocking Operator communications and train movements. The team also observed the Operator properly lining routes for train movements in the yard.							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommend Reinspection?		No			
Remedial Action	N/A												

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.03 12:56:41 -05'00'	Date	February 2, 2016
Inspector in Charge - Name	James M. Cassatt			
Inspection Team	James M. Cassatt, Alexander Nepa, Terrell Williams, Stephen Slaughter, Medenia Dashiell			



Inspection Activity #	2	Inspection Subject	Repeat Backs				Activity Code	ROCC	RPB	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000-1300	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	1.79									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input type="checkbox"/>	X	<input type="checkbox"/>			<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Line(s)	N/A		Track Number	Chain Marker		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO Team observed the Greenbelt Yard Interlocking Operator for compliance with rule 1.79. The team monitored radio transmissions and observed the following: 1) The Interlocking Operator gave specific instructions to a yard operator on the movement of his train. His radio transmissions included phonetic spelling which the yard operator properly repeated the transmission prior to moving the equipment. 2) The controller was persistent with the operator to elicit the repeat back when messaging was not clear.						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		No		
Remedial Action											



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160202-WMATA-TW-1		
	2016	02	02				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Greenbelt Rail Yard	Sub- Department	Vehicle Maintenance
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Rail Yard 5801 Sunnyside Avenue College Park, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-GEN-MTG					
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					Discussion of Rail Yard Operations			Activity Code		VM	GEN	MTG
Job Briefing Employee Name/Title	N/A					Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1400	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			
	<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 checked="" 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			N/A						
	N/A		N/A											
Description	FWSO Inspection Team met with [REDACTED] and a host of Supervisors who provided an overview and tour of the Greenbelt Rail Yard. The Team was accompanied by the Safety Officer while touring the Major Repair & Overhaul, Truck Shop, Service and Inspection and Rail Car Maintenance shops. We were provided an outstanding overview of the capabilities and responsibilities of each area. The Greenbelt Yard is accountable for putting 126 rail cars into service each day and is responsible for the commissioning of 7000 series rail cars.							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=FTAHQ, cn=TERRELL A WILLIAMS Date: 2016.02.03 13:33:34 -05'00'	Date	2/2/2016
Inspector in Charge - Name	Terrell Williams			
Inspection Team	Terrell Williams, Medenia Dashiell, Stephen Slaughter, Jim Cassat and Al Nepa			



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Remedial Action	None		



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160204-AAN-1		
	2016	02	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTTO	Sub- Department	N/A
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		Not made available
Inspection Location	12750 Layhill Road, Silver Spring, MD 20906						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-RC					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	0					
Remedial Action	0					
Recommended Reinspection	N/A					

Activity Summaries

Inspection Activity #	Inspection Subject						Head end train ride, track observations			Activity Code		RTRA	RI	RC
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	yes	Out Brief Conducted	yes	Time	0800-1200	Outside Shift			no	
Related Reports	NONE			Related CAPS / Findings			NONE							
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		x	x	<input type="checkbox"/>	<input type="checkbox"/>			
Line(s)	B - LINE OUTBOUND		Track Number	2	Chain Marker			From		To				
								Silver Spring Station		Glenmont Station				
Vehicles	Head Car Number		Number of Cars			Equipment								
Description	Performed un-announced head end train ride to observe track conditions and train operator procedures. Prior to entering the cab, WMATA train operator Green requested and examined TSO team identification. He called ROCC to obtain permission for team to enter head end compartment, ROCC acknowledged and permitted one TSO team member in the head end.							Number of Defects		0				
								Recommended Finding?		NONE				
								Remedial Action Required?		NO				
								Recommend Reinspection?		NO				

Inspector in Charge - Signature alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.05 14:57:33 -05'00'	Date 02/04/2016
Inspector in Charge - Name Alexander A. Nepa	Inspection Team Alexander Nepa & James Cassatt	



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	During the inspection, track conditions were observed and no exceptions were noted. Operator Green gave audible and professional station stops to customers. He observed roadway workers and gave appropriate visual and audible warning.		
Remedial Action	N/A		



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160204-WMATA-JMC-1		
	2016	02	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Glenmont Subdivision
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	Silver Spring Station, 8400 Colesville Road, Silver Spring, MD 20910						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	SAFE-GEN-MTG	RTRA-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	1	3				
Defects (Number)	0	0				
Recommended Finding	0	0				
Remedial Action Required	0	0				
Recommend Reinspection	0	0				

Activity Summaries

Inspection Activity #	1	Inspection Subject					General Meeting			Activity Code	SAFE	GEN	MTG
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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input type="checkbox"/>		X	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	
Line(s)	RED LINE		Track Number	1 AND 2	Chain Marker			From		To			
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO Team Al Nepa and Jim Cassatt met with Safety Officer [REDACTED] at Silver Spring Station to introduce the team. The team discussed their roles and responsibilities. We discussed emergency preparedness at the station, inquired about a piece of rail in the gauge of number one track and the safety audit that Ms. [REDACTED] and her team were inspecting at the Silver Spring Station.								Number of Defects		0		
									Recommended Finding?		No		
									Remedial Action Required?		No		
									Recommend Reinspection?		No		
Remedial Action	N/A												

Inspector in Charge - Signature		James Cassatt, Jr		Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.04 15:13:21 -05'00'		Date		February 4, 2016	
Inspector in Charge - Name		Jim Cassatt		Inspection Team		Jim Cassatt, Al Nepa			



Inspection Activity #	2	Inspection Subject	Operator Observations				Activity Code	RTRA	GEN	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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input type="checkbox"/>		X			<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Line(s)	N/A		Track Number	Chain Marker		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO Team observed operators make proper announcements when arriving at Silver Spring station, headlights and marker lights properly displayed on trains arriving and departing the station. We also observed the operator making sure no one boarded the train after making announcements that the "train is out of service and the last stop is Silver Spring."						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		No		
Remedial Action	N/A										



Inspection Form

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Federal Transit Administration

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160211-WMATA-TW-1		
	2016	02	11				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Station & Train Operations	Sub-Department	Train Operations
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Gallery Place, Metro Station, L'Enfant Plaza, Navy Yard Stations						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	OPS-RI-OBS	OPS-RI-OBS				
Inspection Units	1	1				
Inspection Subunits	10	1				
Defects (Number)	2	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject Door Operations/Station Servicing Procedures Compliance					Activity Code		OPS	RI	OBS
Job Briefing Employee Name/Title	None		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1020 - 1200	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	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 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 checked="" 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						
	3043, 2088, 31,93, 3174, 7070, 3008, 5015, 6049, 3033, 6073		Some 6 and 8 car consist								
Description	FWSO staff conducted riding inspections of trains to check compliance with the							Number of Defects		2	

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: 2016.02.12 07:45:12 -05'00'	Date 2/11/2016
Inspector in Charge - Name	Terrell Williams		
Inspection Team	Terrell Williams, Stephen Slaughter		



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	Door Operations/Station Servicing Procedures – SOP #40 that says that Rail Operators must follow specific protocol when servicing stations. FWSO observed 10- train consists on the Green, Yellow, Red and Orange lines. Noted 8 of 10 trains performed per SOP #40. Green line train 3043 towards Greenbelt and Green line toward Branch Ave. train #6073 failed to make announcements and comply with SOP #40.5.2.1 “After train doors open announce: “This is a Green line train to (destination)”.	Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Metro Transit Police Department engagement				Activity Code	OPS	RI	OBS	
Job Briefing Employee Name/Title	None		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1100-1125	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
	<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"/>	<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						
	N/A		N/A								
Description	FWSO observed the Metro Transit Police Department (MTPD) properly handle a disruptive and highly agitated patron who was verbally abusive to fellow passengers. At the L’Enfant Metro Station at approximately 11:00 am on Green line train #5015 toward Branch Ave. the Rail Train Operator radioed the MTPD to report the unruly passenger. Three Metro Police Officers arrived and convinced the passenger to leave the train without a physical altercation. The MTPD Officers followed the passenger into several other trains until he left the Metro system. Train #5015 was held at the L’Enfant station for 5 minutes until the situation was calmly resolved. FWSO provided positive feedback all three officers involved on a job well done.							Number of Defects		0	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Reinspection?		No	
Remedial Action	N/A										



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United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160212-WMATA-SAS-1		
	2016	02	12				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Occupational Safety & Health	Sub-Department	Training
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	3500 Pennsy Drive, Landover, MD 20785 Carmen Turner Facility						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	EMGT					
Inspection Units	TNG					
Inspection Subunits	OBS					
Defects (Number)	N/A					
Recommended Finding	N/A					
Remedial Action	N/A					
Recommended Reinspection	N/A					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation	Activity Code	EMGT	TNG	OBS		
Job Briefing Employee Name/Title	N/A		Accompanied Inspector? N/A	Out Brief Conducted N/A	Time 1500-1630	Outside Shift	N/A		
Related Reports	N/A	Related CAPS / Findings N/A							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference			
	N/A	N/A	N/A	N/A		N/A			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		At-grade	Tunnel
Line(s)	N/A	Track Number	N/A	Chain Marker	From		To		
					N/A		N/A		
Vehicles	Head Car Number		Number of Cars		Equipment				
	N/A		N/A						
Description	FWSO Inspector observed a training course provided to WMATA employees on Blood Borne Pathogens for the purposes of ensuring WMATA employees were properly trained on the proper handling of potential or actual contaminated bloodborne pathogens. The course objectives were clearly stated in the beginning of the class. The instructor was knowledgeable on the subject. He maintained the attention of all students throughout the training. He was well prepared and presented the material in a well-organized manner. Handouts and references					Number of Defects		0	
						Recommended Finding?		No	
						Remedial Action Required?			
						Recommend Reinspection?			

Inspector in Charge - Signature	Date
<p style="font-size: small; text-align: center;">Digitally signed by Stephen A. Slaughter DN: cn=Stephen A. Slaughter, o=FWSO, ou=FTA, email=stephen.slaughter@fta.dot.gov, c=US Date: 2016.02.12 09:14:17 -0500</p>	2/12/2016
Inspector in Charge - Name Stephen A. Slaughter	Inspection Team Stephen A. Slaughter



	<p>material were given to the students. The instructor encouraged class participation. He responded to student's comments, questions, and concerns in an appropriate manner. He stimulated critical thinking and analysis.</p> <p>The course concluded with a quiz which, ensured course objectives were met and students were well informed of the hazards and precautions of bloodborne pathogens.</p>		
Remedial Action			



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Description	<p>FWSO's Inspectors conducted an unannounced inspection of New Carrolton Yard A.M. Put-Ins on Monday morning, February 22, 2016. FWSO Inspectors visited the Depot Clerk, obtained a copy of the full yard manifest, and observed from the Yard Tower as Train Operators called-in their radios, conducted pre-trip inspections, and operated their trains through the yard lead onto the mainline. FWSO Inspectors also observed the Interlocking Operator directing trains through the yard and managing requests and reports from Train Operators. In all, FWSO Inspectors observed:</p> <ul style="list-style-type: none"> • 16 Train Operators check-in and sign-out radios between 4:00am and 7:00am; • 14 Train Operators complete pre-trip inspections; • One passenger train intentionally uncoupled to remove and return a 2-car set to the maintenance shop for additional work. This 2-car set was inadvertently made up as part of Train 921 due to the fact that Maximo was unavailable during the evening. • Interlocking Operator dispatch 16 trains into mainline service, and five (5) Prime Movers back to the Yard, as well as a manage the intentional uncoupling in the yard. <p>All but two Rail Operators conducted a cursory pre-trip inspection. Operators did not use notepads or checklists to document pre-trip inspections, and no signed forms were provided back to Depot Clerk or Interlocking Operator.</p> <p>For the first two trains out, FSWO Inspectors observed Train Operators walking to the trains with no flashlights and without conducting exterior train walk-arounds. For all subsequent inspections, Train Operators walked around the trains with flashlights, and walked through the trains from the trailing car to the operating cab. However, from the vantage point in the Yard Tower, FWSO Inspectors were not able to confirm the thoroughness or quality of the interior inspection.</p> <p>FWSO Inspectors did observe door openings, horn checks, and rolling tests and rolling brake tests for most trains, as well as radio checks from Train Operators prior to receiving direction to depart the yard. FWSO found that:</p> <ul style="list-style-type: none"> • Train Operators arrived approximately 25 minutes prior to Train Yard Dispatch Time; • Average Train Preparation and Pre-Trip Inspection took 15 minutes. • Longest Pre-Trip Inspection took 30 minutes (Train 602) and appeared substantially more thorough than inspections conducted by other Train Operators; the shortest pre-trip inspection was 5 minutes (Train 901). 	Number of Defects	2
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Radio Communications				Activity Code	RTRA	RAD	OBS	
Job Briefing Employee Name/Title	[Redacted] (b)(6) Interlocking Operator New Carrolton Yard		Accompanied Inspector?	No	Out Brief Conducted	On 2/26/16	Time	4:00am-7:30am	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH Section 1, General Rules	1.78, 1.79									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X			X			X			
Line(s)	Orange and Silver	Track Number	Yard	Chain Marker and/or Station(s)	From			To			
Vehicles	Head Car		Number of Cars		Equipment						



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Federal Transit Administration

cell (b)(6)

	Number/Train ID				
Description	FWSO Inspectors observed both the quality of the radio system performance and the quality of radio communication, including repeat-backs from Train Operators to the Interlocking Operator prior to leaving New Carrollton Yard and entering the mainline. FWSO noted: <ul style="list-style-type: none"> Instances where radio interference or garbled messages made clear communication difficult, and messages had to be repeated. Instances where incomplete or informal repeat-backs were provided by train operators or prime mover operators. Interlocking Operator [redacted] generally managed radio communications in compliance with WMATA standards, and provided complete repeat-backs to Train Operators and Prime Mover Operators.			Number of Defects	2
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	Yes
Remedial Action	N/A				

Inspection Activity #	3	Inspection Subject	Shift Transfer Briefing				Activity Code	RTRA	ST	OBS	
Job Briefing Employee Name/Title	[redacted] Interlocking Operator New Carrollton Yard		Accompanied Inspector?	No	Out Brief Conducted	On 2/26/16	Time	6:45am-7:00am	Outside Shift	Yes	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	[redacted] Manual, Version 2	MSRPH, SOP 1									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X			X			X			
Line(s)	Orange and Silver		Track Number	Yard	Chain Marker and/or Station(s)	From			To		
Vehicles	Head Car Number/Train ID		Number of Cars		Equipment						
Description	FWSO Inspectors reviewed the Interlocking Operator Log Book, and noted the following: <ul style="list-style-type: none"> While the book had daily entries, there only appeared to be one/two signatures per day on the log, which did not correspond to the number of shifts in the Yard Tower, or the procedures specified in the ROCC Procedures Manual An entry for Switch 29 coming back into service, after having been removed from service, was missed for February 11, 2016. Also, a verbal briefing with formal review of the log book was not conducted for the relief Interlocking Operator [redacted], who apparently had been out on extended leave and just returned to service.					Number of Defects	3				
						Recommended Finding?	No				
						Remedial Action Required?	No				
						Recommended Reinspection?	Yes				
Remedial Action	N/A										



Inspection Form

Form FTA-IR-1

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022 (15)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	201602022-WMATA-WP-1		
	2016	02	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	West Fall Church Yard 7251 B Idylwood Road, Falls Church, 22043						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS	RTRA-RAD-OBS				
Inspection Units	8	1				
Inspection Subunits	8	1				
Defects (Number)	3	0				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Pre-Trip Inspections				Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0400-0800	Outside Shift	Yes	
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	3.13, 3.14, 3.127, 3.41, 3.42, 3.45	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)	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 personnel observed 8 pretrip inspections performed at West Falls Church Yard from both the Depot Clerk station and yard tower. Overall, WMATA was compliant with written rules. FWSO noted 3 defects during this time. Train 622 performed the exterior walk around without a flashlight. Train 615 did not perform a compliant rolling or rolling brake test prior to radioing the tower for departure by not allowing the train to come to a complete stop. Finally, Train 619 did not perform a rolling or rolling brake test.							Number of Defects		3	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Reinspection?		Yes	

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=WLS, ou=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.02.22 17:45:45 -0500		Date	
Inspector in Charge - Name Winslow Powell		Inspection Team Winslow Powell, [REDACTED]					



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Federal Transit Administration

Remedial Action														
Inspection Activity #	2		Inspection Subject				Observation of Radio Communications			Activity Code		RTRA	RAD	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	No	Out Brief Conducted	No	Time	0400-0800	Outside Shift	Yes		
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)	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 observed radio communication with the yard tower throughout the morning. The interlocking controller Ms. [redacted] and her trainee adhered to all appropriate protocols regarding communications, specifically repeat back requirements. FWSO noted issues related to radio interference in the yard. [redacted] handled garbled messages well, and informed the FWSO team that interference issues are frequent at this location. <i>all (K) (6)</i>								Number of Defects		1			
									Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		Yes			
Remedial Action														



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	201602023-WMATA-SAS-1			
	2016	02	23					
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department		
Rail Agency Department Contact Information	Name			Email		Office Phone		Mobile Phone
Inspection Location	Red Line							

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS					
Inspection Units	7					
Inspection Subunits	7					
Defects (Number)	4					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Rail Operations				Activity Code	RTRA	RI	OBS	
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1030	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	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.32, SR 4.33, SR 4.38, SR 4.54, SR 4.227; MSRPH Operating Rules 3.29, 3.83, 3.84, 3.87, 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				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	Red	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					See below			See below			
Inspector in Charge - Signature									Date		
Inspector in Charge - Name Stephen Slaughter		Inspection Team Stephen Slaughter, [Redacted] (b)(6)(b)									



United States Department of Transportation
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Vehicles	Head Car Number	Number of Cars	Equipment	N/A	
	See Description	N/A			
Description	<p>FWSO performed 7 riding inspections from 0800 to 1030, Gallery Place to Shady Grove, Shady Grove to Gallery Place. FWSO did not observe any trains passing through a work zone or any workers on the right of way. Details of the inspections are below.</p> <p>3061: FWSO observed train with lead car 3061 from 0825 to 0830 operating from Gallery Place to DuPont Circle. Operator complied with all observed rules, including station announcements, and 5 second pause prior to opening doors.</p> <p>5115: FWSO observed train with lead car 5115 from 0834 to 0840 operating from DuPont Circle to Van Ness. Operator complied with most observed rules. FWSO observed the operator announcements were not clear.</p> <p>3162: FWSO observed train with lead car 3162 from 0850 to 0900 operating from Van Ness to Medical Center. Operator complied with all observed rules.</p> <p>3194: FWSO observed train with lead car 3194 from 0902 to 0921 operating from Medical Center to Shady Grove. Operator complied with most observed rules. FWSO observed Operator proceed slightly past the eight car marker at 3 of the 5 stations.</p> <p>3118: FWSO observed train with lead car 3118 from 0925 to 0945 operating from Shady Grove to Medical Center. Overspeed train alarms were triggered multiple times during the ride, and FWSO observed that the Operator did not sound the train upon entering the portal. FWSO also observed that the public address operator announcements were not clear and cut in and out.</p> <p>3262: FWSO observed train with lead car 3262 from 0949 to 0957 operating from Medical Center to Friendship Heights. Operator complied with all observed rules, station announcements, and 5 second pause prior to opening doors.</p> <p>4095: FWSO observed train with lead car 4095 from 1010 to 1028 operating from Friendship Heights to Gallery Place. Operator complied with all rules, including the 5 second pause prior to opening doors, and station announcement.</p>			Number of Defects	4
				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

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	201602023-WMATA-WP-1		
	2016	02	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Yellow and Red Lines						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Pre-Trip Inspections				Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1030	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	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.32, SR 4.33, SR 4.38, SR 4.54, SR 4.227; MSRPH Operating Rules 3.29, 3.83, 3.84, 3.87, 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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	Yellow and Red	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			

Inspector in Charge - Signature	WINSLOW L. POWELL							Date
Inspector in Charge - Name	Winslow Powell							
Inspection Team	Winslow Powell, [Redacted] (b)(6)							

Digitally signed by WINSLOW L. POWELL
DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ,
cn=WINSLOW L. POWELL
Date: 2016.02.29 09:24:36 -05'00'



United States Department of Transportation
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Vehicles	Head Car Number	Number of Cars	Equipment	N/A	
	See Description	N/A			
Description	<p>FWSO performed 6 riding inspections from 0800 to 1030, on the Yellow Line, from Gallery Place to Huntington and back to Gallery Place; and on the Red Line from Gallery Place to Tenleytown-AU and back to Gallery Place. One FWSO Inspector provided credentials to the Train Operator and requested and received authorization to ride with him or her in the cab, to assess Train Operator fitness for duty, PPE, compliance with electronic device policy, train speed, signal adherence, and radio protocol, while the other FWSO Team Member rode behind the cab to monitor ride quality, use of the horn, station berthing and door operation, and announcements. FWSO did not observe any trains passing through a work zone or any workers on the right of way. Details of the inspections are below.</p> <p>Train 305, Lead Car 3001: FWSO observed 6 car train with lead car 3001 from 0820 to 0834 operating from Gallery Place to Ronald Reagan National Airport. Operator generally complied with MSRPH and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. Train Operator, who works on multiple lines, reported poor lighting in some stations (especially Congress Heights and Anacostia) that makes it difficult to observe platforms for passenger boarding and alighting prior to door operation.</p> <p>Train 309, Lead Car 3275: FWSO observed 6 car train with lead car 3275 from 0840 to 0847 operating from Ronald Reagan Airport to King Street. Operator generally complied with MSRPH and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. Radio communications were difficult to hear from the cab, and public address announcement system cut out during station announcements.</p> <p>Train 353, Lead Car 5092: FWSO observed 6 car train with lead car 5092 from 0854 to 0910 operating from King Street to Pentagon City. Operator generally complied with MSRPH and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. Radio communications were difficult to hear in the cab.</p> <p>Train 354, Lead Car 3093: FWSO observed 6 car train with lead car 3093 from 0919 to 0926 operating from Pentagon City to Gallery Place. Operator missed sounding horn for one portal, and overspeed train alarms were triggered multiple times during the observation. The train made a stutter stop at "L'Enfant Plaza, and the station announcements were difficult to hear. Train Operator paused 5 seconds prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with current sticker, with cell phone stowed and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 3099: FWSO observed 8 car train with lead car 3099 from 0938 to 0958 operating from Gallery Place to Tenleytown-AU on the Red Line. Operator generally complied with MSRPH and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. Train Operator was relieving another operator by taking the train to Shady Grove; excellent station announcements and door operations observed.</p>			Number of Defects	2
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No



United States Department of Transportation
Federal Transit Administration

	Train 102, Lead Car 3262: FWSO observed 8 car train with lead car 3262 from 1003 to 1014 operating from Tenlytown-AU to Dupont Circle. Operator generally complied with MSRPH and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab.		
Remedial Action	N/A		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	201602024-WMATA-AD-2		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Green Line						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Train Operations				Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	13:00-15:25	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	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.32, SR 4.33, SR 4.38, SR 4.54, SR 4.227; MSRPH Operating Rules 3.29, 3.83, 3.84, 3.87, 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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	Green	Track Number	1 & 2	Chain Marker and/or Station(s)	From		To				
					N/A		N/A				

Inspector in Charge - Signature AMBUR I DALEY		Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMC5AHQ, cn=AMBUR I DALEY Date: 2016.02.25 17:19:59 -05'00'	Date
Inspector in Charge - Name Ambur Daley	Inspection Team Ambur Daley, [REDACTED]	[Handwritten initials]	



United States Department of Transportation
Federal Transit Administration

Vehicles	Head Car Number	Number of Cars	Equipment	N/A		
	See Description	N/A			Number of Defects	6
Description:	<p>FWSO Inspectors performed 6 announced riding inspections from 1:00pm to 3:25pm, on the Green Line, from Navy Yard to West Hyattsville and back down to Southern Avenue. One FWSO Inspector provided credentials to the Train Operator and requested and received authorization to ride with him or her in the cab, to assess Train Operator fitness for duty, PPE, compliance with electronic device policy, train speed, signal adherence, and radio protocol, while the other FWSO Team Member rode behind the cab to monitor ride quality, use of the horn, station berthing and door operation, and announcements. FWSO did not observe any trains passing through a work zone or any workers on the right of way. Details of the inspections are below.</p> <p>Train 503, Lead Car 6039: FWSO observed 6 car train with lead car 6039 from 13:11 to 13:21 operating from L'Enfant Plaza to Congress Heights. Operator generally complied with MSRP and applicable SOPs, including station announcements and 5 second pause prior to opening doors in stations. Train announcements were difficult to hear from the public address system. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. FWSO Inspectors also assessed lighting levels on platform, and found them to be sufficient to allow door observation for the 6-car train.</p> <p>Train 501, Lead Car 5092: FWSO observed 6 car train with lead car 5092 from 13:27 to 13:35 operating from Congress Heights to Waterfront. Operator generally complied with MSRP and applicable SOPs, including station announcements and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight was in bag, with cell phone stowed and no visible reading material or other potentially distracting items in the cab. Radio communications were difficult to hear from the cab, and public address announcement system cut out during station announcements.</p> <p>Lead Car 7070: FWSO observed 8 car train with lead car 7070 from 13:51 to 14:21 operating from Waterfont to West Hyattsville. A Train Operator and Training Instructor/Supervisor were both in the cab, so FWSO observed from behind the cab door. FWSO Inspectors noted multiple instances of overspeed alarms, and could see on the display through the window into the cab that the train was consistently approaching stations at overspeed conditions. Required horns were also missed when entering and exiting portals between Fort Totten and West Hyattsville. The Train Operator did comply with the 5 second pause prior to opening doors in stations with head out the window, and the automated station announcements on the 7000 series vehicle were audible and clear.</p> <p>Lead Car 3074: FWSO observed 6 car train with lead car 3074 from 14:28 to 14:40 operating from West Hyattsville to U Street. There was a major leak at the West Hyattsville station, and the entire mezzanine floor was wet. Also, FWSO Inspectors noted two large indentations in the running rail on Track 2 about 200 feet from the 8 car berthing marker. Upon approach to the station, the Train Operator overshot the 8-car berthing mark to the window of the operating cab (see photo attached to report). The Train Operator requested to call into ROCC prior to admitting the FWSO Inspector into the cab. Once the Train operator invited the FWSO Insector into the cab, it was noted that there was a beverage on the train operator console and the Train Operator was would not produce his RWP Level 2 card. He indicated that he was scheduled for training the following month and also stated he was retiring soon anyway, so it did not matter. The Train Operator failed to pause 5 seconds prior to opening doors in stations with head out the window. The ROCC called the Train Operator and asked him to have the FWSO Inspector call back to the ROCC. The FWSO Inspection Team disembarked at U St. Station to contact ROCC.</p> <p>Lead Car 3250: FWSO observed 6 car train with lead car 3250 from 14:55 to 15:03 operating from U Street to Fort Totten. Operator generally complied with MSRP and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator made two stutter stops pulling into Columbia Heights Station. The train went out of service at Fort Totten Station.</p>			Recommended Finding?	No	
				Remedial Action Required?	Yes	



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	<p>Lead Car 5080: FWSO observed 6 car train with lead car 5080 from 15:05 to 15:25 operating from Fort Totten to Navy Yard. Operator generally complied with MSRP and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window.</p>		
<p>Remedial Action</p>	<p>Submit to FWSO within 5 calendar days the following documentation to close-out concerns identified during the Train Ride Inspections:</p> <ul style="list-style-type: none">• Report or other documentation from Training Instructor/Supervisor regarding the performance of the Operator of the Train with the Lead Car Number 7070 and the results of his session/training activity.• Report from ROCC documenting the station overrun made by the Operator of the Train with the Lead Car Number 3074.• Report from Maximo showing the identification of the two indentations in Track 2 at West Hyattsville Station.		

Attachement 1:





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-WP-1		
	2016	02	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name			Email	Office Phone		Mobile Phone
Inspection Location	West Fall Church Yard 7251 B Idylwood Road, Falls Church, 22043						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS					
Inspection Units	8					
Inspection Subunits	8					
Defects (Number)	1					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Pre-Trip Inspections				Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1330-1600	Outside Shift	Yes	
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	3.13, 3.14, 3.127, 3.41, 3.42, 3.45	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)	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 personnel observed 5 pretrip inspections performed at West Falls Church Yard from both the yard platform and yard tower. Overall, WMATA was compliant with written rules. FWSO noted one defect during this time. Train 917 performed all required aspects of the pre-trip inspection, but departed the yard 9 minutes after scheduled pull-out time.						Number of Defects		1		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		Yes		
Remedial Action											

Inspector in Charge - Signature	WINSLOW L. POWELL		<small>Digitally signed by WINSLOW L. POWELL DN: cn=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.02.29 08:54:07 -05'00'</small>	Date
Inspector in Charge - Name	Winslow Powell	Inspection Team	Winslow Powell [REDACTED] (4)(6)	



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-AD-1		
	2016	02	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	New Carrollton Rail Yard 4700 Garden City Dr, New Carrollton, MD						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Observation of Pre-Trip Inspections			Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title	N/A				Accompanied Inspector?	No	Out Brief Conducted	No	Time	1330-1600	Outside Shift		Yes	
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	3.13, 3.14, 3.127, 3.41, 3.42, 3.45		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)	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's Inspectors conducted an unannounced inspection of New Carrollton Yard P.M. "put-ins" on Thursday afternoon, February 25, 2016. FWSO Inspectors obtained a copy of the PM Put-Ins Log from the Interlocking Operator, and observed from the Yard Tower and Yard Platform as Train Operators called-in their radios, conducted pre-trip inspections, and operated their trains through the yard lead onto the mainline. FWSO Inspectors also observed the Interlocking Operator directing trains through the yard and managing requests and reports from Train							Number of Defects		1				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		Yes				

Inspector in Charge - Signature	AMBUR I DALEY	<small>Digitally signed by AMBUR I DALEY DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHQ, cn=AMBUR I DALEY Date: 2016.03.01 11:37:53 -0500</small>	Date
Inspector in Charge - Name	Ambur Daley		
Inspection Team	[Redacted] (b)(6)(b)(6)		



United States Department of Transportation
Federal Transit Administration

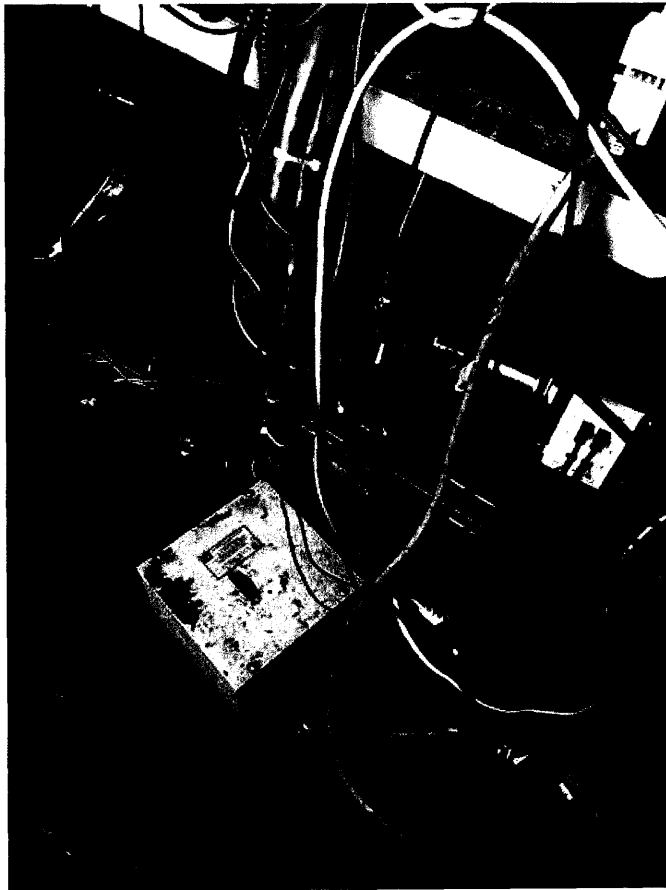
	<p>Operators. FWSO also conducted a physical inspection of the Yard Tower.</p> <p>In all, FWSO Inspectors observed:</p> <ul style="list-style-type: none"> Six (6) Train Operators check-in and sign-out radios between 4:00am and 7:00am; Six (6) Train Operators complete pre-trip inspections; Yard movements involving 2-car consists to makeup trains and two (2) Prime Movers clearing signals into the yard for storage. <p>All but two Rail Operators conducted a cursory pre-trip inspection. Operators did not use notepads or checklists to document pre-trip inspections, and no signed forms were provided back to Depot Clerk or Interlocking Operator. FWSO found that:</p> <ul style="list-style-type: none"> Train Operators arrived approximately 25 minutes prior to Train Yard Dispatch Time; Average Train Preparation and Pre-Trip Inspection took 15 minutes; Longest Pre-Trip Inspection took 25 minutes (Train 912); the shortest pre-trip inspection was 10 minutes (Train 920). <p>In terms of specific inspection requirements, FWSO noted the following:</p> <ul style="list-style-type: none"> Few actual defect reports are made by Train Operators. <ul style="list-style-type: none"> Pre-trip exterior inspections generally consist of the operator walking around the vehicle at normal speed. Most operators did not bend down or slow to examine current collector assemblies, shoe fuses or shunt straps; or to ensure that rotary and air control valves were in the proper location at open ends at the belly of the consist and that brake line switches were in the proper position. Interior inspections generally followed the items called out in the Train Operators' Normal Procedures Checklist. FWSO Inspectors walked with Train Operators conducting interior inspections of their trains, and found that they generally focused on their consoles and indicators, bulkhead doors, cab windows, fire alarms, intercom and interior/exterior lights, conducting the radio check and PA announcement, horn test, and rolling and rolling brake tests. Handbrakes were not checked. 		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					Radio and Equipment Observation		Activity Code		RTRA	RAD	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?		No	Out Brief Conducted		No	Time	1330-1600	Outside Shift	Yes	
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		3.13, 3.14, 3.127, 3.41, 3.42, 3.45		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)	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's Inspectors conducted an unannounced inspection of New Carrollton Yard P.M. "put-ins" on Thursday afternoon, February 25, 2016. While in the interlocking tower, FWSO performed a 15 minute observation of radio communications between yard operators, train operators, prime mover operators, terminal supervisors, and the interlocking operator. Overall, communications were clear and concise, and included the appropriate identifying information. However, FWSO did note two instances where a train operator failed to respond to the terminal supervisor, and two instances where the terminal supervisor failed to identify himself upon initiating first contact with a train operator entering his territory.</p> <p>As noted in attachment A, FWSO also observed the poor condition of the wires powering and connecting the radio system, the terminal monitors, and the phone system. This condition doubtless contributes to the poor radio quality and could also lead to electrical sparking or even fire. This cabling should be examined, cleaned and connected with appropriate electrical outlets and UPS.</p>			Number of Defects	3
				Recommended Finding?	No
				Remedial Action Required?	Yes
				Recommended Reinspection?	Yes
Remedial Action	<p>The cabling in the New Carrollton Yard Tower should be examined, cleaned and connected with appropriate electrical outlets and UPS. Provide FWSO with photographic documentation that this cabling issue has been addressed within 30 days from the issuance of this report.</p>				

Attachment 1 – Wiring for Radio System and Terminals at New Carrollton Yard





Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-WP-1		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
		[Redacted] (b)(6)					
Inspection Location	Shady Grove Yard 15903 Somerville Drive, Rockville MD, 20855						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-PI	RTRA-RC-PI				
Inspection Units	9	2				
Inspection Subunits	9	2				
Defects (Number)	X	2				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Inspection of Vehicle Securement				Activity Code		RTRA	RC	PI
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	2100-2330	Outside Shift	Yes	
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	3.126		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)	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 personnel performed a physical inspection of vehicle securement at the Shady Grove Yard on tracks 10A through 21. FWSO observed 9 consists stored at the facility and noted 0 handbrakes set on vehicles. The WMATA MSRPH rule 3.126 (b) requires that, "Set handbrakes on at least two cars." Track 10A- Out of service pair 1059-1058 car 1160, no handbrakes applied Track 10B- Out of service 4 car train with lead car 1021, no handbrakes applied Track 10- Out of service pair 1037/1036, no handbrakes applied							Number of Defects		9	
								Recommended Finding?		No	
								Remedial Action Required?		No	
								Recommended Reinspection?		Yes	

Inspector in Charge - Signature		WINSLOW L. POWELL		Digitally signed by WINSLOW L. POWELL DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=FTAHQ, cn=WINSLOW L. POWELL Date: 2016.02.27 09:03:23 -0500		Date	
Inspector in Charge - Name		Winslow Powell		Inspection Team		[Redacted] (b)(6)	



United States Department of Transportation
Federal Transit Administration

	<p>Track 11- 8 car train with lead car 7060, not inspected Track 12- 6 car train with lead car 5144, no handbrakes applied Track 13- Inaccessible, not inspected Track 14- Inaccessible, not inspected Track 15- No train Track 16- Not inspected Track 17- 6 car train with lead car 2046, no handbrakes applied Track 18- 6 car train with lead car 3260, no handbrakes applied Track 19- 6 car train with lead car 6046, no hand brakes applied Track 20- Inaccessible, not inspected Track 21- 8 car train with lead car 3263, no handbrakes applied</p>		
Remedial Action			

Inspection Activity #	2	Inspection Subject	Inspection of Vehicle Separation				Activity Code	RTRA	RC	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	2100-2330	Outside Shift	Yes	
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	3.126		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)	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 personnel performed a physical inspection of vehicle separation at the Shady Grove Yard that fell under the requirements for vehicle separation as defined in WMATA MSRP rule 3.126 (a). In this rule, WMATA requires that, "Secure cars being stored a minimum distance of two (2) feet apart at all storage locations, yards and/or tail tracks." FWSO noted that the two pairs of consists inspected were stored less than 2 feet apart, measuring one foot from anticlimber to anticlimber, with coupler hooks overlapping. A WMATA supervisor informed FWSO that one of the two consists was being stored for maintenance.</p> <p>Track 19- Observed gap less than 2 feet apart between cars 4056 and 3022. Track 10B- Observed gap less than 2 feet apart between out of service cars 1005 and 6174</p>						Number of Defects		2		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		Yes		
Remedial Action											



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-SAS-2		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Orange Line, Train ID 305, L'Enfant Plaza Station, Track 1				all (4) (6)		

Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	ROCC-ACCESS-REF							
Inspection Units	1							
Inspection Subunits	1							
Defects (Number)	1							
Recommended Finding	No							
Remedial Action Required?	Yes							
Recommend Reinspection	No							

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject				Refusal of Access				Activity Code	ROCC	ACCESS	REF
Job Briefing Employee Name/Title	N/A			Accompanied Inspector?	No	Out Brief Conducted	No	Time	1429-1455	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			
	Safety Directive 16-1												
	49 U.S.C. 5329												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	X								X				
Line(s)	Orange		Track Number	N/A	Chain Marker			From		To			
Vehicles	Head Car Number		Number of Cars		Equipment								
	2019		8										
Description	At approximately 2:22 PM, an Orange line train bound to New Carrollton entered the L'Enfant Plaza station. The lead car #2019 of the 8 cars consist stopped at the "8 Car" marker. The train operator waited approximately 5 seconds before opening the train doors. At this time the FSWO Inspector presented his official FTA Inspector Badge and credentials to the train operator and informed the operator that he would like to								Number of Defects		1		
									Recommended Finding?		No		
									Action Required?		Yes		
									Recommend		No		

Inspector in Charge - Signature		STEPHEN A SLAUGHTER		Digitally signed by STEPHEN A SLAUGHTER DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=OSTHQ, cn=STEPHEN A SLAUGHTER Date: 2016.02.26 09:45:53 -05'00'		Date February 24, 2016	
Inspector in Charge - Name Stephen Slaughter		Inspection Team Stephen Slaughter					



United States Department of Transportation
Federal Transit Administration

	<p>ride in the cab of the train. The FSWO Inspector then entered the train and stood near the cab door. The train operator opened the cab door and informed the FSWO Inspector that he would contact "Central" to get permission for the Inspector to ride in the cab. The train operator proceeded to continue the scheduled route.</p> <p>When the train stopped at the Federal Center SW Station, the train operator informed the FSWO that he was still waiting for permission from "Central" for the FSWO Inspector to ride in the cab of the train.</p> <p>When the train stopped at Cheverly station, 2 WMATA employees entered the lead car of the train. One of the employees, later identified as [redacted] of WMATA QA, entered the cab. Approximately 90 seconds later, he exited the cab and stood across the aisle from the FSWO Inspector.</p> <p>At approximately 2:55 PM, the train entered the New Carrollton Station, the train's terminal station. FSWO Inspector exited the train along with the 2 WMATA employees and the train operator.</p> <p>The FSWO Inspector asked the train Operator if he ever received permission from "Central" for the FSWO Inspector to enter the cab. The operator relayed that per "Central", the FSWO Inspector did not have permission or clearance to ride in the cab of the train. At no point from L'Enfant Plaza to New Carrollton Station was this information relayed to the FSWO Inspector.</p> <p>WMATA employee [redacted] asked the train Operator for his contact at the ROCC, and the train Operator relayed that [redacted] was the person at the ROCC who denied the FSWO inspector access to the cab.</p> <p>The FSWO Inspector thanked all WMATA employees for their assistance.</p>	<p>Reinspection?</p> <p><i>@ell (6/16)</i></p>	
<p>Remedial Action</p>	<p>WMATA must issue (or re-issue) a system-wide bulletin regarding the agency's obligation to provide FSWO inspection personnel with "free and uninterrupted access to transit agency properties in the performance of official duties as specified in U.S.C Title 49, by direction of the Secretary of Transportation" within 24 hours of receiving this report. Further, the employee denying such access to an FSWO Inspector must be re-instructed, also within 24 hours, and evidence of such re-instruction must be provided to FSWO within 48 hours.</p>		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (w/6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160216-WMATA-AAN-1		
	2016	02	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and 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 – Huntington Station – Metro Center Station – Track 1						

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	2				
Defects (Number)	0	5				
Recommended Finding	No	No				
Remedial Action Required	No	Yes				
Recommended Reinspection	No	Yes				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Rules Compliance				Activity Code			TRK	TGV	RC
Job Briefing Employee Name/Title	[REDACTED]	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2130-0100	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 – 23.5.5.3										
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 type="checkbox"/>	<input checked="" type="checkbox"/>	
Line(s)	C-Line	Track Number	1	Chain Marker and/or Station(s)	From			To				
					C1 CM630+00			C1CM000+00				
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	FWSO team monitored the Track Geometry Vehicle 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 3.67 – Rail vehicle not operated past or closer that a point 10-feet in approach of an							Number of Defects		0		
								Recommended Finding?		No		
								Remedial Action Required?		No		
								Recommended Re-inspection?		No		

Inspector in Charge - Signature alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.18 15:48:54 -05'00'	Date 02-16-16
Inspector in Charge – Name Alex Nepa	Inspection Team Alex Nepa, Medenia Dashiell, [REDACTED]	

WMATA
TRACK INSPECTION PROGRAM

TRACK GEOMETRY INSPECTION REPORT

C LINE
C1 629+00 to C1 00+00
RR: WASHINGTON METRO AREA TRANSIT AUTHORITY (WMATA)
Survey Number:
Chain 629 to Chain 0
Direction: Descending Chain



Washington Metro Area Transit Authority
Washington, D.C.

Exception Report
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C1 629+00 to C1 00+00

CH	FT	Parameter	Value	Length	Speed	TSC	LC	PC	Track	Peak Lat/Long
0	0	Class Change	5.00		29	T		5	1	
0	0	Posted Speed	90.00		29	T		5	1	
0	0	Track Change	0.00		29	T		5	7	
0	9	Track Change	0.00		42	T		5	1	
0	10	Railroad	WMATA		42	T		5	1	
0	11	Subdivision	C LINE		42	T		5	1	
629	23	Down Marker	629.00		2	T		5	1	
629	0	Class Change	4.00		3	T		4	1	
629	0	Posted Speed	45.00		3	T		4	1	
628	90	Platform Start			3	T		4	1	
622	87	Platform End			10	T		4	1	
622	27	Switch Pt			12	T		4	1	
* 622	28	Gage Wide	57.23	6	12	T	1	4	1	
622	32	L Cant Neg	-0.20	16	13	T		4	1	
622	2	Gage Change	-0.90	26	13	T	4	4	1	
621	80	Gage Wide	57.15	3	14	T	1	4	1	
621	56	Frog			15	T		4	1	
621	50	Gage Change	-0.77	30	15	T	4	4	1	
621	36	Gage Change	1.92	4	15	T	4	4	1	
620	99	Down Chain	620.00		19	T		4	1	38.795415 -77.074968
619	51	Frog			19	T		4	1	38.795547 -77.074943
619	22	Gage Change	1.92	12	20	T	4	4	1	38.795626 -77.074928
618	57	Gage Change	-0.98	22	20	T	4	4	1	38.795803 -77.074901
618	57	Gage Narrow	56.01	1	20	T	3	4	1	38.795803 -77.074901
618	51	Switch Pt			20	T		4	1	38.795819 -77.074899
614	23	Gage Wide	57.15	2	23	B	1	4	1	38.796976 -77.074670
613	54	Excess Elevation	6.37	3	23	B	3	4	1	38.797157 -77.074601
613	26	Excess Elevation	6.36	1	23	B	3	4	1	38.797231 -77.074565
612	98	Excess Elevation	6.39	3	24	B	3	4	1	38.797302 -77.074528
611	99	L Cant Neg	-0.30	19	25	C		4	1	38.797543 -77.074382
610	95	L Cant Neg	-0.30	23	26	E		4	1	38.797786 -77.074183
610	2	Gage Wide	57.13	1	27	E	1	4	1	38.797989 -77.073978
610	1	Posted Speed	55.00		27	E		5	1	38.797991 -77.073976
610	1	Class Change	5.00		27	E		5	1	38.797991 -77.073976
610	99	Down Chain	610.00		27	E		5	1	38.797994 -77.073973
609	99	Gage Wide	57.15	9	27	E	1	5	1	38.797996 -77.073971

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CH	FT	Parameter	Value	Length	Speed	TSC	LC	PC	Track	Peak Lat/Long
609	61	Gage Wide	57.01	3	27	E	3	5	1	38.798074 -77.073885
613	93	Lmt Speed 3	42.00	129	28	C		5	1	38.797528 -77.074392
607	37	Gage Narrow	55.98	3	27	T	1	5	1	38.798523 -77.073355
601	7	Platform Start			19	T		5	1	38.799747 -77.071844
600	99	Down Chain	600.00		19	T		5	1	38.799962 -77.071589
595	3	Platform End			19	T		5	1	38.800945 -77.070395
592	49	Switch Pt			19	T		5	1	38.801459 -77.069794
591	95	Frog			19	T		5	1	38.801567 -77.069664
591	76	Gage Change	-1.42	1	19	T	5	5	1	38.801604 -77.069618
591	76	W Grd Face	56.59	2	19	T		5	1	38.801604 -77.069618
591	77	L Cant Neg	-0.60	44	19	T		5	1	38.801602 -77.069620
590	10	Down Marker	590.00		21	T		5	1	38.801942 -77.069210
590	12	Down Chain	590.00		21	T		5	1	38.801945 -77.069204
582	49	Tunnel Start			17	B		5	1	38.803420 -77.067410
580	99	Down Chain	580.00		14	B		5	1	38.803884 -77.066778
574	94	R Runoff	-3.96	31	1	E	0	5	1	38.804568 -77.065245
574	1	Posted Speed	45.00		12	E		4	1	38.804659 -77.064941
574	1	Class Change	4.00		12	E		4	1	38.804659 -77.064941
573	82	L Runoff	-4.64	31	13	E	0	4	1	38.804677 -77.064879
577	4	Lmt Speed 3	51.00	284	14	C		4	1	38.804343 -77.065890
572	88	Frog			13	T		4	1	38.804767 -77.064571
572	59	Gage Change	2.03	8	13	T	4	4	1	38.804795 -77.064476
572	38	L Cant Neg	-0.10	17	13	T		4	1	38.804815 -77.064407
571	56	L N Guard Check	53.49	0	12	T		4	1	38.804892 -77.064141
571	55	Switch Pt			12	T		4	1	38.804894 -77.064135
570	99	Down Chain	570.00		13	B		4	1	38.805042 -77.063627
569	28	Tunnel End			12	B		4	1	38.805111 -77.063391
567	32	R Cant Neg	-0.70	18	12	B		4	1	38.805333 -77.062771
567	22	Excess Elevation	-6.50	9	12	C	3	4	1	38.805347 -77.062738
567	13	Gage Change	1.04	18	12	C	4	4	1	38.805360 -77.062710
567	13	Gage Wide	57.39	9	12	C	0	4	1	38.805360 -77.062710
567	14	R Align 62	-2.00	12	12	C	3	4	1	38.805358 -77.062713
566	63	Gage Wide	57.34	14	12	E	0	4	1	38.805432 -77.062562
566	28	Gage Wide	57.38	16	12	E	0	4	1	38.805514 -77.062479
566	1	Class Change	5.00		13	E		5	1	38.805566 -77.062406
566	1	Posted Speed	65.00		13	E		5	1	38.805566 -77.062406

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565	57	Gage Wide	57.06	13	13	E	3	5	1	38.805645 -77.062289
565	16	Gage Wide	57.06	14	14	E	3	5	1	38.805721 -77.062182
563	44	Platform Start			15	T		5	1	38.806031 -77.061729
560	99	Down Chain	560.00		17	T		5	1	38.806641 -77.060810
557	42	Platform End			18	T		5	1	38.807099 -77.060124
550	99	Down Chain	550.00		24	C		5	1	38.808514 -77.058277
550	73	Down Marker	550.00		24	C		5	1	38.808576 -77.058213
550	12	Down Chain	550.00		24	C		5	1	38.808578 -77.058211
540	99	Down Chain	540.00		25	C		5	1	38.810770 -77.056153
533	1	Posted Speed	75.00		23	E		5	1	38.812382 -77.054864
532	1	Bridge Start			23	T		5	1	38.812621 -77.054694
531	96	Gage Narrow	56.00	2	23	T	1	5	1	38.812633 -77.054686
531	31	Gage Narrow	56.01	5	23	T	3	5	1	38.812789 -77.054575
531	11	Gage Narrow	55.91	28	23	T	1	5	1	38.812844 -77.054538
530	83	Gage Narrow	55.98	8	22	T	1	5	1	38.812915 -77.054490
530	67	Gage Narrow	55.99	19	22	T	1	5	1	38.812953 -77.054463
530	20	Gage Narrow	55.95	11	22	T	1	5	1	38.813069 -77.054383
530	1	Bridge End			22	T		5	1	38.813112 -77.054347
530	99	Down Chain	530.00		22	T		5	1	38.813115 -77.054346
529	78	Gage Narrow	55.88	57	22	T	1	5	1	38.813168 -77.054309
529	5	Platform Start			22	T		5	1	38.813342 -77.054185
523	1	Platform End			19	T		5	1	38.814790 -77.053164
522	41	Switch Pt			20	T		5	1	38.814934 -77.053063
522	40	L Prof 62	-1.48	2	20	T	3	5	1	38.814936 -77.053062
522	19	L N Guard Check	54.31	0	20	T		5	1	38.814984 -77.053028
521	79	Frog			20	T		5	1	38.815076 -77.052954
521	40	Gage Change	-1.68	21	20	T	5	5	1	38.815169 -77.052888
520	14	Frog			19	T		5	1	38.815468 -77.052673
520	99	Down Chain	520.00		19	T		5	1	38.815501 -77.052649
519	70	Gage Change	-1.67	20	19	T	5	5	1	38.815572 -77.052598
519	29	Switch Pt			19	T		5	1	38.815670 -77.052529
518	67	L Prof 62	1.39	3	19	B	3	5	1	38.815817 -77.052423
518	67	R Prof 62	1.50	6	19	B	3	5	1	38.815817 -77.052423
510	99	Down Chain	510.00		25	C		5	1	38.817912 -77.051006
510	75	Down Marker	510.00		25	C		5	1	38.817976 -77.050959
510	12	Down Chain	510.00		25	C		5	1	38.817978 -77.050957

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CH	FT	Parameter	Value	Length	Speed	TSC	LC	PC	Track	Peak Lat/Long
508	72	Gage Narrow	56.00	2	26	C	1	5	1	38.818279 -77.050738
506	65	Tunnel Start			27	C		5	1	38.818765 -77.050363
506	60	L Face Angle 27.30		2	27	E		5	1	38.818774 -77.050355
500	99	Down Chain	500.00		27	T		5	1	38.820307 -77.049114
490	99	Down Chain	490.00		24	C		5	1	38.822655 -77.047328
489	40	Gage Wide	57.04	3	24	C	3	5	1	38.822805 -77.047241
485	12	Gage Wide	57.06	7	23	C	3	5	1	38.823906 -77.046740
481	77	R Face Angle	26.70	3	23	C		5	1	38.824798 -77.046489
480	99	Down Chain	480.00		24	E		5	1	38.825280 -77.046408
480	71	Down Marker	480.00		24	E		5	1	38.825365 -77.046398
480	12	Down Chain	480.00		24	E		5	1	38.825367 -77.046397
479	60	Gage Wide	57.00	2	24	E	3	5	1	38.825476 -77.046385
479	56	Tunnel End			24	E		5	1	38.825487 -77.046384
483	4	Lmt Speed 3	72.00	1183	24	C		5	1	38.824480 -77.046563
470	99	Down Chain	470.00		26	B		5	1	38.828048 -77.046123
467	68	Excess Elevation	-6.29	9	26	C	3	5	1	38.828678 -77.046123
460	99	Down Chain	460.00		30	T		5	1	38.830753 -77.046405
450	99	Down Chain	450.00		30	C		5	1	38.833484 -77.046671
450	88	Down Marker	450.00		30	C		5	1	38.833522 -77.046668
450	12	Down Chain	450.00		30	C		5	1	38.833525 -77.046668
441	67	Lmt Speed 3	74.00	21	30	C		5	1	38.836159 -77.046336
440	57	Excess Elevation	-6.64	62	30	B	2	5	1	38.836094 -77.046338
440	99	Down Chain	440.00		30	C		5	1	38.836249 -77.046336
439	54	Excess Elevation	-6.13	1	30	C	4	5	1	38.836375 -77.046337
438	11	Gage Wide	57.02	1	29	C	3	5	1	38.836766 -77.046363
435	88	Excess Elevation	-6.28	19	30	C	3	5	1	38.837370 -77.046465
431	95	Excess Elevation	-6.20	9	31	C	4	5	1	38.838394 -77.046829
431	46	Excess Elevation	-6.40	26	30	C	3	5	1	38.838522 -77.046891
430	99	Down Chain	430.00		30	E		5	1	38.838891 -77.047096
432	38	Lmt Speed 3	69.00	972	30	C		5	1	38.838481 -77.046870
423	51	Bridge Start			30	B		5	1	38.840431 -77.048171
422	51	Excess Elevation	6.42	131	31	B	3	5	1	38.840673 -77.048331
421	1	Excess Elevation	6.16	20	30	C	4	5	1	38.841047 -77.048550
420	68	Excess Elevation	6.12	2	30	C	4	5	1	38.841129 -77.048598
420	18	Excess Elevation	6.17	18	30	C	4	5	1	38.841254 -77.048667
420	99	Down Chain	420.00		30	C		5	1	38.841300 -77.048691

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418	98	Excess Elevation	6.12	5	29	C	4	5	1	38.841558 -77.048824
420	94	Down Marker	420.00		29	C		5	1	38.841574 -77.048832
420	12	Down Chain	420.00		29	C		5	1	38.841576 -77.048833
419	95	Excess Elevation	6.11	1	29	C	4	5	1	38.841589 -77.048839
419	28	Excess Elevation	6.38	170	29	C	3	5	1	38.841759 -77.048919
417	70	Excess Elevation	6.40	47	30	C	3	5	1	38.842165 -77.049104
417	5	Excess Elevation	6.16	6	31	C	4	5	1	38.842343 -77.049172
416	60	Excess Elevation	6.21	74	31	C	4	5	1	38.842467 -77.049216
415	1	Posted Speed	45.00		33	C		4	1	38.842888 -77.049359
415	1	Class Change	4.00		33	C		4	1	38.842888 -77.049359
410	63	Down Marker	410.00		29	T		4	1	38.844059 -77.049705
410	12	Down Chain	410.00		29	T		4	1	38.844061 -77.049706
407	82	L Prof 62	-1.48	12	27	B	3	4	1	38.844635 -77.049872
407	15	Bridge Start			27	B		4	1	38.844817 -77.049905
406	35	Gage Wide	57.13	2	27	B	1	4	1	38.845037 -77.049926
406	40	L Cant Neg	-0.60	15	27	B		4	1	38.845021 -77.049924
406	4	Excess Elevation	6.37	1	28	B	3	4	1	38.845122 -77.049931
406	0	Gage Wide	57.22	10	28	B	1	4	1	38.845132 -77.049931
406	7	R Cant Neg	-0.90	45	27	B		4	1	38.845111 -77.049931
405	73	Excess Elevation	6.49	14	27	B	3	4	1	38.845206 -77.049932
405	48	Excess Elevation	6.36	5	27	B	3	4	1	38.845275 -77.049931
405	24	L Cant Neg	-0.20	24	27	C		4	1	38.845338 -77.049927
405	3	Excess Elevation	6.40	3	27	E	3	4	1	38.845405 -77.049919
405	1	Gage Wide	57.29	8	28	E	0	4	1	38.845410 -77.049918
406	61	Lmt Speed 3	44.00	36	27	C		4	1	38.845299 -77.049930
404	82	Gage Change	-0.75	19	27	C	4	4	1	38.845462 -77.049912
403	68	R Cant Neg	-0.50	15	28	C		4	1	38.845756 -77.049834
403	54	Gage Wide	57.37	11	28	C	0	4	1	38.845794 -77.049814
403	11	Excess Elevation	6.57	11	28	C	2	4	1	38.845905 -77.049768
402	76	Excess Elevation	6.37	4	28	C	3	4	1	38.845995 -77.049727
402	66	Excess Elevation	6.39	6	28	C	3	4	1	38.846020 -77.049713
402	26	Excess Elevation	6.38	2	28	C	3	4	1	38.846124 -77.049656
402	25	Gage Wide	57.32	35	28	C	0	4	1	38.846126 -77.049655
402	11	Excess Elevation	6.43	9	28	C	3	4	1	38.846161 -77.049635
402	2	Excess Elevation	6.36	2	28	C	3	4	1	38.846183 -77.049621
402	49	R Cant Neg	-1.10	65	28	C		4	1	38.846061 -77.049692

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401	97	Gage Wide	57.33	12	28	C	0	4	1	38.846196 -77.049614
401	82	Excess Elevation	6.42	8	28	C	3	4	1	38.846231 -77.049589
401	58	Excess Elevation	6.59	15	28	C	2	4	1	38.846289 -77.049550
401	51	Gage Wide	57.21	10	28	C	1	4	1	38.846306 -77.049538
401	19	Excess Elevation	6.40	11	29	C	3	4	1	38.846385 -77.049482
400	99	Excess Elevation	6.50	11	28	C	2	4	1	38.846433 -77.049445
400	93	R Cant Neg	-0.70	20	29	C		4	1	38.846444 -77.049435
400	69	Excess Elevation	6.42	5	29	C	3	4	1	38.846501 -77.049387
400	67	Gage Wide	57.38	64	29	C	0	4	1	38.846506 -77.049383
400	69	L Cant Neg	-0.90	20	29	C		4	1	38.846499 -77.049389
400	45	R Cant Neg	-0.70	25	29	C		4	1	38.846552 -77.049341
400	44	Gage Wide	57.23	13	29	C	1	4	1	38.846557 -77.049337
400	27	Gage Wide	57.13	3	29	C	1	4	1	38.846594 -77.049301
400	99	Down Chain	400.00		29	C		4	1	38.846651 -77.049242
399	67	Excess Elevation	6.55	16	29	C	2	4	1	38.846720 -77.049166
399	56	Gage Wide	57.19	5	29	C	1	4	1	38.846743 -77.049140
399	18	Gage Wide	57.11	1	29	C	3	4	1	38.846811 -77.049041
399	24	Excess Elevation	6.56	23	29	C	2	4	1	38.846800 -77.049056
398	98	Gage Wide	57.26	20	29	C	0	4	1	38.846850 -77.048991
398	95	Excess Elevation	6.45	6	29	C	3	4	1	38.846855 -77.048984
398	83	Excess Elevation	6.40	7	29	C	3	4	1	38.846875 -77.048949
398	66	Excess Elevation	6.36	2	29	C	3	4	1	38.846906 -77.048905
398	44	Gage Wide	57.21	10	29	E	1	4	1	38.846943 -77.048843
398	16	Gage Wide	57.20	6	29	E	1	4	1	38.846992 -77.048767
397	64	Gage Wide	57.18	6	29	E	1	4	1	38.847078 -77.048620
397	18	Gage Wide	57.12	2	29	E	3	4	1	38.847154 -77.048489
404	15	Lmt Speed 3	43.00	639	28	C		4	1	38.845714 -77.049847
395	1	Posted Speed	40.00		27	T		4	1	38.847453 -77.047841
390	99	Down Chain	390.00		28	T		4	1	38.848122 -77.046316
383	52	Gage Wide	57.32	12	25	B	0	4	1	38.848992 -77.044346
382	28	Gage Wide	57.17	6	25	B	1	4	1	38.849185 -77.043989
382	34	R Cant Neg	-1.70	95	25	B		4	1	38.849173 -77.044008
381	58	Excess Elevation	-6.39	2	25	C	3	4	1	38.849313 -77.043807
380	19	Gage Wide	57.21	15	24	C	1	4	1	38.849601 -77.043492
380	99	Down Chain	380.00		24	C		4	1	38.849645 -77.043457
379	89	Gage Wide	57.23	7	24	C	1	4	1	38.849670 -77.043436

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380	22	R Cant Neg	-1.40	61	24	C		4	1	38.849592 -77.043500
380	79	Down Marker	380.00		23	C		4	1	38.849704 -77.043418
380	12	Down Chain	380.00		23	C		4	1	38.849706 -77.043416
379	48	R Cant Neg	-0.40	15	23	C		4	1	38.849837 -77.043328
379	71	L Cant Neg	-0.70	58	23	C		4	1	38.849771 -77.043365
378	70	Gage Wide	57.31	9	23	C	0	4	1	38.850037 -77.043210
378	69	L Cant Neg	-0.70	19	23	C		4	1	38.850037 -77.043210
377	74	Gage Wide	57.16	5	22	C	1	4	1	38.850286 -77.043103
377	76	Excess Elevation	-6.46	16	22	C	3	4	1	38.850281 -77.043105
377	40	Gage Wide	57.12	3	22	C	3	4	1	38.850375 -77.043074
377	32	Excess Elevation	-6.38	2	22	C	3	4	1	38.850396 -77.043068
377	18	Excess Elevation	-6.40	4	22	C	3	4	1	38.850434 -77.043058
376	51	Gage Wide	57.12	1	21	C	3	4	1	38.850615 -77.043023
376	14	Gage Wide	57.13	2	21	C	1	4	1	38.850714 -77.043010
375	79	Gage Wide	57.14	4	21	C	1	4	1	38.850809 -77.043004
375	2	Gage Wide	57.18	8	20	C	1	4	1	38.851020 -77.043016
374	53	L Cant Neg	-0.40	17	20	E		4	1	38.851150 -77.043036
371	61	Switch Pt			17	E		4	1	38.851926 -77.043298
371	42	Gage Change	-2.93	1	17	E	4	4	1	38.851974 -77.043319
371	34	L N Guard Check	54.19	0	17	E		4	1	38.851992 -77.043326
371	34	R Cant Neg	-0.60	14	17	E		4	1	38.851992 -77.043326
370	95	Frog			17	T		4	1	38.852094 -77.043369
370	71	Gage Change	-2.07	5	17	T	4	4	1	38.852156 -77.043395
370	99	Down Chain	370.00		17	T		4	1	38.852328 -77.043468
368	48	Platform Start			18	T		4	1	38.852718 -77.043629
362	42	Platform End			15	T		4	1	38.854319 -77.044272
360	26	Frog			17	T		4	1	38.854882 -77.044506
360	0	Gage Change	2.18	2	18	T	4	4	1	38.854948 -77.044539
360	99	Down Chain	360.00		18	T		4	1	38.854948 -77.044539
359	39	Switch Pt			19	T		4	1	38.855108 -77.044601
352	96	Lmt Speed 3	38.00	94	21	C		4	1	38.857200 -77.045738
350	99	Down Chain	350.00		21	B		4	1	38.857418 -77.045968
349	47	R Align 62	-1.86	14	21	B	3	4	1	38.857520 -77.046098
349	43	L Align 62	-1.96	16	21	B	3	4	1	38.857528 -77.046108
349	47	Gage Wide	57.37	39	21	B	0	4	1	38.857520 -77.046098
348	97	L Align 62	1.69	2	23	C	3	4	1	38.857613 -77.046225

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348	57	Tunnel Start			23	E		4	1	38.857684 -77.046332
348	48	Gage Wide	57.19	5	23	E	1	4	1	38.857700 -77.046356
348	38	L Align 62	-1.72	5	24	E	3	4	1	38.857717 -77.046384
348	9	Gage Wide	57.27	13	23	E	0	4	1	38.857764 -77.046465
349	12	Lmt Speed 3	37.00	61	23	C		4	1	38.857630 -77.046249
347	80	Gage Change	-0.77	29	23	B	4	4	1	38.857809 -77.046548
346	78	Gage Wide	57.15	5	23	C	1	4	1	38.857949 -77.046856
344	87	Gage Wide	57.26	7	24	C	0	4	1	38.858127 -77.047483
344	39	Gage Change	0.74	30	24	C	4	4	1	38.858153 -77.047647
344	37	Gage Wide	57.50	19	23	C	0	4	1	38.858154 -77.047654
344	3	Gage Wide	57.22	6	23	C	1	4	1	38.858168 -77.047772
343	49	Gage Wide	57.15	5	22	C	1	4	1	38.858182 -77.047960
340	68	Down Marker	340.00		20	E		4	1	38.858160 -77.048598
340	12	Down Chain	340.00		19	E		4	1	38.858159 -77.048601
340	0	Posted Speed	45.00		19	E		4	1	38.858159 -77.048601
347	16	Lmt Speed 3	37.00	493	14	C		4	1	38.857942 -77.046838
337	63	Gage Narrow	55.97	5	13	T	1	4	1	38.858056 -77.049419
337	34	Platform Start			12	T		4	1	38.858044 -77.049519
331	28	Platform End			6	T		4	1	38.857775 -77.051607
330	99	Down Chain	330.00		17	T		4	1	38.857718 -77.052048
320	99	Down Chain	320.00		25	C		4	1	38.857379 -77.055512
312	85	Gage Wide	57.21	11	25	C	1	4	1	38.857832 -77.057922
312	42	Gage Wide	57.18	7	24	C	1	4	1	38.857894 -77.058050
310	39	Down Marker	310.00		24	C		4	1	38.857901 -77.058065
310	12	Down Chain	310.00		24	C		4	1	38.857903 -77.058067
309	55	Gage Wide	57.34	9	24	C	0	4	1	38.857972 -77.058197
309	19	Gage Wide	57.17	4	24	C	1	4	1	38.858031 -77.058298
307	91	Gage Wide	57.30	19	23	C	0	4	1	38.858263 -77.058633
306	42	Gage Change	0.77	30	24	C	4	4	1	38.858571 -77.058973
306	42	Gage Wide	57.37	15	24	C	0	4	1	38.858571 -77.058973
301	59	Gage Wide	57.14	3	27	C	1	4	1	38.859779 -77.059615
300	99	Down Chain	300.00		26	E		4	1	38.860212 -77.059656
299	87	Gage Wide	57.18	3	25	E	1	4	1	38.860247 -77.059656
298	1	Class Change	5.00		22	E		5	1	38.860754 -77.059606
298	1	Posted Speed	55.00		22	E		5	1	38.860754 -77.059606
313	11	Lmt Speed 3	42.00	1231	20	C		5	1	38.857827 -77.057910

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296	61	Platform Start			17	T		5	1	38.861134 -77.059552
290	59	Platform End			18	T		5	1	38.862770 -77.059318
290	99	Down Chain	290.00		18	T		5	1	38.862930 -77.059295
289	91	Switch Pt			18	T		5	1	38.862955 -77.059292
289	83	L Cant Neg	-0.80	16	18	T		5	1	38.862976 -77.059289
289	64	L N Guard Check	54.07	0	19	T		5	1	38.863028 -77.059281
289	25	Frog			19	T		5	1	38.863134 -77.059266
289	5	Gage Change	2.48	16	19	T	5	5	1	38.863188 -77.059258
288	90	Frog			20	T		5	1	38.863229 -77.059253
288	69	L N Guard Check	54.48	0	20	T		5	1	38.863283 -77.059245
288	71	R Cant Neg	-1.00	18	20	T		5	1	38.863278 -77.059246
288	9	L N Guard Check	53.77	2	21	T		5	1	38.863446 -77.059222
288	8	Switch Pt			21	T		5	1	38.863452 -77.059221
280	14	Down Marker	280.00		26	C		5	1	38.865533 -77.058486
280	12	Down Chain	280.00		26	C		5	1	38.865535 -77.058484
276	1	Posted Speed	40.00		29	C		4	1	38.866414 -77.057664
276	1	Class Change	4.00		29	C		4	1	38.866414 -77.057664
285	56	Lmt Speed 3	53.00	793	30	C		4	1	38.864435 -77.059032
270	99	Down Chain	270.00		23	T		4	1	38.867548 -77.056154
268	39	R Cant Pos	3.80	16	23	T		4	1	38.867851 -77.055745
264	22	Platform Start			12	T		4	1	38.868637 -77.054684
260	99	Down Chain	260.00		9	T		4	1	38.869430 -77.053613
258	17	Platform End			0	T		4	1	38.869774 -77.053148
257	58	Switch Pt			8	T		4	1	38.869885 -77.052998
257	27	Gage Narrow	55.94	7	10	T	1	4	1	38.869943 -77.052920
257	11	Gage Change	0.74	16	11	T	4	4	1	38.869973 -77.052879
257	19	L Cant Neg	-0.50	30	12	T		4	1	38.869956 -77.052802
256	81	R Cant Neg	-0.30	16	13	T		4	1	38.870027 -77.052805
256	56	Frog			13	T		4	1	38.870076 -77.052739
256	38	L Cant Neg	-0.60	19	15	T		4	1	38.870108 -77.052696
256	13	Gage Change	-3.16	21	15	T	4	4	1	38.870157 -77.052630
250	99	Down Chain	250.00		23	C		4	1	38.871479 -77.051356
250	97	Down Marker	250.00		24	C		4	1	38.871492 -77.051351
250	12	Down Chain	250.00		23	C		4	1	38.871495 -77.051350
243	1	Posted Speed	75.00		24	E		5	1	38.873311 -77.051754
243	1	Class Change	5.00		24	E		5	1	38.873311 -77.051754

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245	35	Lmt Speed 3	35.00	893	26	C		5	1	38.872924 -77.051467
240	99	Down Chain	240.00		27	T		5	1	38.873917 -77.052465
230	99	Down Chain	230.00		29	C		5	1	38.875907 -77.054861
220	99	Down Chain	220.00		26	T		5	1	38.878063 -77.057010
220	64	Down Marker	220.00		26	T		5	1	38.878145 -77.057091
220	12	Down Chain	220.00		26	T		5	1	38.878147 -77.057093
219	17	Tunnel End			27	T		5	1	38.878328 -77.057269
210	99	Down Chain	210.00		26	T		5	1	38.880220 -77.059506
200	49	Excess Elevation	6.17	5	29	C	4	5	1	38.882288 -77.061538
200	22	Excess Elevation	6.43	28	29	C	3	5	1	38.882351 -77.061590
200	99	Down Chain	200.00		29	C		5	1	38.882403 -77.061627
199	87	Excess Elevation	6.15	10	29	C	4	5	1	38.882435 -77.061649
199	11	Excess Elevation	6.28	96	27	C	3	5	1	38.882619 -77.061772
198	45	Excess Elevation	6.25	14	25	C	4	5	1	38.882780 -77.061877
193	91	Platform Start			16	T		5	1	38.883872 -77.062620
193	57	R Face Angle	27.40	8	16	T		5	1	38.883952 -77.062676
190	99	Down Chain	190.00		12	T		5	1	38.884840 -77.063199
187	93	Platform End			2	B		5	1	38.885340 -77.063536
187	38	Switch Pt			9	C		5	1	38.885475 -77.063637
187	15	L N Guard Check	54.18	0	11	C		5	1	38.885532 -77.063673
186	75	Frog			12	E		5	1	38.885634 -77.063735
186	41	Frog			14	T		5	1	38.885718 -77.063785
185	91	Gage Change	-2.69	29	15	T	5	5	1	38.885843 -77.063857
185	61	L N Guard Check	53.89	0	16	T		5	1	38.885912 -77.063898
185	58	Switch Pt			15	T		5	1	38.885922 -77.063903
180	99	Down Chain	180.00		23	C		5	1	38.887272 -77.064796
180	80	Down Marker	180.00		23	C		5	1	38.887326 -77.064838
180	12	Down Chain	180.00		23	C		5	1	38.887328 -77.064839
171	41	Tunnel Start			18	C		5	1	38.889133 -77.066734
170	99	Down Chain	170.00		20	E		5	1	38.889393 -77.067096
169	1	Posted Speed	55.00		21	E		5	1	38.889573 -77.067355
172	70	Lmt Speed 3	72.00	283	24	C		5	1	38.889153 -77.066762
160	64	Gage Wide	57.04	4	26	B	3	5	1	38.891084 -77.069549
160	99	Down Chain	160.00		26	B		5	1	38.891213 -77.069702
159	62	Gage Wide	57.00	4	26	B	3	5	1	38.891292 -77.069787
158	96	Gage Change	0.73	15	26	C	5	5	1	38.891436 -77.069926

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159	2	L Cant Neg	-0.50	31	26	C		5	1	38.891420 -77.069912
158	70	Gage Wide	57.54	48	26	C	0	5	1	38.891494 -77.069977
158	45	Gage Wide	57.03	2	26	C	3	5	1	38.891552 -77.070025
158	6	Gage Wide	57.13	12	27	C	1	5	1	38.891643 -77.070096
157	88	Gage Wide	57.05	5	27	C	3	5	1	38.891686 -77.070127
157	70	Gage Wide	56.99	2	27	C	3	5	1	38.891729 -77.070157
156	28	Gage Wide	57.05	4	27	C	3	5	1	38.892083 -77.070358
156	5	Gage Wide	57.18	19	27	C	1	5	1	38.892142 -77.070385
156	1	L Cant Neg	-0.80	21	27	C		5	1	38.892150 -77.070388
155	74	L Cant Neg	-1.20	19	28	C		5	1	38.892220 -77.070417
155	75	Gage Wide	57.58	25	28	C	0	5	1	38.892220 -77.070417
155	48	Gage Change	-1.01	27	28	C	5	5	1	38.892291 -77.070443
154	89	Gage Wide	57.00	6	28	C	3	5	1	38.892448 -77.070492
154	43	Gage Wide	57.28	30	27	E	0	5	1	38.892571 -77.070522
153	62	Gage Wide	57.00	3	27	E	4	5	1	38.892791 -77.070558
152	1	Class Change	4.00		27	E		4	1	38.893232 -77.070588
152	1	Posted Speed	45.00		27	E		4	1	38.893232 -77.070588
158	95	Lmt Speed 3	41.00	495	27	C		4	1	38.891891 -77.070258
150	99	Down Chain	150.00		28	T		4	1	38.893781 -77.070610
150	99	Down Marker	150.00		28	T		4	1	38.893789 -77.070611
150	12	Down Chain	150.00		28	T		4	1	38.893792 -77.070611
148	42	L Cant Neg	-0.70	15	23	T		4	1	38.894221 -77.070629
147	90	L Cant Neg	-0.40	22	22	T		4	1	38.894363 -77.070635
147	3	Frog			20	T		4	1	38.894603 -77.070646
146	57	Gage Change	-2.18	8	20	T	4	4	1	38.894729 -77.070652
146	59	L Cant Neg	-1.50	14	21	T		4	1	38.894720 -77.070651
145	86	Gage Change	0.94	27	21	T	4	4	1	38.894922 -77.070661
145	86	Gage Wide	57.35	9	21	T	0	4	1	38.894922 -77.070661
145	88	R Cant Neg	-1.60	15	20	T		4	1	38.894914 -77.070660
145	60	Switch Pt			21	T		4	1	38.894993 -77.070664
145	60	R Cant Neg	-3.20	14	20	T		4	1	38.894991 -77.070664
144	75	Platform Start			19	T		4	1	38.895225 -77.070674
140	99	Down Chain	140.00		19	T		4	1	38.896522 -77.070738
138	69	Platform End			19	T		4	1	38.896880 -77.070757
136	37	Gage Wide	57.35	13	20	B	0	4	1	38.897513 -77.070786
135	73	Gage Wide	57.18	6	20	B	1	4	1	38.897688 -77.070782



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130	8	Gage Wide	57.15	3	26	C	1	4	1	38.899127 -77.070151
130	99	Down Chain	130.00		26	C		4	1	38.899145 -77.070135
127	40	L Cant Neg	-0.50	21	29	C		4	1	38.899654 -77.069510
127	16	Gage Wide	57.18	5	29	C	1	4	1	38.899695 -77.069441
127	5	L Cant Neg	-0.20	19	29	C		4	1	38.899712 -77.069412
126	96	Gage Wide	57.38	22	29	C	0	4	1	38.899728 -77.069384
126	41	L Cant Neg	-0.20	16	30	C		4	1	38.899810 -77.069228
125	58	R Cant Neg	-1.20	48	29	C		4	1	38.899924 -77.068977
123	47	L Cant Neg	-0.20	14	29	C		4	1	38.900133 -77.068291
123	0	L Cant Neg	-0.30	36	30	E		4	1	38.900163 -77.068132
122	61	R Cant Neg	-0.80	17	30	E		4	1	38.900184 -77.067998
120	68	Down Marker	120.00		32	E		4	1	38.900243 -77.067317
120	0	Posted Speed	75.00		32	E		5	1	38.900243 -77.067314
120	12	Down Chain	120.00		32	E		5	1	38.900243 -77.067314
120	0	Class Change	5.00		32	E		5	1	38.900243 -77.067314
134	11	Lmt Speed 3	40.00	1121	33	C		5	1	38.898185 -77.070697
110	99	Down Chain	110.00		31	T		5	1	38.900448 -77.063829
100	99	Down Chain	100.00		32	T		5	1	38.900669 -77.060345
90	71	L Face Angle27.20		4	27	C		5	1	38.900880 -77.057119
90	14	L Face Angle27.10		5	28	C		5	1	38.900891 -77.056921
90	99	Down Chain	90.00		28	C		5	1	38.900894 -77.056868
90	80	Down Marker	90.00		28	C		5	1	38.900897 -77.056792
90	12	Down Chain	90.00		28	C		5	1	38.900898 -77.056788
87	1	Class Change	4.00		29	C		4	1	38.900944 -77.055741
87	1	Posted Speed	40.00		29	C		4	1	38.900944 -77.055741
86	90	L Face Angle26.50		4	29	C		4	1	38.900945 -77.055706
86	12	L Face Angle27.40		6	29	C		4	1	38.900955 -77.055434
80	99	Down Chain	80.00		30	T		4	1	38.901021 -77.053293
77	51	Gage Narrow	55.99	1	27	T	1	4	1	38.901049 -77.052424
74	3	Platform Start			18	T		4	1	38.901091 -77.051208
70	99	Down Chain	70.00		18	T		4	1	38.901144 -77.049798
67	98	Platform End			18	T		4	1	38.901172 -77.049093
67	42	Switch Pt			19	T		4	1	38.901180 -77.048897
66	76	Frog			19	T		4	1	38.901189 -77.048667
66	63	L Cant Neg	-0.40	17	19	T		4	1	38.901191 -77.048625
66	58	Gage Change	1.10	13	19	T	4	4	1	38.901192 -77.048604

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66	45	L Cant Neg	-0.40	15	19	T		4	1	38.901194 -77.048562
65	10	Frog			21	T		4	1	38.901214 -77.048088
64	27	L N Guard Check	54.36	0	20	B		4	1	38.901226 -77.047801
64	23	Switch Pt			21	B		4	1	38.901227 -77.047784
64	24	R Cant Neg	-0.80	17	21	B		4	1	38.901227 -77.047791
60	99	Down Chain	60.00		17	E		4	1	38.901451 -77.046344
60	66	Down Marker	60.00		17	E		4	1	38.901491 -77.046230
60	12	Down Chain	60.00		17	E		4	1	38.901492 -77.046226
62	59	Lmt Speed 3	37.00	52	19	C		4	1	38.901320 -77.046807
56	66	Lmt Speed 3	38.00	30	21	C		4	1	38.902002 -77.044737
50	99	Down Chain	50.00		22	T		4	1	38.902149 -77.042882
46	43	Platform Start			17	T		4	1	38.902219 -77.041638
40	37	Platform End			17	T		4	1	38.902346 -77.039526
40	99	Down Chain	40.00		16	T		4	1	38.902354 -77.039397
30	99	Down Chain	30.00		23	T		4	1	38.902586 -77.035914
30	87	Down Marker	30.00		22	T		4	1	38.902589 -77.035862
30	12	Down Chain	30.00		22	T		4	1	38.902589 -77.035858
28	59	Gage Change	-2.72	16	20	T	4	4	1	38.902624 -77.035368
27	80	L N Guard Check	53.97	0	20	T		4	1	38.902643 -77.035096
26	48	Platform Start			19	T		4	1	38.902676 -77.034633
25	52	Gage Wide	57.18	4	19	T	1	4	1	38.902701 -77.034299
20	91	L Face Angle28.90		12	19	T		4	1	38.902821 -77.032699
20	43	Platform End			19	T		4	1	38.902834 -77.032528
20	99	Down Chain	20.00		20	T		4	1	38.902845 -77.032379
13	19	Gage Change	0.77	14	26	C	4	4	1	38.902936 -77.030013
13	15	R Align 31	-1.29	2	26	C	3	4	1	38.902933 -77.029996
13	19	Gage Wide	57.35	16	26	C	0	4	1	38.902935 -77.030010
13	16	R Cant Neg	-1.10	48	25	C		4	1	38.902935 -77.030007
11	79	R Cant Neg	-0.60	24	26	C		4	1	38.902822 -77.029551
11	9	R Cant Neg	-0.80	20	26	C		4	1	38.902738 -77.029331
10	99	Down Chain	10.00		25	C		4	1	38.902574 -77.029010
9	74	L Cant Neg	-1.40	34	25	C		4	1	38.902531 -77.028942
8	48	Gage Wide	57.42	10	26	C	0	4	1	38.902286 -77.028628
8	42	R Cant Neg	-0.90	17	26	C		4	1	38.902276 -77.028617
8	18	Gage Change	-0.87	30	26	C	4	4	1	38.902222 -77.028562
6	54	Gage Wide	57.12	3	24	C	3	4	1	38.901838 -77.028269

(*)

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 Chain 629 to Chain 0

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C1 629+00 to C1 00+00

CH	FT	Parameter	Value	Length	Speed	TSC	LC	PC	Track	Peak Lat/Long
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452
0	0	Down Chain	0.00		1	C		4	1	38.902787 -77.029452

Notes:
 Cant Exceptions are in degrees
 The following fields are irrelevant for Cant Exceptions : LC, PC

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Curve Analysis Section
Chain 629 to Chain 0**

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C1 629+00 to C1 00+00

Elevation plus(+) = L Rail High, minus(-) = R Rail High Curvature plus(+) = Curve to Right, minus(-) = Curve to Left

Track	Starting		Ending		Len	Spd	Average		Limiting Point		Total FT Grp	Limiting Speed at											
	CH	FT	CH	FT			Curve Deg/M	Elev inches	Speed Post	Lmt		CH	FT	Curve Deg/M	Elev inches	3"	4"	5"	6"	7"	8"	9"	
1	617	16	608	4	889	25	6/52	5.94	45	43	613	93	6/54	5.89	129	1	43	45	47	50	52	54	56
1	584	62	574	43	981	15	3/50	4.21	55	52	577	4	3/49	4.15	284	1	52	55	58	62	64	67	70
1	571	31	564	41	711	12	-5/58	-6.08	45	46	5671		-6/00	-6.02			46	49	51	53	56	58	60
1	557	6	546	70	1195	25	-1/16	-4.32	65	87	555	17	-1/07	-2.98			87	94	100	107	112	118	123
1	544	16	533	36	1121	25	-0/45	-2.26	65	94	541	50	-0/49	-2.19			94	103	111	119	126	132	139
1	520	84	514	7	524	23	-0/33	-2.52	75	116	516	73	-0/38	-3.12			116	126	135	143	150	158	164
1	513	20	506	56	765	27	0/52	4.03	75	105	5085		0/55	4.11			105	112	119	125	131	137	143
1	496	37	478	95	1891	25	-1/51	-4.06	75	73	483	4	-1/52	-4.00	1183	1	73	78	83	87	92	96	100
1	473	82	464	28	847	26	-2/07	-5.80	75	77	469	91	-2/06	-5.71			77	81	85	89	93	97	100
1	457	15	447	74	1075	30	1/52	5.70	75	80	453	60	1/53	5.58			80	85	89	94	98	101	105
1	445	34	441	68	435	30	-2/27	-6.40	75	74	441	67	-2/26	-6.40	21	1	74	78	82	85	89	92	95
1	441	68	426	54	1487	31	-2/32	-5.80	75	70	432	38	-2/34	-5.79	972	1	70	74	77	81	84	87	90
1	426	54	416	98	1154	33	1/27	6.15	75	93	420	44	1/30	6.06			93	98	103	107	112	116	120
1	416	98	413	54	257	33	0/46	3.69	75	109	416	98	0/49	3.80			109	117	124	131	137	143	149
1	410	49	405	17	469	28	6/45	6.27	45	44	406	61	6/46	6.26	36	1	44	46	49	51	53	55	57
1	405	17	396	97	981	29	6/42	6.23	45	44	404	15	6/41	6.00	639	1	44	46	48	51	53	55	57
1	386	58	372	78	1445	25	-7/23	-5.99	40	41	380	44	-7/24	-5.78			41	43	46	48	50	52	53
1	359	65	351	90	826	21	-5/27	-2.98	40	39	352	96	-5/27	-2.73	94	1	39	42	45	48	50	53	55
1	351	90	348	11	222	23	-6/45	-3.62	40	37	349	12	-6/45	-3.57	61	1	37	40	43	45	47	49	52
1	348	11	339	54	779	24	-6/59	-4.01	40	37	347	16	-7/00	-3.87	493	1	37	40	43	45	47	49	51
1	326	66	317	87	922	26	2/49	4.38	45	61	322	61	2/52	4.35			61	64	68	72	75	78	82
1	317	87	298	51	1629	27	5/39	4.09	45	42	313	11	5/40	4.02	1231	1	42	45	48	50	53	55	57
1	288	15	274	30	1405	30	3/28	4.29	55	54	285	56	3/30	4.04	793	1	54	57	61	64	67	70	73
1	256	46	241	50	1511	25	-7/34	-3.96	40	36	245	35	-7/33	-3.84	893	1	36	38	41	43	45	47	49
1	237	91	226	62	1072	30	0/43	3.11	75	105	234	55	0/45	2.89			105	114	122	129	136	143	149
1	207	45	203	81	437	29	1/21	5.47	75	93	203	28	1/22	5.42			93	99	104	109	113	118	122
1	203	81	196	72	692	29	1/16	5.65	75	97	197	14	1/12	4.86			97	103	108	114	119	124	128
1	190	74	187	28	253	11	-0/12	-0.03	75	141	188	79	-0/12	-0.01			141	165	185	202	218	233	248
1	185	40	169	82	1666	26	-1/49	-4.17	75	73	172	70	-1/54	-4.11	283	2	73	78	83	87	91	95	99
1	163	0	152	42	1143	28	5/39	3.89	55	41	158	95	5/38	3.76	495	1	41	44	47	50	52	55	57
1	139	91	120	56	1801	30	5/55	4.26	45	41	134	11	5/55	3.86	1121	1	41	44	46	49	51	53	56

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C1 629+00 to C1 00+00

Elevation plus(+) = L Rail High, minus(-) = R Rail High Curvature plus(+) = Curve to Right, minus(-) = Curve to Left

Track	Starting		Ending		Len	Spd	Average		Speed		Limiting Point		Total	Limiting Speed at									
	CH	FT	CH	FT			Deg/M	inches	Post	Lmt	CH	FT		Deg/M	inches	FT	Grp	3"	4"	5"	6"	7"	8"
1	94	5	86	82	901	29	0/19	1.59	75	139	93	34	0/19	1.49		139	154	168	180	192	203	213	
1	65	55	59	74	657	16	-7/02	-4.00	40	37	62	59	-7/10	-3.95	52	1	37	40	42	45	47	49	51
1	59	74	53	69	596	20	6/51	4.32	40	39	56	66	6/53	4.23	30	1	39	41	44	46	48	50	52
1	17	20	3	10	1387	26	8/05	3.91	40	34	12	51	8/07	3.72	806	1	34	37	39	41	43	45	47

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 Chain 629 to Chain 0

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C1 629+00 to C1 00+00

CH	Wide Gage			Tight Gage			Alignment			Crosslevel			Rockoff			Profile			Run Off			Warp			Twist-31			Lmt			
	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Spd
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7
0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
629	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1
629	0	2	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1
620	99	1	2	1	1	1	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
610	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	
610	99	2	12	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	
600	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	
590	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
590	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
580	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
574	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
570	99	3	39	3	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	
566	1	2	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	
560	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
550	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
550	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
550	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
540	99	0	0	0	6	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
530	99	0	0	0	1	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
520	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
510	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
510	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1

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C1 629+00 to C1 00+00

CH	Wide Gage			Tight Gage			Alignment			Crosslevel			Rockoff			Profile			RunOff			Warp			Twist-31			Lmt					
	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT
220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1
220	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
210	99	0	0	0	0	0	2	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
200	99	0	0	0	0	0	3	120	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
190	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
180	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
180	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
180	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
170	99	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1
160	99	12	160	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
152	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1
150	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
150	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
150	12	1	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
140	99	3	22	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
130	99	2	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
120	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
120	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	
110	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
100	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	
90	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
90	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	
90	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	1	

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2016-02-16
Run ID: 2016021601

C1 629+00 to C1 00+00

CH	Wide Gage			Tight Gage			Alignment			Crosslevel			Rockoff			Profile			Run Off			Warp			Twist-31			Lmt			
	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	FT	Exc	Tot	Lmt	Spd		
																														2 Cl	Drop
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	

Exception Report
Exception Summary Section
 Chain 629 to Chain 0

Page 10 of 14
 2016-02-16
 Run ID: 2016021601

C1 629+00 to C1 00+00

CH	Wide Gage			Tight Gage			Alignment			Crosslevel			Rockoff			Profile			RunOff			Warp			Twist-31			Lmt									
	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	Tot	Exc	FT	
																																					2 Cl
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	1

Exception Report
Exception Summary Section
Chain 629 to Chain 0

C1 629+00 to C1 00+00

Wide Gage		Tight Gage			Alignment			Crosslevel			Rockoff			Profile			Run Off			Warp			Twist-31			Lmt Spd					
CH	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	FT	Exc	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83	843	77	13	149	6	51	0	49	954	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19

Total CH : 632.1
Exceptions per 100 CH : 27.84



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160217-WMATA-AAN-2		
	2016	02	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and 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 – A&B Lines – Tracks 1 & 2 from Shady Grove to Glenmont						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-TGV-RC	TRK-TGV-PI	TRK-TGV-PI			
Inspection Units	1	1	1			
Inspection Subunits	4	2	1			
Defects (Number)	0	12	1			
Recommended Finding	No	No	No			
Remedial Action Required	No	Yes	Yes			
Recommended Reinspection	No	Yes	Yes			

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	2130-0230	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 – 23.5.5.3												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Line(s)	A&B –Lines	Track Number	1&2	Chain Marker and/or Station(s)	From			To						
					Shady Grove Station			Glenmont Yard						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO team monitored the Track Geometry Vehicle 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 3.67 – Rail vehicle not operated past or closer that a point 10-feet in approach of an							Number of Defects			0			
								Recommended Finding?			No			
								Remedial Action Required?			No			
								Recommended Reinspection?			No			

Inspector in Charge - Signature	alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.18 16:27:10 -05'00'	Date	02-17-16
Inspector in Charge - Name	Alex Nepa	Inspection Team	Alex Nepa, Medenia Dashiell, [REDACTED]	



United States Department of Transportation
Federal Transit Administration

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	interlocking signal or lamp displaying a red signal SOP #23 – 23.5.5.3 – Class II operators shall sound horns through stations. No deficiencies identified with TGV sounding of the horn or approach to interlocking signals and lamps.		
Remedial Action			

Inspection Activity #	2	Inspection Subject	Track Geometry Vehicle Testing				Activity Code	TRK	TGV	PI	
Job Briefing Employee Name/Title	See above		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	2130-0230	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										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	A&B -Lines	Track Number	1 & 2	Chain Marker and/or Station(s)	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO Team accompanied the TGV inspection team during geometry testing on the A&B-lines from Shady Grove to Glenmont Yard. The TGV team discovered 12 defects during the run. The locations were: A1 CM949+15 – Wide Gage (Black) – 57.49” A1 CM948+97 – Wide Gage (Red) – 57.18” A1 CM948+81 – Wide Gage (Black) – 57.25” A1 CM780+51 – Narrow Gage (Red) – 55.88” A1 CM569+45 – Narrow Gage (Black) – 55.74” A1 CM365+81 – Wide Gage (Red) – 57.15” B2 CM493+11 – Wide Gage (Black) – 57.26” B2 CM491+77 – Wide Gage (Red) – 57.15” B2 CM109+47 – Wide Gage (Red) – 57.19” A2 CM360+45 – Wide Gage (Red) – 57.15” A2 CM442+69 – Wide Gage (Red) – 57.18” A2 CM949+77 – Wide Gge (Black) – 57.22” It should be noted that TRST immediately called in an out of service condition and that ROCC instituted a single track through the area until the repairs were completed. Two chase repair crews to correct the defects followed the TGV. One crew was from D99 (New Carrollton Yard) and the other was from A99 (Shady Grove Yard).						Number of Defects		12		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes – FWSO plans to inspect these areas during the week of February 22, 2016.		
Remedial Action	TRST had chase crew effecting repairs – pending FWSO verification.										



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Inspection Activity #	3	Inspection Subject	Track Geometry Ride On Inspection					Activity Code	TRK	TGV	PI
Job Briefing Employee Name/Title	See above			Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	2130 - 0230	Outside Shift	Yes
Related Reports	December 2, 2015 Inspection Report			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
	<input 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"/>	<input type="checkbox"/>
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From			To			
					A2 CM440+00			A2 CM399+00			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO team visually noted that the cover boards have not been installed between the Chain Markers noted above on the December 2, 2015 inspection report.							Number of Defects		1	
								Recommended Finding?		No	
								Remedial Action Required?		Yes	
								Recommended Reinspection?		Yes	
Remedial Action	Follow-up is necessary with WMATA to determine why the cover boards have not been re-installed. Recommend a visual re-inspection of the area from Medical Center to Friendship Heights to note if any activity has occurred.										



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160217-WMATA-TW-1		
	2016	02	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance (CMNT)	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Rail Yard 5801 Sunnyside Ave. College Park, MD 20740						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Effectiveness verification of SOP #15			Activity Code		VM	QAM	RR
Job Briefing Employee Name/Title	[REDACTED], Assistant General Superintendent Office of Car Maintenance				Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0830-1230	Outside Shift	No	
Related Reports	SOP # 15 Inventory Level Management and Prioritization				Related CAPS / Findings		R-4-33 Inventory "Stockouts" Impact on Maintenance Operations						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference				
	CAP R-4-33-A		SOP# 15, SOP# 1.18										
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	
Line(s)	N/A		Track Number	N/A	Chain Marker and/or Station(s)	From		To					
Vehicles	Head Car Number		Number of Cars		Equipment	N/A							
	N/A		N/A										
Description	FWSO Team met with [REDACTED], AGS Office of Car Maintenance and a host of Greenbelt leadership from Supply Chain Enterprise Services, Major Repair & Overhaul and Quality Assurance & Warranty to conduct an onsite implementation and effectiveness verification of SOP #15 - Inventory Level Management. NTSB Investigator, Mike Hiller observed the verification process.								Number of Defects		0		
									Recommended Finding?		No		
									Remedial Action Required?		No		
									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: 2016.02.19 13:30:00 -05'00'	Date	2/17/2016
Inspector in Charge - Name	Terrell Williams, [REDACTED]			



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	<ul style="list-style-type: none"> • SOP 15 formalized existing parts acquisition process into an SOP. • Parts are procured through 2 processes, Purchase Orders made by Car Maintenance (CMNT) or Supply Chain Enterprises Services (SCES) personnel or Auto Reorder points, managed and automatically generated through Maximo. • WMATA runs a weekly report to track open Purchase Requests (PRs) to determine any delays. • At the time of the review WMATA had roughly 2000 open PRs, 652 of which were specific to CMNT. • WMATA is in the process of entering parts into Windchill system, a database of all parts and their specification that will integrate with Maximo. <ul style="list-style-type: none"> ◦ Currently this system does not mark safety critical items (albeit Maximo does). • WMATA has begun decommissioning 1K cars and is salvaging parts from those vehicles. <ul style="list-style-type: none"> ◦ Parts are being returned to stock rooms after inspection and testing. ◦ Parts from these vehicles are not noted in Maximo as being salvaged and could have usable life less than a new part. • WMATA is in process of changing to orders for one year's worth of parts to increase volume and reduce lead time. <ul style="list-style-type: none"> ◦ Parts are still delivered at same interval, but total quantity has increased. • WMATA creates a danger zone report for any part that has less than 60 days of stock left, which is also the reorder point. <ul style="list-style-type: none"> ◦ (K)(G) ██████████ Director of Supply Chain Enterprise Services noted that this should be a 30 day danger zone report rather than 60. <ul style="list-style-type: none"> ◦ FTA noted that the reorder point should not be the "danger zone" as a reorder point is the system design. Minimum and maximum quantities should be set and when the system reaches minimum or below that should be the "danger zone". FTA was informed that the Maximo system in its current configuration does not provide for Min/Max management. • WMATA does not have minimums and maximums established (see above), rather reorder points and EOQs <ul style="list-style-type: none"> ◦ Reorder at 60 days supply, supply of 120 days. • WMATA holds weekly parts meeting with leadership to discuss material availability and stockouts as per the SOP. <p>On March 16, 2015 WMATA had 28 cars in its system out of service for parts. On February 18, 2016 WMATA had 72 cars out of service for parts. In WMATA memorandum Deliverable 1 for CAP R-4-33-A, WMATA had a stated goal of 100% availability for safety sensitive item availability. A report provided to FTA for Week 1 and Week 2 of January 2016 had showed "Critical Stockout Rate System Wide for 2.87% and 2.54%.</p>		
Remedial Action	Revisit WMATA in next 3 to 6 months and ensure the efficacy of SOP #15 is producing the Supply Chain Enterprises Service Metrics for proper availability.		



Inspection Form

Form FTA-IR-1

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160217-WMATA-AAN-1		
	2016	02	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track and 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	4					
Defects (Number)	1					
Recommended Finding	No					
Remedial Action Required	Yes					
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	0930-0100	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	Rev. 6 – Section 1.4									
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 type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Line(s)	B, C, D & E	Track Number	1 & 2	Chain Marker and/or Station(s)		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO team met with [REDACTED] and the Inspectors within the TRST Analytics group to follow-up on recent incidents involving track maintenance and repairs. The team received documentation on the following locations: 1. B06 Rail Break on 2/14/16						Number of Defects		1		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		

Inspector in Charge - Signature alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.18 15:52:44 -05'00'	Date 02-17-16
Inspector in Charge – Name Alex Nepa	Inspection Team Alex Nepa, Medenia Dashiell, [REDACTED]	



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	<ol style="list-style-type: none">2. E09 Rail Break on 2/14/163. C-Line Wide Gage Repairs from 2/16/164. B06-08 Switch inspection information5. B07-08 Switch Inspection6. D-Line Track and Switch Inspection Reports7. C-Line Track and Switch inspection reports <p>During discussions with the TRST group the FWSO team was informed that "Yellow" conditions are routinely reported without speed restrictions. The TRST 1000 manual notes that a speed restriction is required for Yellow conditions. FWSO team will be following up with TRST management to clarify the discrepancy.</p>		
Remedial Action	FWSO team will schedule a follow-up meeting with TRST management to clarify the discrepancy. The FWSO team will perform walking inspections of the areas identified above to verify repairs and assess conditions.		



	TRACK MAINTENANCE & INSPECTION PROCEDURES	
	TRST 1000	MAINTENANCE & INSPECTION MANUAL
		January 1, 2015 Revision 6

1.2 Emergency Stop

Emergency Stop - When an emergency condition exists, 3rd rail (contact rail) power should be removed as directed in MSRPH. SOP #2. EMERGENCY REMOVAL AND RESTORATION OF THIRD RAIL POWER MAINLINE

1.3 Operation of an Emergency Trip Station Switch

Any employee discovering a condition requiring emergency removal of 3rd rail power shall proceed to the nearest emergency trip station and operate it in accordance with the procedure posted on the door:

1.4 Speed Restriction

- 1.4.1 When a condition exists which require a speed reduction then a speed restriction shall be imposed as directed in SOP #30, ESTABLISHMENT AND REMOVAL OF SPEED RESTRICTION FOR THE MAINLINE.
- 1.4.2 Speed Restrictions will be of a length to ensure that trains are at the restricted speed no less than 600' approaching the affected area and do not accelerate until the rear of the train is no less than 600' past the affected area.
- 1.4.3 The person imposing the speed restriction must verify compliance of the restriction after speed couplers are in place and trains are running in Automatic Train Operation (ATO).

Table 1-1, Speed Restrictions*

Level	Speed Type	Speeds
	Normal Speeds	41 to 70 MPH
YELLOW	Medium Speeds	16 to 40 MPH
	Slow Speeds	15 MPH or Less
BLACK	Out of Service	Out of Service

** Speed restrictions are to be applied only when the components are defective from a safety point of view (i.e. when the safety of the track may be compromised). For components, which are defective from a maintenance point of view, speed and/or other restrictions are imposed at the discretion of the track supervisor.*

1.5 Contact Rail (3rd Rail) Power Removal and Restoration

When a condition(s) exists which requires the contact rail (3rd rail) power to be removed, the power shall be removed as directed in SOP #28. PROTECTION FOR ROADWAY WORKERS AND ESTABLISHMENT OF THIRD RAIL POWER OUTAGES AND WORK AREAS ON THE ROADWAY and PERMANENT ORDER T-14-01. WORKING ON THIRD RAIL WITHOUT RED TAG.

General: Rev. 6

1-2

1/1/2015

Figure 1 - TRST 1000 excerpt



Inspection Form

Form FTA-IR-1

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160217-WMATA-JMC-1		
	2016	02	17				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility – Rail Operations Control Center – 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	ROCC-GEN-MTG	ROCC-RPB-OBS	ROCC-ST-PI					
Inspection Units	1	1	1					
Inspection Subunits	2	2	1					
Defects (Number)	0	1	2					
Recommended Finding	No	No	No					
Action Required	No	No	Yes					
Recommend Reinspection	No	No	Yes					

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject					General Meeting		Activity Code	ROCC	GEN	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000 – 1430	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	
	<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	
Line(s)	Track Number		Chain Marker		From			To				
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	FWSO Team met with [REDACTED] and [REDACTED]. The team discussed their roles and responsibilities and monitored the ROCC communications, emergency management personnel, and train movements. We monitored train movement, radio communications and the ROCC Operators (radio and button) on the Red Line. The Operators performed their duties as per SOP's, Metrorail Safety Rules and Procedures Handbook. Proper transfers were given by							Number of Defects	0			
								Recommended Finding?	No			
								Action Required?	No			
								Recommend Reinspection?	No			

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.18 13:40:04 -05'00'	Date February 17, 2016
Inspector in Charge - Name	James M. Cassatt	Inspection Team	Jim Cassatt, Winslow Powell, Steve Slaughter [REDACTED]



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	the relieving button and radio operators.				
Defect Code	N/A				
Required Action	N/A				

Inspection Activity #	2	Inspection Subject	Repeat Backs				Activity Code	ROCC	RPB	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000-1430	Outside Shift	No	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard		Other / Title		Checklist Reference				
	MSRPH	1.79									
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"/>	X
Line(s)	Red Line	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO Team observed Red Line Controllers compliance with rule 1.79. The team monitored radio transmissions. The Red Line Radio Control Operator had to ask Train Operators and Maintenance of Way and ATC [redacted] to repeat and acknowledge her instructions. At 11:33 a.m., The Foreman with [redacted] failed to identify his location (Shady Grove) when he cleared up his working limits. The Operator repeated back emphasizing the location on the read back. FWSO will continue to monitor during subsequent visits. <i>CAS (10)</i></p>						Number of Defects		1		
							Recommended Finding?		No		
							Action Required?		Yes		
							Recommend Reinspection?		Yes		
Defect Code											
Required Action	No										

Inspection Activity #	3	Inspection Subject	Shift Transfers				Activity Code	ROCC	ST	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1000-1430	Outside Shift	No	
Related Reports	ROCC 1 & 2 - dated 12/7/15, 12/8/15, 20160120-WMATA-JMC-1		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
	<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
Line(s)	Red	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						



Description	FWSO team performed a physical inspection of the Activity Log Books located at the Red Line Controller console. All but two entries were complete and signatures were present in each required box for the month of February. The exceptions taken were the Second Shift relieving Button Operator on 2/14/16 and the Second Shift relieving Radio Operator on 2/16/16 failed to sign the transfer [redacted] will reinstruct employees who failed to sign the transfer as per CAP FTA-Rail-1-9-A	Number of Defects		2
		Recommended Finding?		No
		Action Required?		Yes
		Recommend Reinspection?		Yes
Defect Code	N/A		(A)(6)	
Required Action	N/A			



Inspection Form

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160218-WMATA-TW-1		
	2016	02	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Car Maintenance (CMNT)	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Shady Grove Yard 15903 Somerville Drive Rockville, MD 20855						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject				Effectiveness verification of SOP #1.18			Activity Code		VM	QAM	RR
Job Briefing Employee Name/Title	[REDACTED]			Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	0830-1130	Outside Shift	No		
Related Reports	SOP # 1.18 Rail Vehicle Parts Cannibalization			Related CAPS / Findings		R-4-33 Inventory "Stockouts" Impact on Maintenance Operations							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference				
	CAP R-4-33-A	SOP# 15, SOP# 1.18											
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	
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 Team met with [REDACTED], AGS Office of Car Maintenance and [REDACTED] Office of Car Maintenance to conduct an onsite implementation and effectiveness verification of SOP #1.18 - Rail Vehicle Parts Cannibalization.							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								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: 2016.02.19 13:38:17 -05'00'	Date	2/18/2016
Inspector in Charge - Name	Terrell Williams, [REDACTED]			



	<ul style="list-style-type: none">• WMATA has developed SOP 1.18 to manage vehicle cannibalization, the removing of useable parts/assemblies from a car out of service for other reasons to place on another car in need of that specific part/assembly.• FTA was told that there were no cannibalized cars currently out of service at Shady Grove to review.• FTA requested to see two married pair of cars at Shady Gove that were in storage pending parts currently out of stock (these cars were not cannibalized) to assess if parts/assemblies had been removed inconsistent with SOP #1.18. WMATA resisted showing FTA the cars noting that FTA had not asked in advance to see non-cannibalized cars. FTA conceded to WMATA's resistance.• WMATA stated, and SOP # 1.18 confirms, that WMATA does not use a visual identification on the vehicle that it has been cannibalized such as a tag or sign on board the vehicle.• WMATA is complying with SOP 1.18 Section 6.3.1 regarding noting the cannibalized car in Maximo, but not with 6.3.2 which requires that a Maximo record be created for where the part is installed.<ul style="list-style-type: none">◦ WMATA stated they would address 6.3.2 in their yearly review of the procedure scheduled to take place near anniversary date (March 26).• WMATA produced records of all cannibalized vehicles, (Problem Code 1295 in Maximo) when requested.		
Remedial Action	Revisit WMATA in 3 to 6 months and ensure location has cannibalized cars to adequately assess SOP.		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160217-WMATA-RNW-1		
	2016	02	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility – Rail Operations Control Center – 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ROCC-RAD-OBS	ROCC-GEN-PI	ROCC-ST-PI			
Inspection Units	1	1	1			
Inspection Subunits	2	2	1			
Defects (Number)	6	0	12			
Recommended Finding	No	No	No			
Remedial Action Required	No	No	Yes			
Recommended Reinspection	Yes	Yes	Yes			

Activity Summaries

Inspection Activity #	1	Inspection Subject	Radio Communications				Activity Code	ROCC	RAD	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0620-0845	Outside Shift	No	
Related Reports			Related CAPS / Findings	SMI Findings (CAPS) R-4 (R-1-4-A, R-1-4-B, R-1-4-C), R-6 (R-1-6-A, R-1-6-B), R-9 (R-1-9-A), R-14 (R-1-14-A)							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title		Checklist Reference					
	MSRPH	1.69-1.84									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	Yellow and Green	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number	Number of Cars		Equipment							
Description	FWSO Team observed Green and Yellow Line Controllers compliance with MSRPH rules 1.69-1.84 via radio transmission monitoring. During the observation period, both radio and button controllers demonstrated clear, concise, and professional communication with the field and their fellow ROCC employees. FWSO also followed up on key issues observed during the Safety Management Inspection (SMI) and in subsequent ROCC observations in December 2015 and January 2016:						Number of Defects	6			
							Recommended Finding?	No			
							Action Required?	No			
							Recommend Reinspection?	Yes			

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.18 20:25:54 -05'00'	Date	February 18, 2016
Inspector in Charge - Name		James M. Cassatt	Inspection Team	Jim Cassatt, [REDACTED]



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	<ol style="list-style-type: none"> 1) As noted during the SMI, the ROCC experiences radio electronic interference; over the observation period, the Team noted 39 instances of interference, 19 of which significantly distorted the incoming message. RTCs asked for a repeat of those obliterated messages a total of three times. 2) Train operators failed to repeat back messages regarding unusual train movement or roadway workers 12 times, and failed to fully repeat back messages 13 times. RTCs requested repeat backs twice. 3) The Team observed eight instances of message overlap. 4) The Team observed 33 instances of no response from Train Operators or other field personnel. 5) Train Operators failed to appropriately identify their unit, train, and location 21 times. 6) Twenty-four transmissions reached the ROCC at a volume significantly lower than the other transmissions for that channel. These 24 transmissions were barely audible to the Team. <p>The Team also noted that one RTC needed to restart their AIMS display twice during the observation period to resolve an issue with the screen "freezing".</p> <p>FWSO will continue to monitor during subsequent visits.</p>		
Required Action	No		

Inspection Activity #	2	Inspection Subject	General				Activity Code	ROCC	GEN	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0620-0845	Outside Shift	No	
Related Reports			Related CAPS / Findings	SMI Findings (CAPS): R-1-7 (R-1-7-a and R-1-7-b)							
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							
Line(s)	Yellow and Green		Track Number	Chain Marker		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>The desk had a copy of the MSRPH, dated February 2015, a copy of the Office of Emergency Management's CB-EMIS Guidebook, dated March 2015, a copy of the ROCC Procedures Manual, dated 9/21/2015, version 2.0, two copies of the Traction Power Substation Reconfiguration Playbook, no date, and a copy of the TRST Specialized Equipment guide, no date.</p> <p>FWSO will continue to monitor during subsequent visits.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Action Required?		No		
							Recommend Reinspection?		Yes		
Defect Code	N/A										
Required Action	N/A										



Inspection Activity #	3	Inspection Subject	Shift Transfers					Activity Code	ROCC	ST	PI
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0620 - 0845	Outside Shift	No	
Related Reports			Related CAPS / Findings		SMI Finding (CAP): R-1-9 (R-1-9-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
				x							
Line(s)	Yellow and Green		Track Number		Chain Marker		From		To		
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>The FWSO performed a physical inspection of the ROCC Activity Log Book for the Yellow and Green line console for shifts dating from 2/1/2016 through the time of the inspection and noted the following:</p> <ul style="list-style-type: none"> 2/2/2016 1300-2100 shift: no button RTC signature 2/3/2016 0530-1330 shift: no radio RTC signature 2/4/2016 0530-2130 shift: shifts are combined into one block 2/7-8/2016 2130-0530 shift: no dates listed (dates are estimated here by the preceding and following dates in the log) 2/8/2016 1330-2100 shift: no date listed (date estimated here by the preceding and following dates in the log); no time listed (time estimated here by the preceding and following times in the log); and no button RTC signature 2/10-11/2016 1330-0500 shifts: shifts are combined into one block 2/13/2016 0500-1300 shift: no button RTC signature 2/14/2016 0500-1300 shift: no time listed (time estimated here by the preceding and following times in the log) 2/14-15/2016 1300-0500 shifts: shifts are combined into one block 2/15-16/2016 2130-0500 shift: no time listed (time estimated here by the preceding and following times in the log) <p>FWSO will continue to monitor during future visits.</p>						Number of Defects		12		
							Recommended Finding?		No		
							Action Required?		Yes		
							Recommend Reinspection?		Yes		
Remedial Action	<p>FWSO has consistently focused attention on this issue, and while FWSO has seen some improvement, these briefings continue to be performed and documented inconsistently. FWSO now directs WMATA to ensure that these briefings are observed and signed-off by Supervisory personnel within the ROCC. FWSO expects WMATA to initiate this review and sign-off process within the next 5 calendar days. The Supervisory signature formalizes the review process that WMATA implemented by Memorandum on December 8, 2015.</p>										



Inspection Form

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160218-WMATA-JMC-1		
	2016	02	18				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility - Rail Operations Control Center - 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

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

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject					General Meeting			Activity Code	ROCC	GEN	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A		Out Brief Conducted	Yes	Time	0400-0900	Outside Shift	Yes		
Related Reports	Related CAPS / Findings												
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard			Other / Title		Checklist Reference				
	MSRP	1.69-1.84											
	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)	Track Number		Chain Marker			From			To				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	FWSO Team met with [REDACTED]. The team discussed their roles and responsibilities and monitored the ROCC communications, emergency management personnel, maintenance of way (work train equipment), and train movements. We monitored train movement, radio communications and the ROCC Operators (radio and button) on the Yellow/Green and Blue/Orange and Silver Lines. The Operators performed their duties as per SOP's, Metrorail Safety Rules and							Number of Defects		0			
								Recommended Finding?		No			
								Action Required?		No			
								Recommend Reinspection?		No			

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.18 20:26:52 -05'00'	Date	February 18, 2016
Inspector in Charge - Name	Jim Cassatt	Inspection Team	Jim Cassatt, Winslow Powell, Sean Thompson, [REDACTED]	



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	Procedures Handbook and train movements. Proper transfers were given by the relieving button and radio operators on the Green/Yellow Line. We moved to the Blue/Orange and Silver lines after observing the transfer on the Green/Yellow Line.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Repeat Backs					Activity Code	ROCC	RPB	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0400-0900	Outside Shift	YES	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	1.73									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s)	Blue/Orange/Silver and Yellow/Green	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO Team observed Yellow/Green and Blue/Orange/Silver Line Controllers compliance with radio rules. The team monitored radio transmissions. The Blue/Orange/Silver Line Radio Control Operator had to remind Train Operators to use proper radio communication after several Operators transmitted unnecessary and irrelevant communications. FWSO will continue to monitor during subsequent visits.						Number of Defects		2		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		Yes		
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Shift Transfers					Activity Code	ROCC	ST	PI
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	0400-0900	Outside Shift	YES	
Related Reports	ROCC 1 & 2 - dated 12/7/15, 12/8/15, 20160120-WMATA-JMC-1, 20150217-WMATA-JMC-1		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						
Line(s)	Blue/Orange/Silver and Yellow/Green	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						



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Description	FWSO team performed a physical inspection of the Activity Log Books located at Blue/Orange/Silver Line Controller console. All but two entries were complete and signatures were present in each required box for the month of February on both desks. There were two exceptions on the Blue/Orange/Silver desk. The Second Shift relieving Button and Radio Operator on 2/10/16 failed to sign the transfer and the Third Shift Operators failed to fill out and sign the transfer on 2/12/16. Asst. Supt. Cohen will reinstruct employees who failed to sign and fill out the transfer as per CAP FTA-Rail-1-9-A. Based on findings from other log books, FWSO is issuing a remedial action on this issue.	Number of Defects	2
		Recommended Finding?	No
		Remedial Action Required?	Yes
		Recommend Reinspection?	Yes
Remedial Action	See Inspection Report 20160218-WMATA-RNW-1.		



Inspection Form

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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160222-WMATA-AAN-1		
	2016	02	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Alexandria Yard – Yard Operations, Yard and Yard Tower						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS	RTRA-RAD-OBS				
Inspection Units	1	1				
Inspection Subunits	16	16				
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 – Operator Pre-trip Inspections			Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title					Accompanied Inspector?		Out Brief Conducted	No	Time	1330 – 1800	Outside Shift		No	
Related Reports				Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference					
	MSRPH	3.13, 3.127, 3.41. 3.42, 3.45												
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Line(s)	C99	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From			To						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The FWSO team performed an unannounced safety blitz inspection at WMATA Alexandria Yards of train preparation and pre-trip inspections for the morning put-in of 16 trains. The FWSO team found that all operators arrived at their trains on time, performed exterior and interior inspections, and left the yard at their scheduled times. FWSO observed that most train operators conducted their exterior and interior inspections at a normal walking pace and did not visibly bend down or slow to examine current collector assemblies, shoe fuses or shunt straps,							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		No				
								Recommended Reinspection?		No				

Inspector in Charge - Signature alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.28 08:40:18 -05'00'	Date 02-22-2016
Inspector in Charge – Name Alex Nepa	Inspection Team Alex Nepa, Medenia Dashiell [REDACTED]	



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	or to ensure that rotary and air control valves were in the proper location at open ends at the belly of the consist and that brake line switches were in the proper position. Operators did not use notepads or checklists to document pre-trip inspections, and no signed forms were provided back to Depot Clerks or Interlocking Operators.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Rules Compliance – Operator Proper Communication to Yard Interlocking Operator				Activity Code	RTRA	RAD	OBS	
Job Briefing Employee Name/Title		Accompanied Inspector?		Out Brief Conducted		Time	1330 - 1630	Outside Shift	No		
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	3.14									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	C99	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	The FWSO team took no exception to the 16 trains that were observed during this period of time.						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		
Remedial Action	N/A										



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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160222-WMATA-TW-1		
	2016	02	22				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		
Inspection Location	Greenbelt Rail Yard 5801 Sunnyside Ave. College Park, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS	RTRA-RAD-OBS				
Inspection Units	13	18				
Inspection Subunits	13	18				
Defects (Number)	0	13				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Train Preparation and Pre-Trip Inspections				Activity Code	RTRA	RC	OBS	
Job Briefing Employee Name/Title	None		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0400-0930	Outside Shift	Yes	
Related Reports	Related CAPS / Findings				FTA-Rail 1-14-A, FTA-Rail 1-14-B						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title			Checklist Reference				
	Preparing Trains for Service	3.13, 3.14, 3.127, 3.41, 3.42, 3.45									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	<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	N/A						
	N/A	N/A									
Description	FWSO Blitz Team #2 observed Train Preparation and Pre-Trip Inspections at the Greenbelt Rail Yard. Observations were taken from the Operations Clerk Station, Interlocking Tower and the Yard Platform. Team #2 observed just over 20 Rail Operators check in and sign out radios all before 6:40 am, observed 13 Rail Operators conduct Train Prep and Pre-trip Inspections and observed Interlocking Operator dispatch 18 trains. Overall, all Rail Operators conducted a cursory pre-							Number of Defects			
								Recommended Finding?			
								Remedial Action Required?			
								Recommended Reinspection?			

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: 2016.02.23 13:40:31 -05'00'	Date	2/22/2016
Inspector in Charge - Name	Terrell Williams			
Inspection Team	Terrell Williams, Stephen Slaughter, [REDACTED], Timothy Braxton			



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		trip inspection. Each operator was observed to conduct exterior and interior walk-arounds, conduct rolling test and rolling brake test and public address announcements. Each Rail Operator arrived approximately 30 mins prior to Train Yard Dispatch Time. The average Train Prep and Pre-Trip Inspections took 15 minutes with the longest pre-trip inspection taking 20 minutes the shortest took 9 minutes.											
Remedial Action													
Inspection Activity #		2	Inspection Subject			Observation of Hand Held Radio Communications			Activity Code		RTRA	RAD	OBS
Job Briefing Employee Name/Title		None			Accompanied Inspector?	No	Out Brief Conducted	No	Time	0400-0930	Outside Shift	Yes	
Related Reports				Related CAPS / Findings			FTA-Rail 1-14-A, FTA-Rail 1-14-B						
Related Rules, SOPs, Standards, or Other		Ref	Rule or SOP		Standard		Other / Title		Checklist Reference				
		MSRPH	General Rule 1.78 and 1.79										
Inspection Location		Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A
		<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			X	<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		N/A					
		N/A		N/A									
Description		FWSO Blitz Team #2 observed Train Preparation and Pre-Trip Inspections at the Greenbelt Rail Yard. The Greenbelt Yard has several radio dead-spots. The train operators and the Interlocking Tower Operator have created a work-around to address these dead-spots.							Number of Defects		13		
									Recommended Finding?		No		
									Remedial Action Required?		No		
		The following train operators called the tower via personal cell phones or from the Emergency Trip Station (ETS) located on the platform in the yard to receive their track assignment and permission to move: Train ID #309, #310, #517, #312, #356, #306, #357, #358, #509, #359, #513, #360 The operator of train ID # 361 was unable to copy the Interlocking Tower's radio transmission and requested the tower to repeat its radio transmission an additional 3 times. Failure of WMATA's radio operations forces the Train Operators and the Interlocking Tower Operator to violate the MSRPH General Rule 1.78 and MSRPH General Rule 1.79							Recommended Reinspection?		No		
Remedial Action		None											



Inspection Form

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United States Department of Transportation
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Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160223-WMATA-JMC-1		
	2016	02	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility - Rail Operations Control Center - 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Radio Communications				Activity Code	ROCC	RAD	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1700 - 2100	Outside Shift	Yes	
Related Reports			Related CAPS / Findings	SMI Findings (CAPS) R-4 (R-1-4-A, R-1-4-B, R-1-4-C), R-6 (R-1-6-A, R-1-6-B), R-9 (R-1-9-A), R-14 (R-1-14-A)							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title			Checklist Reference				
	MSRPH	1.69-1.84									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	Yellow/Green and Red	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO Team observed Yellow/Green and Red Line Rail Traffic Controllers compliance with MSRPH rules 1.69-1.84 via radio transmission monitoring. During the observation period, both radio and button controllers mostly complied with MSRPH Rules. Repeat backs improved during the radio transmission monitoring. The following exceptions were noted:							Number of Defects		6	
								Recommended Finding?		No	
								Action Required?		No	
								Recommend Reinspection?		Yes	

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.25 17:07:57 -05'00'	Date	February 23, 2016
Inspector in Charge - Name	James M. Cassatt	Inspection Team	James Cassatt	



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	<ol style="list-style-type: none"> Numerous instances of radio interference during transmissions made it difficult for Train Operators and Rail Traffic Controllers to understand radio communications. FWSO noted one instance where an employee outside of the ROCC laughed while on the radio. 		
Required Action	FWSO will continue to monitor during subsequent visits.		
Required Action	No		

Inspection Activity #	2	Inspection Subject	PERMISSIVE BLOCK				Activity Code	ROCC	RAD	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1700-2100	Outside Shift	YES	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
		SOP 15									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	Yellow/Green		Track Number	Chain Marker		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	Observed Rail Traffic Controllers appropriately instructed Train Operators who asked for a permissive block while in a pocket track. The Rail Traffic Controllers instructed the Train Operator to recycle their car and responded appropriately when asked for a permissive block.						Number of Defects		0		
							Recommended Finding?		No		
							Action Required?		No		
							Recommend Reinspection?		No		
Defect Code	N/A										
Required Action	N/A										

Inspection Activity #	3	Inspection Subject	Shift Transfers				Activity Code	ROCC	ST	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1700-2100	Outside Shift	Yes	
Related Reports			Related CAPS / Findings			SMI Finding (CAP): R-1-9 (R-1-9-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
				x							
Line(s)	Yellow/Green and Red		Track Number	Chain Marker		From		To			



Vehicles	Head Car Number	Number of Cars	Equipment					
Description	FWSO observed verbal transfers of activities on the appropriate lines from Rail Traffic Controllers to relief Rail Traffic Controllers.						Number of Defects	0
							Recommended Finding?	No
							Action Required?	No
							Recommend Reinspection?	No

Inspection Activity #	4	Inspection Subject	Bulletins				Activity Code		ROCC	RC	MTG
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1700-2100	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)			Track Number	Chain Marker			From		To		
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	FWSO discussed the voluntary "Boot Camp" rules review with Rail Traffic Controllers prior to their shift with the on duty Assistant Superintendent. Items discussed included SOP #15: Absolute Block/Permissive Block (pages 1 and 9), and Permanent Order T-16-01 of MSRP SOP 4.5.3 and 15.5.4.2. FWSO suggested that WMATA ROCC management may benefit from visiting other transit control centers to exchange Safety and Operations best practices.						Number of Defects	0			
							Recommended Finding?	No			
							Action Required?	No			
							Recommend Reinspection?	No			



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all (b) (6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160223-WMATA-AAN-1		
	2016	02	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Track & Structures	Sub- Department	Track Production
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	D04 (Federal Center) – C02 (McPherson Square) – Track 1						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RC-OBS	TRK-RAD-OBS	TRK-RWP-PI	TRK-GEN-OBS		
Inspection Units	1	1	1	1		
Inspection Subunits	10	2	7	7		
Defects (Number)	1	1	0	4		
Recommended Finding	No	No	No	No		
Remedial Action Required	No	No	No	Yes		
Recommended Reinspection	No	No	Yes	Yes		

Activity Summaries

Inspection Activity #	1	Inspection Subject					Rules Compliance – Observations			Activity Code		TRK	RC	OBS
Job Briefing Employee Name/Title	[REDACTED]	(Track Unit #66) [REDACTED] (Cell Phone)					Accompanied Inspector?	No	Out Brief Conducted	No	Time	2200 – 0130	Outside Shift	Yes
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference					
	MSRPH	3.110, 3.154, 3.88, 3.89, 3.96, 3.106, 3.113												
	MSRPH	SOP #15, #28, #35												
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Line(s)	C-Line, D-Line	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From		To							
					Federal Center		McPherson Square							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The FWSO team observed the arrival of Prime Mover 35, 56 and 65 along with their associated flats, equipment and workers. The team performed a safety check of the fire extinguishers, first aid kits, lighting and material storage, acetylene tank on PM35 was not properly secured. The crew corrected the condition. The flagman on PM 65 used his flashlight for stop and precede signal to the operator. All Prime Movers performed their required safety stops as they pulled into the station for the Job Briefing. PM56 was also observed applying the handbrake as required by rule.										Number of Defects		1	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		No	

Inspector in Charge - Signature	Digitally signed by alexander.nepa@dot.gov		Date	02/23/2016
alexander.nepa@dot.gov	DN: cn=alexander.nepa@dot.gov			
Inspector in Charge - Name	Inspection Team	Date: 2016.02.27 18:27:11 -05'00'		
Alex Nepa	Alex Nepa [REDACTED]			



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	PM56 & PM65 each had a 360 degree yellow beacon while PM35 did not. The FWSO team will follow up with the WMATA TRST team on the requirements for the yellow beacon as well as the use of a back up alarm for reverse operation. Additionally, the flagmen were not observed using the headset communication intercom that was purchased by WMATA a few years prior. The FWSO team will follow up with WMATA on this item.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Rules Compliance – Operator Proper Communication to Rail Operations Controller				Activity Code	TRK	RAD	OBS	
Job Briefing Employee Name/Title	[Redacted] - Track Unit 66 <i>(b)(6)</i>		Accompanied Inspector?	No	Out Brief Conducted	No	Time	2200 - 0130	Outside Shift	Yes	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	MSRPH	1.78, 1.79									
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	D-Line, C-Line	Track Number	1	Chain Marker and/or Station(s)	From			To			
					Federal Center			McPherson Square			
Vehicles	Head Car Number		Number of Cars		Equipment						
	PM 56		2 flats								
Description	The FWSO team observed the radio communications between the Gang Leader, the Roadway Worker In Charge and the Rail Operation Controller. The team did not note any defects with compliance to rules 1.78 and 1.79.							Number of Defects		1	
								Recommended Finding?		No	
	That evening it was noted that radio traffic from various work groups, and trains to the Rail Operations Controller was very heavy and sometimes over-lapping.							Remedial Action Required?		No	
								Recommended Reinspection?		No	
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Rules Compliance – Roadway Worker Protection Field Set Up – Physical Inspection				Activity Code	TRK	RWP	PI	
Job Briefing Employee Name/Title	[Redacted] - Track Unit 66 <i>(b)(6)</i>		Accompanied Inspector?	No	Out Brief Conducted	No	Time	2200 - 0130	Outside Shift	Yes	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	RWPM	1.1, 1.8.3, 1.9, 1.16, 1.52, 1.53, 1.54									
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	D-Line, C-Line	Track Number	1	Chain Marker and/or Station(s)	From			To			
					Federal Center			McPherson Square			



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Vehicles	Head Car Number	Number of Cars	Equipment		
Description	FWSO Team attended and participated in the Job Safety Briefing that was held on the platform at L'Enfant Plaza by the RWIC. The briefing was thorough and included: <ul style="list-style-type: none"> • Hazards • Protection (Exclusive Track Occupancy (ETO)) • Noise • ETS Use • Thermite Welding Information • Cell Phone Use (If it is a WMATA issued phone OK – personal phone – you will be removed from the property) • PPE and ID's were checked The FWSO team signed the briefing and accompanied the crew on PM56 to set up the C02 (McPherson Square) end of the job site. While en-route to C02 the signal at D02-04 was at red. The crew stopped, contacted the ROCC and then applied the clamps to the switches. Once applied the crew proceeded to McPherson Square and hot-sticked the third rail, applied the shunt and then placed the "End of Work Area" mat 500 feet from the shunt.			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	Yes
Remedial Action	N/A				

Inspection Activity #	4	Inspection Subject	Track General Observations				Activity Code	TRK	GEN	OBS	
Job Briefing Employee Name/Title		Track Unit 66 <i>(Signature)</i>	Accompanied Inspector?	No	Out Brief Conducted	No	Time	2200 - 0130	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
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	C-Line, D-Line	Track Number	1	Chain Marker and/or Station(s)	From		To				
					Federal Center		McPherson Square				
Vehicles	Head Car Number	Number of Cars	Equipment								
Description	General Observations – Follow-up with WMATA: <ol style="list-style-type: none"> As the prime movers entered the station at L'Enfant Plaza it was observed that despite running against traffic the operators did not tap the horns to warn patrons and workers. Class I vehicles are required to do this. The FWSO request a follow-up with WMATA on why the Class I rule does not apply to Class II vehicles. The FWSO team requests verification from WMATA on the installation and use of back-up alarms during reverse movement on prime movers. PM 65 appeared to have one installed but it was not in use. The planned work activities for this single track area called for an "early out" at 10pm. The extra time helps to support the work activities. The FWSO team noted that despite the early out the actual work area was not established until 0013 hrs. The team will follow-up with TRST on 							Number of Defects	4		
								Recommended Finding?	No		
								Remedial Action Required?	Yes		
								Recommended Reinspection?	No		



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	<p>how to improve the efficiency of work zone set-up.</p> <p>4. The FWSO team noted that adjacent track protection was not discussed during the job safety briefing. The work area did involve separate tunnel tubes however the area where the interlocking's are may require this discussion. The team requests a follow-up with WMATA on adding this to their briefing form.</p> <p>5. The FWSO team noted that many of the safety walks (catwalks) were obstructed by junction boxes, cables, ETS boxes and other appurtenances. In addition to limiting the actual walking space on the cat walks it also create a hazard to the individuals who may inadvertently walk into them potentially causing personal injury. The team would like to follow-up with WMATA SAFE on the requirements established in WMATA's Design Criteria and in the NFPA requirements.</p>		
Remedial Action	FWSO team to follow-up with WMATA on these issues during upcoming meetings.		

Notes:

Job Safety Briefing Rules of the Day:

3.113 - When giving signals from a leading flat car that is being pushed, the vehicle flag person must use a white lamp or flag, or give verbal instructions using a radio.

RWPM 1.1 – The RWIC shall not engage in any work activities that distract them from their primary duties.

Cited Rules:

3.110 - When a flatcar is being used, it is the Operators responsibility to ensure that:

- a. The bed of the car is properly prepared to alleviate slippery conditions;
- b. The weight of the load is evenly distributed on the car;
- c. Material loaded on the car does not obstruct the operator's or vehicle flag person's view of the roadway;
- d. **All materials are properly secured to prevent shifting;**
- e. Loaded materials have clearance in the subway;
- f. Employees do not ride on top of loaded material; and,
- g. Materials are clear of brake valves and handbrakes.

3.154 Flagging lamps and flags shall be located as follows:

- a. Lamps and flags shall be placed on the track structure (right side where possible), in a position which will be clearly visible to the Train Operator.
- b. Lamps and flags must not be placed in conflict with a fixed signal.
- c. Refer to Track Protection Illustrations (Fig. 1-9).

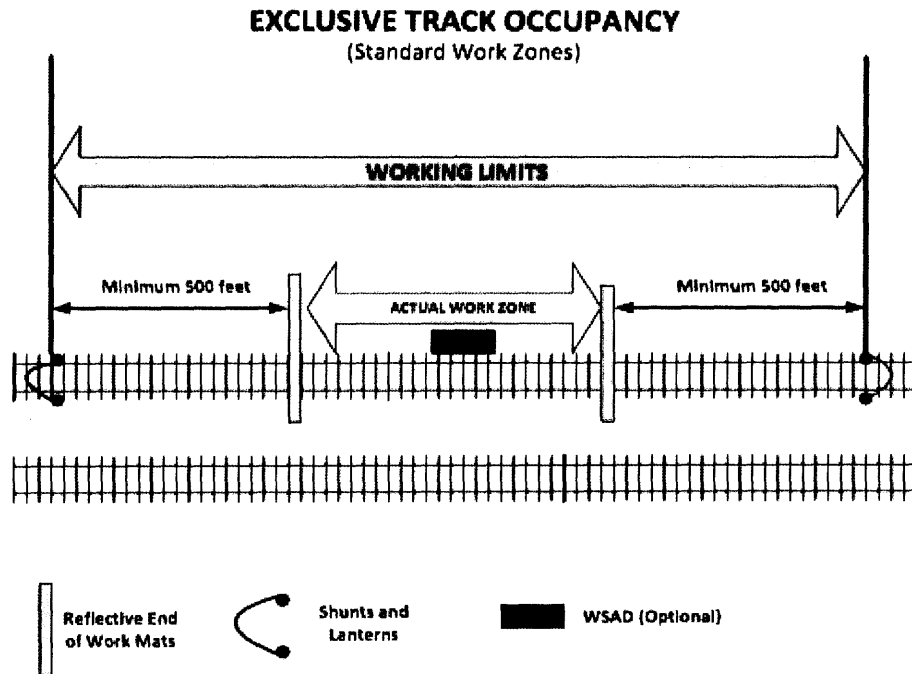
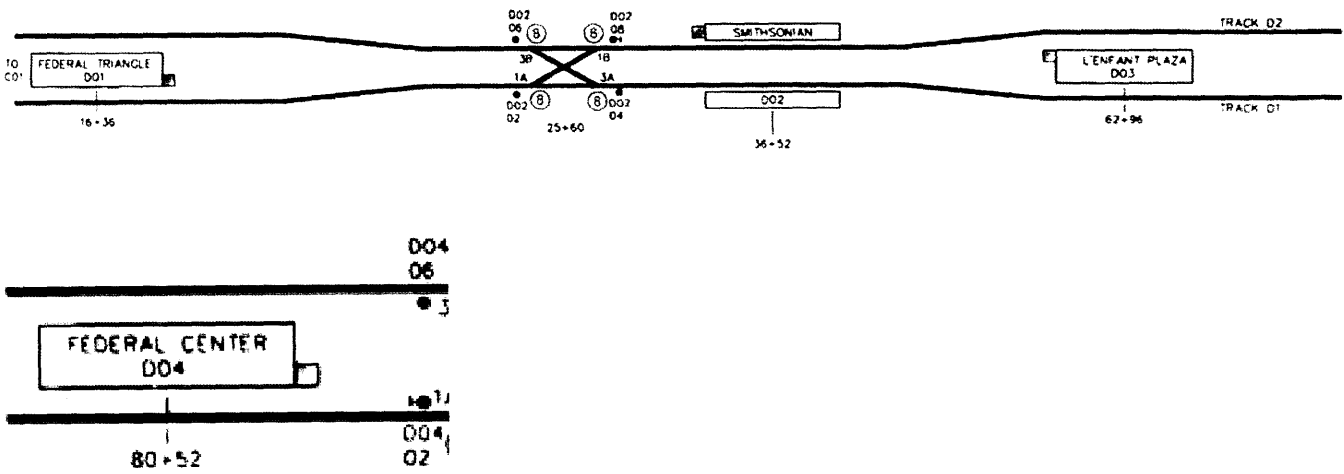
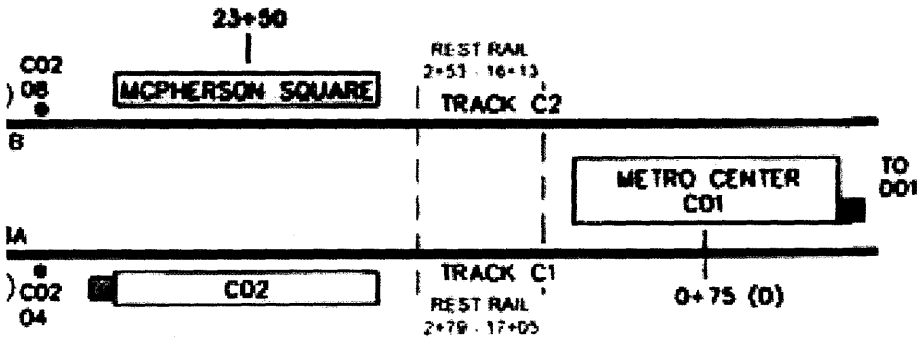


Figure 4

- 3.88 Safety stops shall be made as prescribed in Rule 3.89 when approaching another rail vehicle, bumping post, or obstruction.
- 3.89 Safety stops, when required, must be made three (3) car lengths, then two (2) car lengths, then fifty (50) feet, then ten (10) feet and then proceed at a speed not to exceed 3 mph until final stop is made. Speeds into shop are not to exceed 5 mph. (Refer to rule 3.131). (Related Rule 3.88).
- 3.96 Whenever a Class I or Class II rail vehicle is operated from other than the lead car/end or from either end of a flat car (whether pushing or pulling), a qualified employee shall be assigned as a flag person. Positive communications shall be established between the operator and the vehicle flag person. The Operator shall confirm that the flag person clearly understands each authorized move before proceeding. If communication is lost, the operator shall bring the vehicle to a stop.
- 3.106 Operators shall secure Class II vehicles while they are stopped within the work area. When the vehicle is left unattended, the vehicle shall be secured with handbrakes. When stopped on a low grade, sufficient handbrakes shall be applied at the low end of the grade to be certain the vehicle is secured.
- 3.113 When giving signals from a leading flat car that is being pushed, the vehicle flag person must use a white lamp or flag, or give verbal instructions using a radio.



Work Area: (Track 1)



Photos:

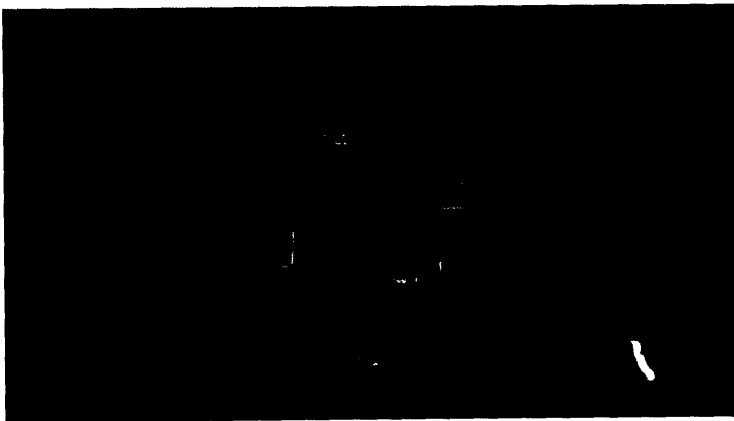


Figure 1 - Foster F20 Plate Being Installed in Work Area

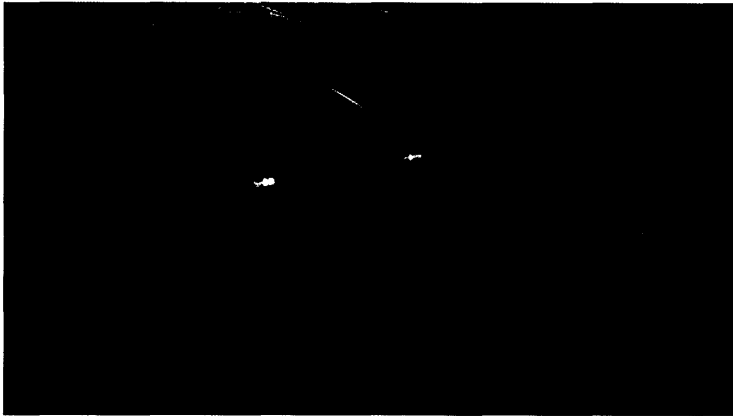


Figure 2 - Shunt Strap Set-up at C02 - note: Red Strobes



Inspection Form

Form FTA-IR-1

United States Department of Transportation
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Agency/Department Information


Inspection Date	YYYY	MM	DD	Report Number	201602023-WMATA-TB-1		
	2016	02	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name			Email	Office Phone		Mobile Phone
Inspection Location	Red and Green Lines						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS					
Inspection Units	8					
Inspection Subunits	8					
Defects (Number)	2					
Recommended Finding	No					
Remedial Action Required	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Pre-Trip Inspections				Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	0800-1030	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	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.32, SR 4.33, SR 4.38, SR 4.54, SR 4.227; MSRPH Operating Rules 3.29, 3.83, 3.84, 3.87, 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					
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	Red and Green	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			

Inspector in Charge - Signature	Timothy Braxton	Digitally signed by Timothy Braxton DN: cn=Timothy Braxton, o=Federal Transit Administration (FTA), ou=US Department of Transportation, email=timothy.braxton@dot.gov, c=US Date: 2016.02.26 18:01:11 -05'00'	Date	2/23/2016
Inspector in Charge - Name	Timothy Braxton	Inspection Team	Timothy Braxton 	



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				N/A	N/A
Vehicles	Head Car Number	Number of Cars	Equipment	N/A	
	See Description	N/A			
Description	<p>FWSO performed 8 riding inspections from 0800 to 1030, Gallery Place to Glenmont, Glenmont to Gallery Place, Gallery Place to Navy Yard, and Navy Yard to Gallery Place. FWSO did not observe any trains passing through a work zone or any workers on the right of way. Details of the inspections are below.</p> <p>3151: FWSO observed 6 car train with lead car 3151 from 0818 to 0826 operating from Gallery Place to NOMA-Galludet. Operator complied with all rules, including sounding horn when exiting tunnel, station announcements, and 5 second pause prior to opening doors.</p> <p>2001: FWSO observed 6 car train with lead car 2001 from 0828 to 0840 operating from NOMA-Galludet to Takoma. Operator complied with most rules, including sounding horn when exiting tunnel, station announcements, and 5 second pause prior to opening doors. FWSO observed that overspeed train alarms were triggered multiple times during the trip.</p> <p>3223: FWSO observed 6 car train with lead car 3223 from 0852 to 0901 operating from Silver Spring to Glenmont. Operator complied with all rules, including sounding horn when exiting tunnel, communication with interlocking controllers at Glenmont and Silver Spring, station announcements, and 5 second pause prior to opening doors.</p> <p>4084: FWSO observed 6 car train with lead car 4084 from 0916 to 0933 operating from Glenmont to Takoma. Operator complied with all rules, including sounding horn when exiting tunnel, communication with interlocking controllers at Glenmont and Silver Spring, station announcements, and 5 second pause prior to opening doors.</p> <p>3141: FWSO observed 6 car train with lead car 3141 from 0939 to 0951 operating from Takoma to NOMA-Galludet. Operator complied with all rules, including sounding horn when exiting tunnel, station announcements, and 5 second pause prior to opening doors.</p> <p>3082: FWSO observed 8 car train with lead car 3082 from 0952 to 1001 operating from NOMA-Galludet to Gallery Place. Operator complied with all rules, including sounding horn when exiting tunnel, station announcements, and 5 second pause prior to opening doors. FWSO noted that the intercom on this vehicle was poor and could not be understood easily.</p> <p>3265: FWSO observed 6 car train with lead car 3265 from 1008 to 1016 operating from Gallery Place to Navy Yard. Operator complied with all rules, including the 5 second pause prior to opening doors, and station announcement.</p> <p>7042: FWSO observed 8 car train with lead car 7042 from 1022 to 1030 operating from Navy Yard to Gallery Place. Operator complied with all rules, including the 5 second pause prior to opening doors, and station announcement. The 7000 series WMATA cars have automated announcements.</p>			Number of Defects	2
				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

all (b) (6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-EFN-1		
	2016	02	23				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SMNT	Sub-Department	ATC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Tyson's Corner Station Train Control Room (N02) (Silver Line)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	ATC-PI-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	Tyson's Corner TCR – Ground Fault Inspection				Activity Code	ATC	PI	OBS	
Job Briefing Employee Name/Title	[REDACTED]			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	23:00 – 23:30	Outside Shift	Yes
Related Reports				Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	ATC-1000 Test 1011A TCR Ground Fault Inspection Test Procedure			Same				ATC Checklist - Test: ATC-1000 Test 1011A - TCR Ground Fault Inspection and Test			
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Line(s)	Silver Line		Track Number	1 and 2	Chain Marker and/or Station(s)		From		To		
Vehicles	Head Car Number		Number of Cars		Equipment						
	N/A										
Description	FWSO Inspection team accompanied WMATA ATC personnel to observe the monthly Testing of Ground Fault Detectors in the Tyson's Corner station. The Ground Fault Detectors were found to be operating properly in the Train Control						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		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: 2016.02.26 07:52:27 -05'00'	Date 2/24/2016
Inspector in Charge - Name	[REDACTED] Terrell Williams, [REDACTED]		



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	Room. FWSO observed and verified that they detect and report (alarm) grounds that occur at the TCR per the procedures.	Recommended Reinspection?	No
Remedial Action			



Inspection Form

Form FTA-IR-1

United States Department of Transportation
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all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-AAN-1		
	2016	02	24				
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	A-Line – Medical Center to Friendship Heights – Track 2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-RC-OBS	TRK-RWP-OBS	TRK-GEN-OBS			
Inspection Units	1	1	5			
Inspection Subunits	7	1	5			
Defects (Number)	2	1	12			
Recommended Finding	No	No	No			
Remedial Action Required	Yes	Yes	Yes			
Recommended Reinspection	No	No	Yes			

Activity Summaries

Inspection Activity #	1	Inspection Subject				Rules Compliance – Observation				Activity Code		TRK	RC	OBS
Job Briefing Employee Name/Title	Employee [REDACTED] - RWIC Track Unit 687	Accompanied Inspector?		Yes	Out Brief Conducted		No	Time		1000 – 1430	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													
	MSRPH		General Rules											
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From		To							
					A2 CM444+30		A2 CM304+15							
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The FWSO team conducted a 4.25 mile walking inspection main-line track between Medical Center and Friendship Heights on Track 2. The request was made to re-inspect an area of concern previously identified in an earlier inspection, specifically to note any progress on the re-installation of the third rail cover board. The team monitored the radio communications between the RWIC and the ROCC Controller. It should be noted that the RWIC corrected the incorrect repeat-back of his unit number by the controller. The controller corrected the information. Communication was clear and followed the requirements of rule 1.78 & 1.79.								Number of Defects		2			
									Recommended Finding?		No			
									Remedial Action Required?		Yes			
									Recommended Reinspection?		No			

Inspector in Charge - Signature alexander.nepa@dot.gov	Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.28 09:34:22 -05'00'	Date 02/24/2016
Inspector in Charge - Name Alex Nepa	Inspection Team Alex Nepa, [REDACTED]	



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	<p>Additionally, FWSO team monitored compliance with MSRPH Rule 3.87a & 3.164a, b and c. From what could be reasonably determined, it appeared the majority of passing trains did sound their horn and slow down when approaching the work group. However, the exact speed could not be determined when trains passed roadway workers in close clearance areas (less than four feet). WMATA - RWP committee should immediately consider performing an analysis of the impact on operations and safety if trains were slowed to an acceptable safe speed while passing Roadway Workers. In addition, FWSO team should consider performing a focused inspection of the actual speeds that trains operate when they pass roadway workers in areas of concern, distance less than four feet. It is difficult to accurately assess the actual speed of the trains while in the tunnel environment and an extensive follow-up is recommended.</p> <p>The FWSO team noted that the door to Tie Breaker A-8 was not properly secured. As per rule 4.183.1 "Elevators, gates, doors or wayside access points used to access Metrorail Facilities after hours shall not be left unsecured for any reason unless directed to do so by ROCC." The team reported the issue to SMNT via email, and attached WAMTA immediate remedial action taken.</p>		
Remedial Action	<p>1. FWSO team emailed SMNT to have the door repaired. 2. FWSO team will plan a focused inspection of train speed past roadway workers</p>		

Inspection Activity #	2		Inspection Subject Rules Compliance – Roadway Worker Protection				Activity Code		TRK	RWP	OBS	
Job Briefing Employee Name/Title	Employee ████████ - RWIC Track Unit 687 (b)(6)		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1430	Outside Shift	No		
Related Reports	Related CAPS / Findings											
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference			
	RWPM											
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	A-Line	Track Number	2		Chain Marker and/or Station(s)		From		To			
			A2 CM444+30				A2 CM304+15					
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	<p>The FWSO team received a briefing from Employee #007379. The briefing was completed and the RWIC performed a radio check prior to calling for access to the roadway. During the briefing the RWIC noted during a review of the access guide there were no obstructions in the area. It was noted by the FWSO team during the walk that there were a number of curves that impeded the ability to visually detect trains. The Watchman increased his distance from the group to provide adequate warning time to the work group. However, in the future caution suggests that when this occurs, the work group should be gathered to a point of safety and a new job-briefing take place. The FWSO team recommends that the RWP Committee review this area during the next revision of the Access Guide and possibly consider directing fowl time in curves of this nature.</p>							Number of Defects		1		
								Recommended Finding?		No		
								Remedial Action Required?		Yes		
								Recommended Reinspection?		No		
Remedial Action	<p>The FWSO team recommends that WMATA's RWP Committee revisit the Access Guide for this area to re-evaluate the curve impact on adequate warning time.</p>											

Inspection Activity #	3		Inspection Subject General Observations				Activity Code		TRK	GEN	OBS
Job Briefing Employee Name/Title	Employee ████████ - RWIC Track Unit 687 (b)(6)		Accompanied Inspector?	Yes	Out Brief Conducted	No	Time	1000 – 1430	Outside Shift	No	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs,	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		



Standards, or Other												
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 type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Line(s)	A-Line	Track Number	2	Chain Marker and/or Station(s)	From				To			
					A2 CM444+30				A2 CM304+15			
Vehicles	Head Car Number		Number of Cars		Equipment							
Description	General Observations:							Number of Defects		12		
	1. Please see the details below on the absence of third rail cover boards in this area. This condition should be addressed.							Recommended Finding?		No		
	2. Please see the details below pertaining to "Sparkling" insulators. These insulators should be evaluated by WMATA for replacement or cleaning.							Remedial Action Required?		Yes		
	3. During the walk it was noted that 2-3 joint bars had at least one loose bolt. WMATA should consider having their track walkers perform a quick visual inspection of joint bar bolts to note whether this is a trend in other areas as well. Please note that Track Walkers do not currently carry tools with them during their inspections.							Recommended Reinspection?		Yes		
4. The FWSO team observation noted the majority of defects identified are safety related. Track deficiencies observed did not appear to create an immediate hazard to train movement.												
5. There were numerous areas where drainage and standing water were identified due to blocked drains and sediment. These areas included, but were not limited to the station area of Bethesda. Track components and rail showed signs of corrosion due to this condition. It is recommended WMATA should perform maintenance of these conditions.												
Remedial Action		The FWSO team will re-inspect this area when WMATA has completed the maintenance activities.										

General Observations:

Third Rail Cover Boards Missing:

Chain Marker Start	Chain Marker End	Comments
A2 CM 436+50	A2 CM 399+00	Third Rail cover boards are not installed.
A2 CM 397+00	A2 CM 396+00	Third Rail cover boards are not installed
A2 CM 384+60	A2 CM 363+30	Third Rail cover boards are not installed

Insulators Damaged/Sparkling/Missing

Location	Comment
A2 CM 433+00 – A2 CM 432+00	Three Damaged or Missing Insulators
A2 CM 422+50	Insulator is damaged and not supporting third rail
A2 CM 375+10	Insulator is missing
A2 CM 342+00	Damaged Insulators
A2 CM 340+00	Missing Insulators



A2 CM 341+00	Sparkling Insulator – increased as train moved through the area
A2 CM 323+50	Sparkling Insulator – did not observe during train movement. Sparkle was consistent in 3-5 second intervals

Loose Bolt/s in Joint Bar

Location	Comment
A2 CM 385+00	One of the four bolts was loose. Track Supervisor called the ERT team to come out and tighten the bolt.
A2 CM 376+00	One of the four bolts was loose. Track Supervisor called the ERT team to come out and tighten the bolt.

Photos:

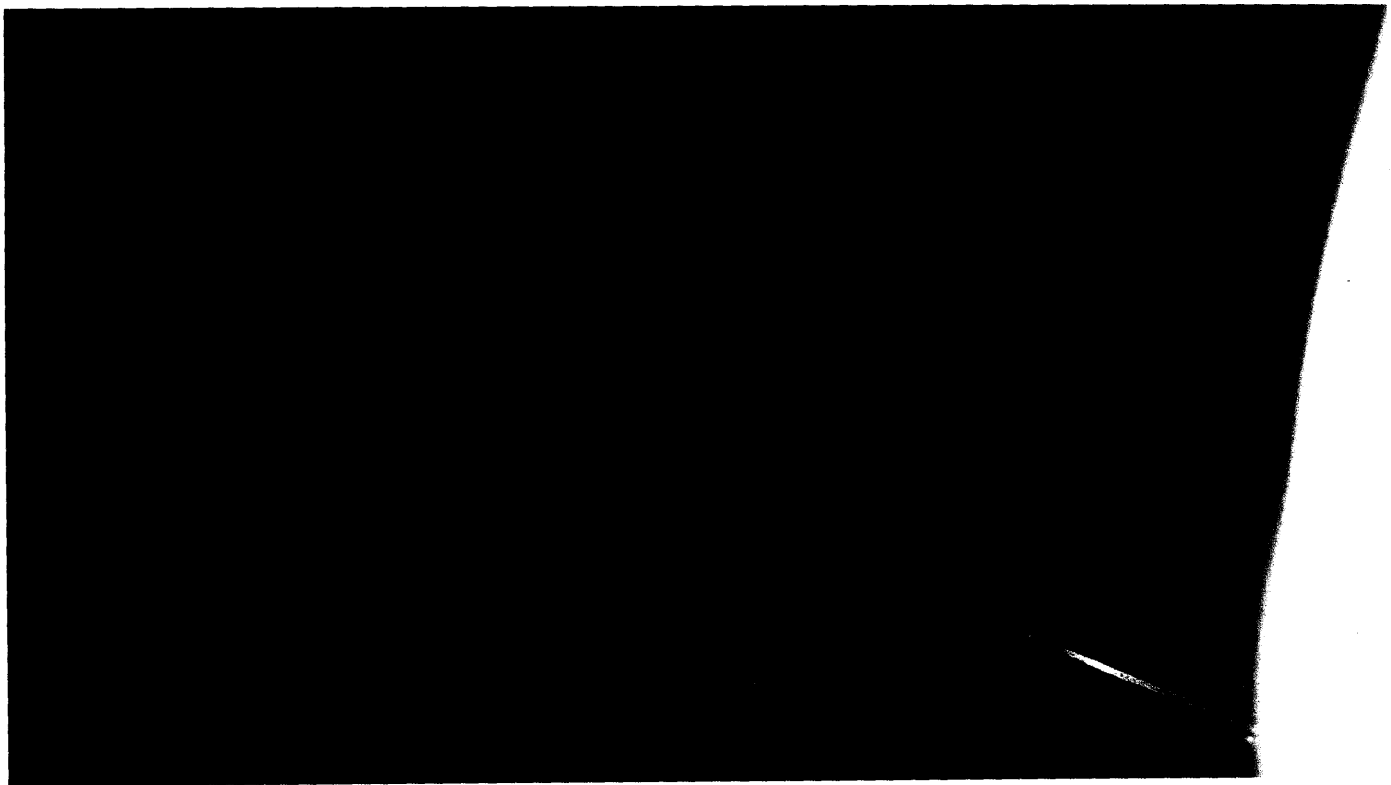


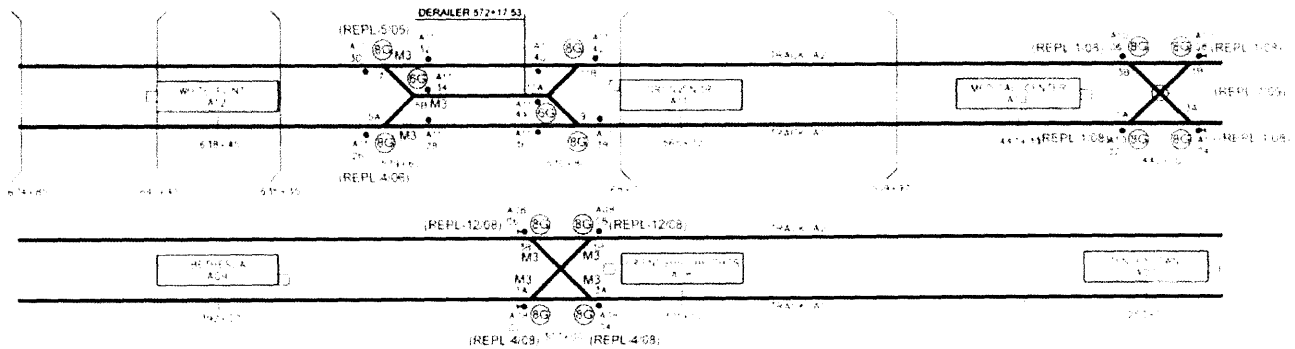
Figure 1 - A2 CM436+50 - start of where the cover boards have not been installed



Figure 2 - FWSO Team member on safety walk with train passing



Inspection Map:



Email to SMNT for Repair:

Boyd Coton Group, Inc Mail - Tie Breaker A-8 door unsecured

https://mail.google.com/mail/u/0/?ui=2&ik=f41c1285c2&view=pt_

(b)(6)

bcg.

Tie Breaker A-8 door unsecured
2 messages

Thu, Feb 25, 2016 at 8:22 AM

During our walk yesterday we noted that the door to Tie Breaker A-8 is not properly secured. A metal bracket on the fixed door is hanging that obstructs the door from closing.

I will be noting this on the inspection report. I am not sure if you get this or TASS but I figured I would go to you.

Thanks.

Thu, Feb 25, 2016 at 8:36 AM

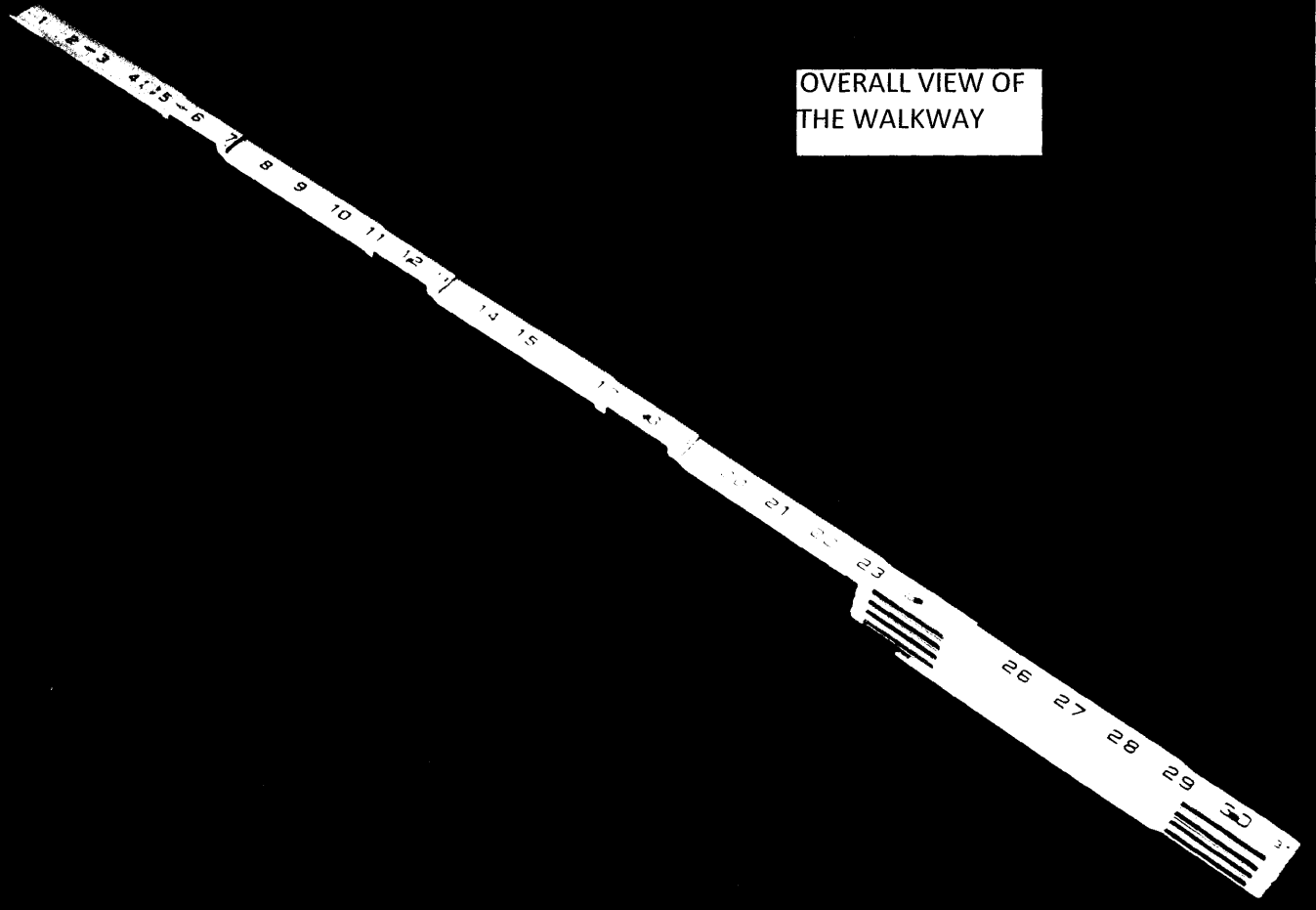
To: [Redacted]
Cc: [Redacted]

Please have a Locksmith respond to Friendship Hgts Tie Breaker station, to repair an issue with the door brace that is impeding the closing of the substation door. Handle this as an emergency request, please.

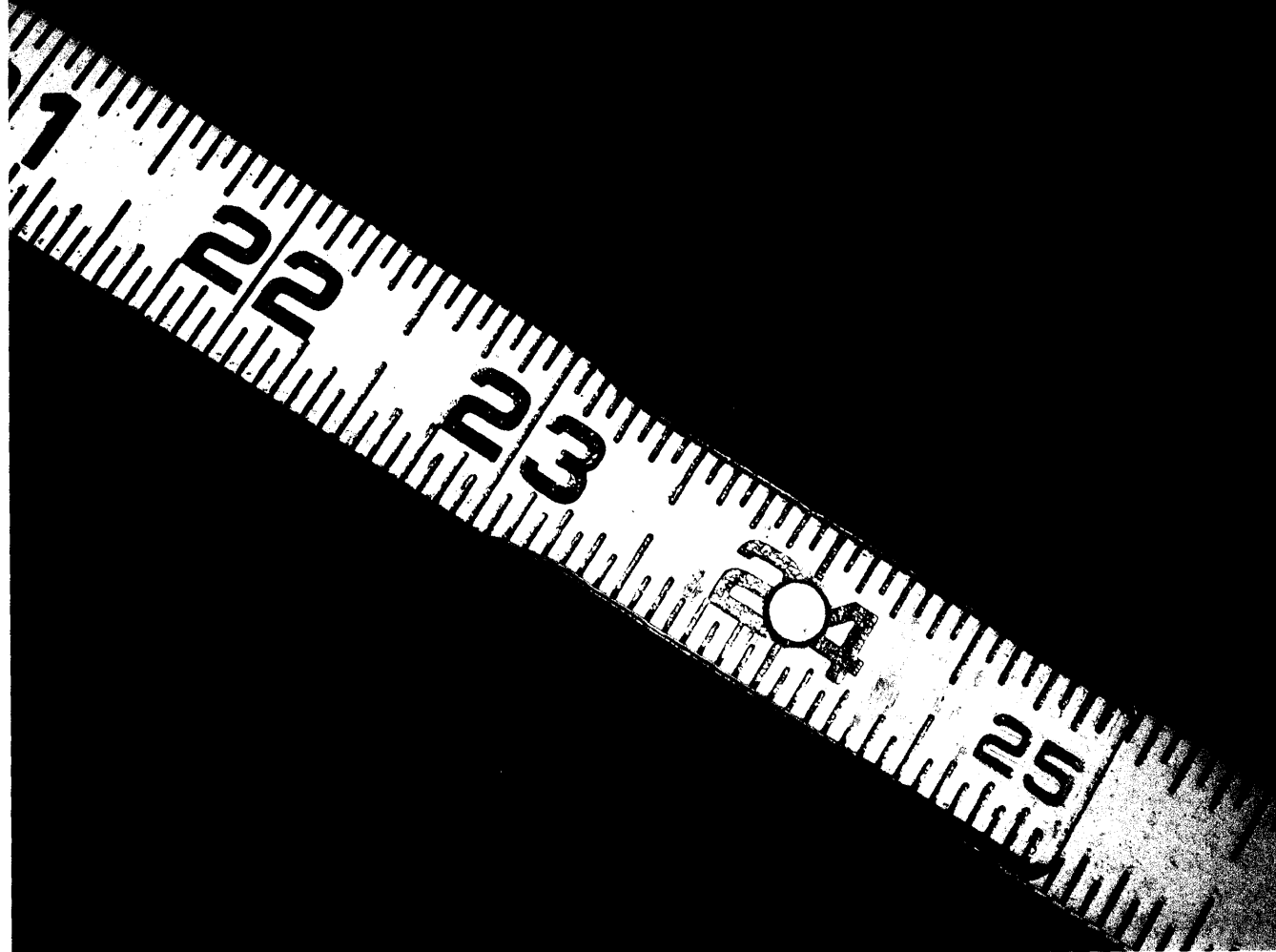
Let me know when it's resolved.

Sent from my Verizon Wireless 4G LTE smartphone
[Quoted text hidden]

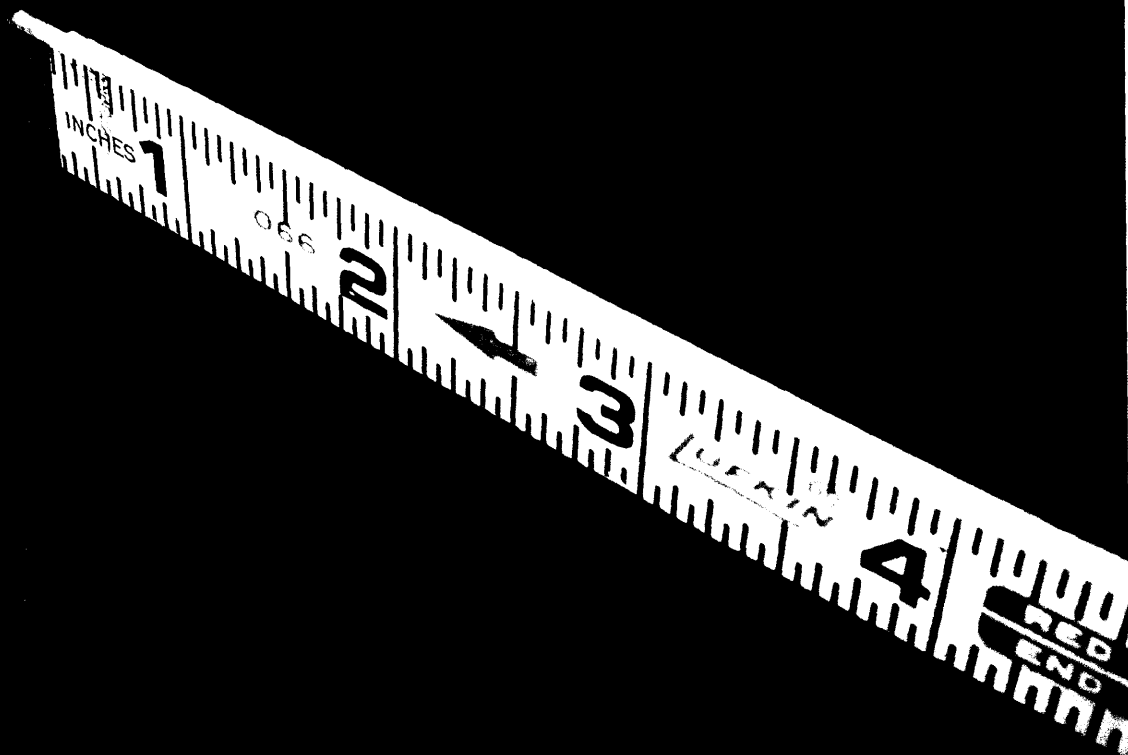
OVERALL VIEW OF
THE WALKWAY

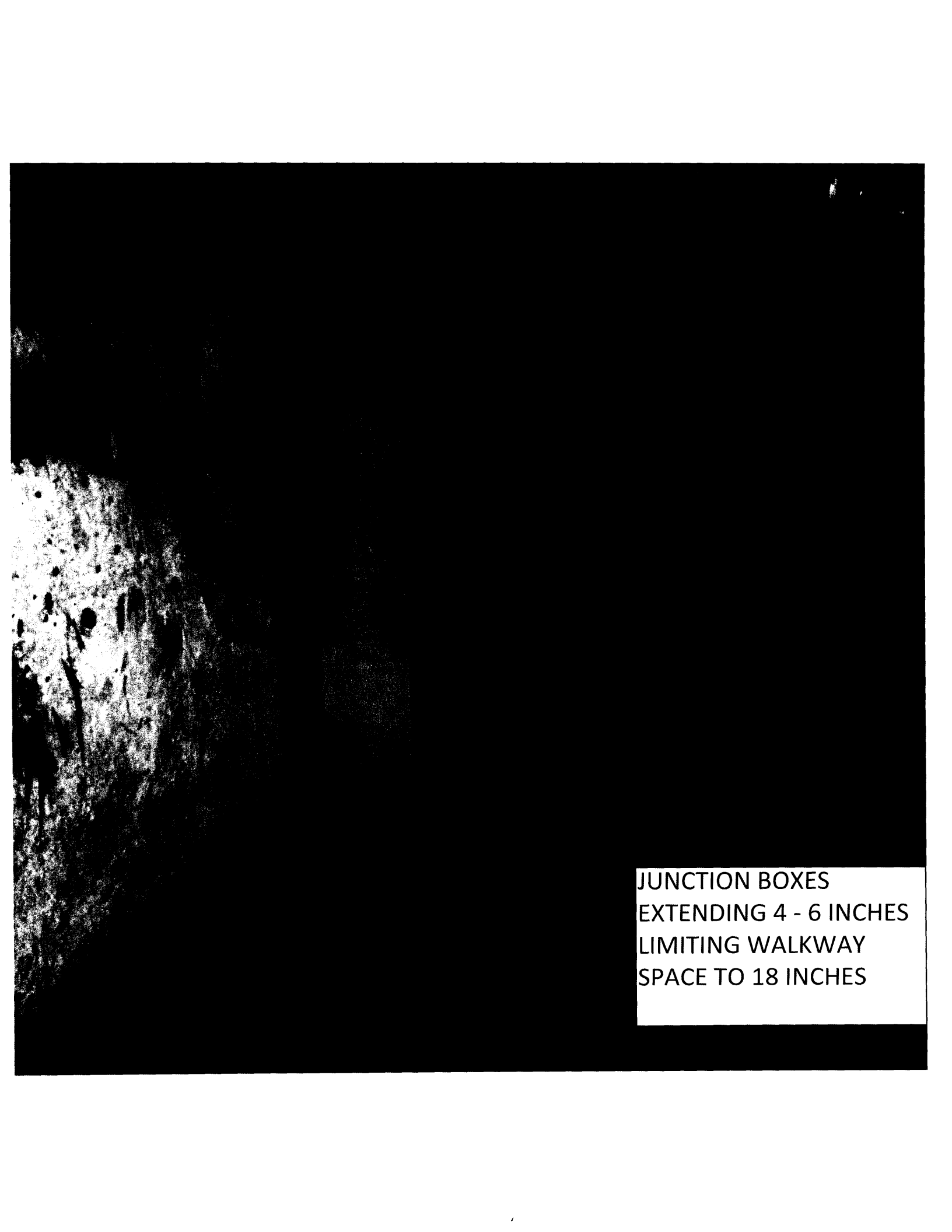


TOTAL WITH OF
WALKWAY



CONDUIT MEASUREMENT





JUNCTION BOXES
EXTENDING 4 - 6 INCHES
LIMITING WALKWAY
SPACE TO 18 INCHES



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-JMC-1		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility – Rail Operations Control Center – 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

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

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject	General Meeting				Activity Code	ROCC	GEN	MTG	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1800-2200	Outside Shift	Yes	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference		
	N/A										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	Track Number		Chain Marker		From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO met with Metro Police Officer [REDACTED] Director Office of Emergency Management [REDACTED] and Fire/Life Safety Officer [REDACTED]. Discussions included updated information on the fire at Tenleytown Station. The initial event report indicated arcing chain marker A1296+00. Further investigation revealed that there were seven to eight slight arcs between markers 295 and 296.						Number of Defects		0		
							Recommended Finding?		No		
							Action Required?		No		
							Recommend Reinspection?		No		
Remedial Action	N/A										
Inspector in Charge - Signature						James Cassatt, Jr			Date		
						Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.25 17:10:11 -05'00'			February 24, 2016		
Inspector in Charge - Name		Inspection Team									
Jim Cassatt		Jim Cassatt									



United States Department of Transportation
Federal Transit Administration

Inspection Activity #	2	Inspection Subject	Radio Protocol in Emergency					Activity Code	ROCC	RAD	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1800-2200	Outside Shift	YES	
Related Reports			Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	MSRPH	1.69-1.84									
	MSRPH	3.6									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
				X							
Line(s)	Red Line	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO observed Red Line Rail Traffic Controllers during an emergency fire situation at Tenleytown. The RTCs made proper radio announcements between 6:20-7:20 p.m. regarding the emergency situation and instructed Train Operators to keep radio communication to a minimum as per the MSRPH. A Train Operator did transmit unnecessary communications at around 8:55 p.m.</p> <p>At 7:02 p.m., Train 253 failed to hold at Bethesda as instructed by the RTC. The train was stopped at Friendship Heights.</p>						Number of Defects		2		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		Yes		
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Shift Transfers					Activity Code	ROCC	ST	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1800-2200	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							
Line(s)	Red Line	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	<p>FWSO observed the transfer of the second to third shift Rail Traffic Controllers on the Red Line. The verbal transfers contained relevant and pertinent information regarding the activity of the Red Line.</p>						Number of Defects		0		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		No		



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Remedial Action	
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Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (h)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-AD-1		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Green Line, Train ID 205, West Hyattsville, Track 2						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	ROCC-ACCESS-REF							
Inspection Units	1							
Inspection Subunits	1							
Defects (Number)	1							
Recommended Finding	No							
Remedial Action Required?	Yes							
Recommend Reinspection	No							

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject	Refusal of Access				Activity Code	RTTO	ACCESS	REF	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1425	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					
	Safety Directive 16-1										
	49 U.S.C. 5329										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X			
Line(s)	Green	Track Number	N/A	Chain Marker	From		To				
Vehicles	Head Car Number	Number of Cars		Equipment							
	3074	6									
Description	On February 24, 2016 at approximately 2:25 PM, a Green line train bound to Branch Avenue entered West Hyattsville station. The lead car #3074, stopped beyond the "8 Car" marker. The train operator waited approximately 5 seconds						Number of Defects	1			
							Recommended Finding?	No			
							Remedial Action Required?	Yes			

Inspector in Charge - Signature	 <small>Digitally signed by AMBUR I DALEY DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=FMCSAHO, cn=AMBUR I DALEY Date: 2016.02.25 17:11:12 -05'00'</small>	Date	February 24, 2016
Inspector in Charge - Name		Ambur Daley	Inspection Team



all (b)(6)

	<p>before opening the train doors. At this time, the FWSO Inspector presented her official FTA Inspector Badge and credentials to the train operator and informed the operator that she would like to ride in the cab of the train. The train operator indicated that this was not possible, and the FWSO inspector asked the train operator to seek permission with the ROCC. The train operator proceeded with the scheduled route.</p> <p>At Fort Totten, the Train Operator opened the cab door and permitted access. Upon entering the cab, FWSO noted a beverage stored on the control panel.</p> <p>At or around arrival at Georgia Avenue/Petworth, the FWSO inspector was <i>(b)(6)</i> informed by the operator that she was to call <i>(b)(6)</i> by at the ROCC. The FWSO inspector thanked the train operator and left the train at the U-Street Station.</p> <p>The FWSO inspector called <i>(b)(6)</i> the ROCC from the U-Street platform and spoke to <i>(b)(6)</i> who asked "who the FWSO inspector was" and "what they were doing on the train." The FWSO inspector identified herself and told the <i>(b)(6)</i> that she and her contractor were onboard conducting cab ride inspections. The <i>(b)(6)</i> informed the FWSO inspector that her presence was an interference at Fort Totten Station, at which location there had been a smoke incident. The FWSO inspector informed the <i>(b)(6)</i> that she had not been made aware of an emergency situation, and that she had boarded the train and entered the cab after displaying her credentials, that she had noted some deficiencies, and that she was not made aware of any emergency situation.</p> <p>Additionally, the FWSO inspector informed the <i>(b)(6)</i> that she had entered the cab at or after Fort Totten. The FWSO inspector told the <i>(b)(6)</i> that she would contact the FWSO Director and that one of them would respond back to the ROCC. The FWSO inspector relayed the situation to the FWSO Director, who responded back to the <i>(b)(6)</i></p>	<p>Recommend Reinspection?</p>	<p>No</p>
<p>Remedial Action</p>	<p>WMATA must issue (or re-issue) a system-wide bulletin regarding the agency's obligation to provide FWSO inspection personnel with "free and uninterrupted access to transit agency properties in the performance of official duties as specified in U.S.C Title 49, by direction of the Secretary of Transportation" within 24 hours of receiving this report. Further, the employee denying such access to an FWSO Inspector must be re-instructed, also within 24 hours, and evidence of such re-instruction must be provided to FWSO within 48 hours.</p>		



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-MKD-1		
	2016	02	24				
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			<i>see (6) (6)</i>			

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	TRK-GEN-RR	TRK-GEN-RR				
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					Records Review			Activity Code		TRK	GEN	RR
Job Briefing Employee Name/Title							Accompanied Inspector?		Out Brief Conducted	Yes	Time	1000-1230	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	Rev.6 - Sections 11.3,5												
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"/>	<input type="checkbox"/>		
Line(s)	D	Track Number	1	Chain Marker and/or Station(s)	From			To						
					0039+52			0211+46						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO conducted a records inspection of the D Line in preparation for a TGV car observation ride to be held at 0030 on 02/25/2016. The TGV will be operation on Trk. #1 from West Falls Church Yard to Federal Center with the testing concentrated from Federal Triangle -D01 to Federal Center - D04. This testing is being conducted as a follow-up to track maintenance work that was performed within the aforementioned area this past weekend. The TRST Track Walkers Reports reviewed were from 01/27/2016 to 02/23/2016. No exceptions noted.										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		No	

Inspector in Charge - Signature	MEDENIA DASHIELL	Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.02.24 16:24:50 -05'00'	Date	02/24/2016
Inspector in Charge - Name	Medenia K. Dashiell			
Inspection Team				



United States Department of Transportation
Federal Transit Administration

Form FTA-IR-1

Remedial Action																
Continue periodic inspections as warranted.																
Inspection Activity #		2		Inspection Subject				Records Review			Activity Code		TRK	GEN	RR	
Job Briefing Employee Name/Title						Accompanied Inspector?				Out Brief Conducted		Yes	Time	1000-1230	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		Rev.6 – Sections 11.3,5												
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)		D		Track Number		1		Chain Marker and/or Station(s)		From		To				
										33+52		83+52				
Vehicles		Head Car Number		Number of Cars		Equipment										
Description		FWSO conducted a records inspection of the D Line in preparation for a TGV car observation ride to be held at 0030 on 02/25/2016. The TGV will be operation on Trk. #1 from West Falls Church Yard to Federal Center with the testing concentrated from Federal Triangle –D01 to Federal Center – D04. This testing is being conducted as a follow-up to track maintenance work that was performed within the aforementioned area this past weekend. The current TRST Defect Reports were reviewed. No exceptions noted.								Number of Defects		0				
										Recommended Finding?		No				
										Remedial Action Required?		No				
										Recommended Re-inspection?		No				
Remedial Action		Continue periodic inspections as warranted.														



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160224-WMATA-EFN-2		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	SMNT	Sub-Department	ATC
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Tyson's Corner Station Train Control Room (N02) (Silver Line)						

Inspection Summary

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

Activity Summaries

Inspection Activity #	Inspection Subject						Tyson's Corner Station ATC Open Door Command Spillover Test			Activity Code		ATC	PI	OBS
Job Briefing Employee Name/Title	[REDACTED]			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	01:30 - 02:40	Outside Shift		Yes		
Related Reports	Related CAPS / Findings													
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title			Checklist Reference				
	ATC-1000 Test 1012B-4 -Alstom/GRS AFTC Open Door Command Spillover Test Procedure				Same					ATC Checklist - ATC-1000 Test 1012B-4 -Alstom/GRS AFTC Open Door Command Spillover Test				
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A		
	X	<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)	Silver Line		Track Number	2	Chain Marker and/or Station(s)		From			To				
Vehicles	Head Car Number		Number of Cars		Equipment									
	N/A													
Description	FWSO Inspection team accompanied WMATA ATC personnel to observe testing that verifies that the station track circuit will allow proper cab signal strength when a								Number of Defects		0			
									Recommended Finding?		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: 2016.02.26 07:50:51 -05'00'	Date	2/24/2016
Inspector in Charge - Name	[REDACTED] Terrell Williams [REDACTED]			



United States Department of Transportation
Federal Transit Administration

	train is properly berthed within the limits of the platform by simulating both a station overrun and station underrun (short stop) and testing to ensure that the cab signal strength is insufficient to give a door open command.	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

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	201602024-WMATA-SAS-1		
	2016	02	24				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub- Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
Inspection Location	Blue, Orange and Silver Lines						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RI-OBS	RTRA-RI-OBS				
Inspection Units	10	76				
Inspection Subunits	10	76				
Defects (Number)	3	15				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Pre-Trip Inspections				Activity Code		RTRA	RI	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1400-1830	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	MSRPH General Rules 1.14, 1.17, 1.18, 1.19, 1.46-1.52, 1.69-1.84; MSRPH Safety Rules 4.32, SR 4.33, SR 4.38, SR 4.54, SR 4.227; MSRPH Operating Rules 3.29, 3.83, 3.84, 3.87, 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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X							X	X	X	
Line(s)	Orange, Blue and Silver	Track Number	N/A	Chain Marker and/or Station(s)		From		To			
						N/A		N/A			

Inspector in Charge - Signature	STEPHEN A SLAUGHTER	<small>Digitally signed by STEPHEN A SLAUGHTER DN: c=US, o=U.S. Government, ou=DOT Headquarters, ou=OSTHQ, cn=STEPHEN A SLAUGHTER Date: 2016.02.28 20:11:55 -0500</small>	Date	2/24/2016
Inspector in Charge - Name	Stephen Slaughter	Inspection Team	Stephen Slaughter, Tim Braxton, (b) (6) (c)	



Vehicles	Head Car Number See Description	Number of Cars N/A	Equipment	N/A	
<p>Description</p>	<p>FWSO conducted 10 Train Ride Observations. The FWSO Inspector observations took place from 1410 to 1830, on the Orange Line, Blue Line and Silver Lines. One ride included providing credentials to the Train Operator and requesting and receiving authorization to ride with her in the cab, to assess Train Operator fitness for duty, PPE, compliance with electronic device policy, train speed, signal adherence, and radio protocol. FWSO Team Member as rode behind the cab to monitor ride quality, use of the horn, station berthing and door operation, and announcements. FWSO did not observe any trains passing through a work zone or any workers on the right of way. Details of the inspections are below.</p> <p>Lead Car 3123: FWSO observed train with lead car 3123, from 1415 to 1430 operating from L'Enfant Plaza to Foggy Bottom-GWU. Operator generally complied with MSRP and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 6075: FWSO observed train with lead car 6075 from 1435 to 1440 operating from Foggy Bottom-GWU to Court House. Operator generally complied with MSRP and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 2007: FWSO observed train with lead car 2007 from 1450 to 1455 operating from Court House to Ballston-MU. Operator generally complied with MSRP and applicable SOPs, including sounding horn when exiting and entering tunnel portals, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 3038: FWSO observed train with lead car 3038 from 1500 to 1505 operating from Ballston-MU to East Falls Church. Train Operator paused 5 seconds prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with current sticker, and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 5181: FWSO observed train with lead car 5181 from 1540 to 1545 operating from East Falls Church to Vienna/Fairfax-GMU. Operator generally complied with MSRP and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, with cell phone stowed and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 4083: FWSO observed train with lead car 4083 from 1600 to 1610 operating from Vienna Fairfax-GMU to Virginia Square-GMU. Operator generally complied with MSRP and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 2072: FWSO observed train with lead car 2072 from 1620 to 1622 operating from Virgona Square-GMU to Court House. Operator generally complied with MSRP and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 2019: FWSO observed train with lead car 2019 from 1630 to 1653 operating from Virgona Square-GMU to Court House. Operator generally</p>			<p>Number of Defects 3</p> <p>Recommended Finding? No</p> <p>Remedial Action Required? No</p>	
				<p>Recommended Reinspection?</p>	<p>No</p>



United States Department of Transportation
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<p>complied with MSRPH and applicable SOPs, station announcements, and 5 second pause prior to opening doors in stations with head out the window. Train Operator was in possession of reliable watch, flashlight and RWP Level 2 card, and no visible reading material or other potentially distracting items in the cab.</p> <p>Lead Car 3239: FSWO observed train with lead car 3239 from McPhearson Equare to Stadium-Amory. The train operator over ran the "8 car" marker, and twice opened the train doors prior to the 5 second delay.</p> <p>Lead car 6081: FSWO observed train with lead car 6081 from 1505 to 1528 operating from New Carrollton to Capitol South. FSWO Inspector presented his official FTA Inspector Badge and credentials to the train operator and informed the operator that he would like to ride in the cab of the train. The FSWO Inspector then entered the train and stood near the cab door. The train operator informed the FSWO Inspector that she would contact "Central" to get permission for the Inspector to ride in the cab. [REDACTED] informed the operator that the FSWO Inspector could only enter the cab if he was escorted by a supervisor. At the Landover [REDACTED] boarded the train and advised the FSWO Inspector that she would contact the [REDACTED] to get the request approved. The [REDACTED] again informed the [REDACTED] that the FSWO Inspector could only enter the cab if she escorted him. The [REDACTED] advised the [REDACTED] that having 3 people in the cab at one time would create a safety hazard. The [REDACTED] agreed to grant the FSWO permission/access with the [REDACTED] standing right outside of the cab door.</p>	<p style="font-size: 24px; font-family: cursive;">see (b)(6)</p>
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Remedial Action N/A

Inspection Activity #	2	Inspection Subject	Door Operations/ Station Servicing Procedures				Activity Code	RTRA	RI	OBS	
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	1415-1830	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	MSRPH		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	X	X	
Line(s)	Orange	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								
Description	<p>FSWO conducted 76 Door Operations/ Station Servicing Procedures</p> <p>The following 19 trains were observed at Capitol South station, track # 2, with no discrepancies observed: Lead car 6032, @ 1532, destination Wiehle-Reston;</p> <p>Lead car 3112 @ 1535, destination Franconia-Springfield;</p> <p>Lead car 7082 @ 1537, destination Vienna;</p> <p>Lead car 3060 @ 1541, destination Franconia-Springfield;</p> <p>Lead car 4046 @ 1543, destination Vienna;</p> <p>Lead car 6139 @1545, destination Wiehle-Reston;</p> <p>Lead car 3182 @1549, destination Vienna;</p> <p>Lesd car 2010 @1552, destination Wiehle-Reston;</p> <p>Lead car 6066 @1554, destination Vienna;</p> <p>Lead car 3101 @1556, Franconia-Springfield;</p> <p>Lead car 3053 @1558, destination Wiehle-Reston;</p> <p>Lead car 2004 @1600, destination Vienna;</p> <p>Lead car 3270 @1602, destination Wiehle-Reston;</p> <p>Lead car 6012 @1604, destination Vienna;</p> <p>Lead car 3147 @1606, Franconia-Springfield;</p>						Number of Defects		15		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommended Reinspection?		No		



<p>Lead car 6145 @1608, destination Wiehle-Reston; Lead car 3055 @1611, destination Vienna; Lead car 2028 @ 1612, destination Wiehle-Reston; Lead car 5158 @ 1539, destination Wiehle-Reston over shot the "8 Car" marker by approximately 18 inches.</p> <p>The following 17 trains were observed at Federal Center SW, track #2, with no discrepancies observed: Lead car 2045 @1727; Lead car 5181 @1729, destination Vienna; Lead car 3285 @1731, Franconia-Springfield; Lead car 3033 @1733, destination Vienna; Lead car 5015 @ 1736, destination Wiehle-Reston; Lead car 3006 @1738, destination Vienna; Lead car 6081 @1740, destination Vienna; Lead car 5074 @1742, Wiehle-Reston; Lead car 3198 @1746, destination Franconia-Springfield; Lead car 5094 @1753, destination Vienna; Lead car 3132 @1755, destination Wiehle-Reston; Lead car 7082 @1757, destination Vienna Lead car 3266 @1800, destination Wiehle-Reston; Lead car 4046 @1802, destination Vienna Lead car 6110 @1805, Franconia-Springfield; Lead car 3001 @1807, destination Wiehle-Reston; Lead car 3182 @1810, destination Vienna;</p> <p>The following 14 trains were observed at Federal Center SW, track #1, with no discrepancies observed: Lead car 3138, destination Lead car 3219, destination, Silver line to Largo; Lead car 5010, destination, New Carrollton; Lead car 3234, destination, Blue line to Largo; Lead car 3094, destination, Silver line to Largo; Lead car 3287, destination, New Carrollton; Lead car 3155, destination, Silver line to Largo; Lead car 3157, destination, New Carrollton; Lead car 3153, destination, Blue line to Largo; Lead car 6006, destination, Silver line to Largo; Lead car 5099, destination, New Carrollton; Lead car 5173, destination, New Carrollton; Lead car 3272, destination, Blue line to Largo; Lead car 2070, destination, New Carrollton</p> <p>The following 7 trains were observed at Farragut West, track 2 with no discrepancies observed: Lead car 6075, destination Wiehle-Reston; Lead car 2007, destination Vienna; Lead car 3038, destination Wiehle-Reston; Lead car 6020, destination Vienna; Lead car 5146, Franconia-Springfield; Lead car 3096, destination Wiehle-Reston; Lead car 3198</p> <p>The following 4 trains were observed at Farragut West, track 2 and failed to comply to the 5 second dwell time in the station before opening the train doors: Lead car 6168, destination, Franconia-Springfield; Lead car 2053, destination, Franconia-Springfield; Lead car 3572, destination destination Vienna; Lead car 3285, destination destination Wiehle-Reston;</p> <p>The following 4 trains were observed at Farragut West, track 1, with no discrepancies observed: Lead car 6058, destination Lead car 6162, destination, Silver line to Largo; Lead car 3279, destination, Silver line to Largo; Lead car 6035, destination, New Carrollton;</p> <p>The following 11 trains were observed at Farragut West, track 1 and failed to comply to the 5 second dwell time in the station before opening the train doors: Lead car 5173, New Carrollton; Lead car 5037, destination, Silver line to Largo; Lead car 3212, Blue line to Largo; Lead car 2070, destination, New Carrollton; Lead car 3135, destination, Silver line to Largo; Lead car 6119, Blue line to Largo; Lead car 4004, destination, New Carrollton;</p>		
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	Lead car 5043, destination, Silver line to Largo; Lead car 6183, destination, New Carrollton; Lead car 6073, Blue line to Largo; Lead car 3239, destination, New Carrollton;		
Remedial Action	N/A		



Inspection Form

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United States Department of Transportation
Federal Transit Administration

all (b) (6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-TW-1		
	2016	02	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	RTRA	Sub-Department	
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Rail Yard 5801 Sunnyside Ave. College Park, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-RC-OBS	RTRA-RAD-OBS				
Inspection Units	9	11				
Inspection Subunits	9	11				
Defects (Number)	0	3				
Recommended Finding	No	No				
Remedial Action Required	No	No				
Recommended Reinspection	No	No				

Activity Summaries

Inspection Activity #	1	Inspection Subject	Observation of Train Preparation and Pre-Trip Inspections				Activity Code	RTRA	RC	OBS	
Job Briefing Employee Name/Title	None		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1330-1700	Outside Shift	No	
Related Reports			Related CAPS / Findings	FTA-Rail 1-14-A, FTA-Rail 1-14-B							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard	Other / Title			Checklist Reference				
	Preparing Trains for Service	3.13, 3.14, 3.127, 3.41, 3.42, 3.45									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		X	<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	N/A						
	N/A	N/A									
Description	FWSO Team #2 observed Train Preparation and Pre-Trip Inspections at the Greenbelt Rail Yard for afternoon rush hour pull outs. Observations were taken from the Operations Clerk Station, Interlocking Tower and the Yard Platform. Team #2 observed Rail Operators check in and sign out radios, observed 9 Rail Operators conduct Train Prep and Pre-trip Inspections and observed Interlocking Operator dispatch 11 trains. Overall, all Rail Operators							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: 2016.02.26 08:48:22 -05'00'	Date	2/25/2016
Inspector in Charge - Name	Terrell Williams			
Inspection Team	Terrell Williams, Stephen Slaughter, [REDACTED], Timothy Braxton			



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	conducted a cursory pre-trip inspection. Each operator was observed to conduct exterior and interior walk-arounds, conduct rolling test and rolling brake test and public address announcements. Rail Operator on track 10 reported a center door light out during the exterior inspection and another Rail Operator on track 14 reported that he was unaware of how to operate the Hand Brake on the 7000 series cars.													
Remedial Action	None													
Inspection Activity #	2	Inspection Subject	Observation of Hand Held Radio Communications				Activity Code		RTRA	RAD	OBS			
Job Briefing Employee Name/Title	None			Accompanied Inspector?	No		Out Brief Conducted	No	Time	1330-1700	Outside Shift	No		
Related Reports	Related CAPS / Findings												FTA-Rail 1-14-A, FTA-Rail 1-14-B	
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title			Checklist Reference			
	MSRPH		General Rule 1.78 and 1.79											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type		At-grade	Tunnel	Elevated	N/A		
	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			X	<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		N/A							
	N/A		N/A											
Description	FWSO Team #2 observed Train Preparation and Pre-Trip Inspections at the Greenbelt Rail Yard. The Greenbelt Yard has several radio dead-spots. The train operators and the Interlocking Tower Operator have created a work-around to address these dead-spots. Radio operations were found to be improved when compared to early morning pull-outs. FWSO Inspectors only observed 3 Operators use cell phones while communicating with the Interlocking Tower during this period. Failure of WMATA's radio operations forces the Train Operators and the Interlocking Tower Operator to violate the MSRPH General Rule 1.78 and MSRPH General Rule 1.79							Number of Defects			3			
								Recommended Finding?			No			
								Remedial Action Required?			No			
								Recommended Reinspection?			No			
Remedial Action	None													



Inspection Form

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Federal Transit Administration

022 (b)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-MKD-1		
	2016	02	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	Track Geometry Vehicle - D Line - Track #1 from Federal Triangle (D-01) to Federal Center (D-04).						

Inspection Summary

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

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	0000 to 0430	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	x	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	x	<input type="checkbox"/>	x				
Line(s)	D Line	Track Number	1	Chain Marker and/or Station(s)	From			To						
					D1 CM33+00			D1 CM 84+00						
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO team monitored the Track Geometry Vehicle 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 Reinspection?		No	

Inspector in Charge - Signature	MEDENIA DASHIELL	Digitally signed by MEDENIA DASHIELL DN: c=US, o=U.S. Government, ou=FRAHQ, cn=MEDENIA DASHIELL Date: 2016.02.25 14:35:27 -05'00'	Date	02/25/2016
Inspector in Charge - Name	Medenia K. Dashiell			
Inspection Team				



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<p>3.67 – Rail vehicle not operated past or closer than a point 10-feet in approach of interlocking signal or lamp displaying a red signal</p> <p>SOP #23 – 23.5.5.3 – Class II operators shall sound horns through stations.</p> <p>No deficiencies identified with or approach to interlocking signals and lamps.</p>														
Remedial Action														
N/A														
Inspection Activity #		Inspection Subject					Activity Code			TRK		TGV		PI
2		Track Geometry Vehicle Testing					TRK			TGV		PI		
Job Briefing Employee Name/Title			Accompanied Inspector?		Yes	Out Brief Conducted		Yes	Time	0000 to 0430	Outside Shift	Yes		
Please See Above			Yes		Yes	Yes		Time	0000 to 0430	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														
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 type="checkbox"/>	x	
Line(s)		D Line		Track Number	1	Chain Marker and/or Station(s)		From		To				
								D1 CM33+00		D1 CM 84+00				
Vehicles		Head Car Number		Number of Cars		Equipment								
Description								Number of Defects		6				
<p>FWSO accompanied the TGV inspection team during geometry testing on the D-line from Federal Triangle Station to Federal Center SW. The TGV team discovered five wide and one narrow gage conditions during the run. The locations were:</p> <p>D1 CM 46+58 – wide gage (Red) – in a curve D1 CM 49+62 – wide gage (Red) – in a curve D1 CM 50+58 – wide gage (Red) – in a curve D1 CM 52+27 – wide gage (Red) – in a curve D1 CM 53+9 – wide gage (Red) – in a curve D1 CM 67+12- narrow gage (RED)</p> <p>It should be noted that there was not a TRST maintenance manager on the TGV test car during this test; therefore, no call in for the service conditions found was made to the t ROCC for repairs. In addition, there was not a TRST maintenance team trailing the test vehicle for immediate repairs.</p> <p>FWSO recommends that a TRST maintenance manager should accompany, on board, the TGV on each test to provide immediate remedial and/or protective actions based on findings derived from the TGV. In addition, a TRST chase repair crew should be assigned to the TGV to expedite immediate remedial action responses (if possible) that could decrease the timeliness of single track operations.</p>								Recommended Finding?		No				
								Remedial Action Required?		YES				
								Recommended Re-inspection?		YES				
Remedial Action								TRST should follow up on repair conditions found by TGV testing.						



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Inspection Activity #	3		Inspection Subject				Rules Compliance			Activity Code		TRK	TGV	PI
Job Briefing Employee Name/Title	Please See Above				Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	0000 to 0430	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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		x		<input type="checkbox"/>	x			
Line(s)	D Line		Track Number	2	Chain Marker and/or Station(s)	From			To					
						Balston			West Falls Church					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	FWSO accompanied the TGV inspection team during geometry testing on the D-line from Federal Triangle Station to Federal Center SW. Upon return to West Falls Church Yards, FWSO noted missing #3 rd rail covers at sporadic locations from Ballston to West Falls Church Yards.							Number of Defects		0				
								Recommended Finding?		No				
								Remedial Action Required?		YES				
								Recommended Re-inspection?		YES				
Remedial Action	TRST should follow up to repair conditions sited from the TGV testing.													



Inspection Form

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all (15)(6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-AAN-1		
	2016	02	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Alexandria Yard – Yard Operations, Yard and Yard Tower						

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject					Rules Compliance – Operator Pre-trip Inspections			Activity Code		RTRA	RC	OBS
Job Briefing Employee Name/Title						Accompanied Inspector?		Out Brief Conducted	No	Time	1330 – 1800	Outside Shift	No	
Related Reports						Related CAPS / Findings								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard			Other / Title		Checklist Reference			
	MSRPH		3.13, 3.127, 3.41. 3.42, 3.45											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A			
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Line(s)	C99	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From				To					
Vehicles	Head Car Number		Number of Cars		Equipment									
Description	The FWSO team performed an unannounced safety blitz inspection at WMATA Alexandria Yards of train preparation and pre-trip inspections for the afternoon put-in of nine (9) trains. The FWSO team found that all operators arrived at their trains on time, and performed exterior and interior inspections, and left the yard at their scheduled times. FWSO observed that most train operators conducted their exterior and interior inspections at a normal walking pace and did not visibly bend down or slow to examine current collector assemblies, shoe fuses or shunt straps,								Number of Defects		0			
									Recommended Finding?		No			
									Remedial Action Required?		No			
									Recommended Reinspection?		No			

Inspector in Charge - Signature alexander.nepa@dot.gov		Digitally signed by alexander.nepa@dot.gov DN: cn=alexander.nepa@dot.gov Date: 2016.02.27 18:30:40 -05'00'		Date 02/25/2016	
Inspector in Charge - Name Alex Nepa		Inspection Team Alex Nepa, Medenia Dashiell, [REDACTED]			



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	or to ensure that rotary and air control valves were in the proper location at open ends at the belly of the consist and that brake line switches were in the proper position. Operators did not use notepads or checklists to document pre-trip inspections, and no signed forms were provided back to Depot Clerks or Interlocking Operators. FWSO Inspectors walked with operators conducting interior inspections of their trains, and found that they generally focused on their consoles and indicators, bulkhead doors, cab windows, fire alarms, intercom and interior/exterior lights, conducting the radio check and PA announcement, horn test, and rolling and rolling brake tests.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject					Rules Compliance – Operator Proper Communication to Yard Interlocking Operator		Activity Code		RTRA	RAD	OBS
Job Briefing Employee Name/Title		Accompanied Inspector?			Yes	Out Brief Conducted	Yes	Time	1330 - 1630	Outside Shift	No		
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference				
	MSRPH	3.14											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A		
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
Line(s)	C99	Track Number	Yard Tracks	Chain Marker and/or Station(s)	From				To				
Vehicles	Head Car Number		Number of Cars		Equipment								
Description	The FWSO team took no exception to the nine (9) trains that were observed during this period of time.							Number of Defects		0			
								Recommended Finding?		No			
								Remedial Action Required?		No			
								Recommended Reinspection?		No			
Remedial Action	N/A												

Inspection Activity #	3	Inspection Subject					Training Observation – Pre-Certification Test		Activity Code		RTRA	TNG	OBS
Job Briefing Employee Name/Title	Training Instructor #381582			Accompanied Inspector?		Yes	Out Brief Conducted	Yes	Time	1330 - 1630	Outside Shift	No	
Related Reports						Related CAPS / Findings							
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title		Checklist Reference				
	Interior/Exterior Inspection Checklists												
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 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 checked="" type="checkbox"/>	
Line(s)	C99	Track Number	Yard Tracks #20	Chain Marker and/or Station(s)	From				To				



Vehicles	Head Car Number	Number of Cars	Equipment		
Description	<p>The FWSO team observed a pre-certification test for a transportation supervisor that was being conducted for his certification testing on 2/26/16. The instructor had the student wait inside as he introduced 27 troubles into the exterior of a six-car train consist. The instructor also introduced 25 troubles into the interior of the train. The normal certification testing is performed on a four-car consist and only seven troubles are introduced into the train.</p> <p>The FWSO team observed the [REDACTED] as he performed the exterior portion of the test. The [REDACTED] found all but three of the items that were placed into the consist. The instructor offered two opportunities to ask for help. The team did not accompany the student during the interior portion of the exam.</p> <p>It should be noted that the instructor, [REDACTED] conducted this training exercise in a rigorous and professional manner. The student was questioned constantly and had to explain all parts, action taken and corrections made. [REDACTED] deserves a compliment for his attention to detail and provides an excellent example of how to conduct this testing.</p>			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No
Remedial Action	N/A				

all (b)(6)



Inspection Form

Form FTA-IR-1

United States Department of Transportation
Federal Transit Administration

all (b) (6)

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160225-WMATA-JMC-1		
	2016	02	25				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Transportation	Sub-Department	Rail Operations Control Center
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Carmen Turner Facility - Rail Operations Control Center - 3500 Pennsy Drive, Hyattsville, MD 20785						

Inspection Summary

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

Individual Inspection Activity

Inspection Activity #	1	Inspection Subject	General Meeting				Activity Code	ROCC	GEN	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1100-1600	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						
Line(s)	Track Number		Chain Marker		From		To				
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO met with [REDACTED]. During the meeting, both parties discussed the potential benefits of having new hire operators observe ROCC Rail Traffic Controllers and Interlocking Operators for several hours, as part of their training, to help them understand the important of communication, and why it is imperative to respond and read back the instructions given by the ROCC and Interlocking Operator. FWSO monitored train movement, radio communications and						Number of Defects	0			
							Recommended Finding?	No			
							Action Required?	No			
							Recommend Reinspection?	No			

Inspector in Charge - Signature	James Cassatt, Jr	Digitally signed by James Cassatt, Jr DN: cn=James Cassatt, Jr, o=FRA, ou=DOT, email=james.cassatt@dot.gov, c=US Date: 2016.02.25 21:28:33 -05'00'	Date	February 25, 2016
Inspector in Charge - Name	Jim Cassatt	Inspection Team	Jim Cassatt	



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	the ROCC Operators (radio and button) on the Blue/Orange and Silver Lines. The Operators performed their duties as per SOP's, Metrorail Safety Rules and Procedures Handbook and train movements.		
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Repeat Backs				Activity Code	ROCC	RPB	OBS	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1100-1600	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									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	FTA Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s)	Blue/Orange/Silver	Track Number		Chain Marker	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	FWSO observed Blue/Orange/Silver Line Controllers compliance with radio rules and monitored radio transmissions. The Blue/Orange/Silver Line Radio Control Operator had to contact the following trains and workers to give a proper read back after giving instructions: <ul style="list-style-type: none"> Train 606 failed to repeat back to the controller that they were clear of Ballston. Gang Supervisor 1151 failed to give a proper read back when the gang cleared Deanwood. Train 910 failed to give proper read back for permissive block. Train 603 failed to respond to the ROCC regarding leaving Ballston 						Number of Defects		4		
							Recommended Finding?		No		
							Remedial Action Required?		No		
							Recommend Reinspection?		Yes		
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Shift Transfers				Activity Code	ROCC	ST	PI	
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	N/A	Out Brief Conducted	Yes	Time	1100-1600	Outside Shift	No	
Related Reports	ROCC 1 & 2 - dated 12/7/15, 12/8/15, 20160120-WMATA-JMC-1, 20150217-WMATA-JMC-1		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						
Line(s)	Blue/Orange/Silver	Track Number		Chain Marker	From			To			



Vehicles	Head Car Number	Number of Cars	Equipment		
Description	FWSO performed a physical inspection of the Activity Log Books located at Blue/Orange Silver Line Controller console for 2/24 and 2/25. FWSO also observed the transfer with the Assistant Supt present during the transfer. The transfer was well detailed explaining maintenance forces working, a chipped frog at K&N. It was checked by track personnel and no speed restriction required. A discussion of the current trains on the territory was discussed. The transfer was signed by all parties involved.			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

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20160229-WMATA-SAS-1			
	2016	02	29					
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Rail Operations	Sub- Department		
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone	
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	
Inspection Location	Carmen Turner Facility – Rail Operations Control Center – 3500 Pennsy Drive, Hyattsville, MD 20785 <i>all (b) (6)</i>							

Inspection Summary

Inspection Activity #	1	2	3	4	5	6	7	8
Activity Code	ROCC-RPB-OBS	ROCC-RPB-OBS	ROCC-ST-OBS					
Inspection Units	1	1	3					
Inspection Subunits	1	1	3					
Defects (Number)	0	0	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	Radio Communications/Repeat Backs					Activity Code	ROCC	RPB	OBS
Job Briefing Employee Name/Title	N/A		Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1545	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		
	MSRPH		MSRPH General Rules 1.78, 1.79, 1.69, 1.71, 1.72, 1.73, 1.74, 1.75, 1.76, 1.77, 1.80, 1.81, 1.82,								
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		From		To		
Vehicles	Head Car Number		Number of Cars		Equipment						
	N/A										

Inspector in Charge - Signature	Date
STEPHEN A SLAUGHTER <small>Digitally signed by STEPHEN A SLAUGHTER DN: cn=US, o=U.S. Government, ou=DOT Headquarters, ou=OSTH2, cn=STEPHEN A SLAUGHTER Date: 2016.03.01 14:17:39 -0500</small>	February 29, 2016
Inspector in Charge - Name Stephen Slaughter	Inspection Team Stephen Slaughter



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Description	<p>FWSO Team Member was in the ROCC conducting general observations. During the observation period, two incidents occurred which allowed the FWSO Team Member to monitor train movement, listen to radio communications and watch the Controllers and the Assistant Superintendent take control of the situations. The first incident occurred at approximately 9:42 AM, when train #919 loss power and became disabled between Roslyn-Court House Stations on track #2 at marker 194 + 00. The train was subsequently moved to Court House Station where the passengers were off-loaded.</p> <p>FWSO Team Member was able to observe and listen to radio transmission between the train operators and Controller at the ROCC. Most radio transmission were clear, short and concise and received by the train operators. There was one exception when a train operator was unable to understand the radio transmission from the controller. The train operator asked the controller to repeat the radio transmission at least 2 times.</p>	Number of Defects	0
		Recommended Finding?	No
		Action Required?	No
		Recommend Reinspection?	No
Remedial Action	N/A		

Inspection Activity #	2	Inspection Subject	Unauthorized person on the track					Activity Code	ROCC	RPB	OBS
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1545	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			
		SOP #2, and 25, MSRPH General Rules 1.78, 1.79, 1.69, 1.71, 1.72, 1.73, 1.74, 1.75, 1.76, 1.77, 1.80, 1.81, 1.82,									
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	From			To			
Vehicles	Head Car Number		Number of Cars		Equipment						
	N/A										
Description	<p>The second incident occurred at approximately 2:17PM when an unauthorized individual jumped from the platform of the Eastern Market Station to the roadway, where he sat between the tracks. Again, both the Controller and the Assistant Superintendent took control of the situation. The Controller used the appropriate checklists and documented her actions. The radio transmissions were short, clear, and concise. The Controller ensured train Operators made announcements informing passengers of the delay. Power to the 3rd rail was cut. After the individual was removed from the tracks a walk-around was conducted of the track with negative results. After receiving confirmation from the On-Scene Commander that the track was clear, the 3rd rail power was restored.</p>	Number of Defects	0								
		Recommended Finding?	No								
		Action Required?	No								
		Recommend Reinspection?	No								
Remedial Action	N/A										

Inspection Activity #	3	Inspection Subject	Shift Changeover					Activity Code	ROCC	ST	OBS
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	1000-1545	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			
			SOP 1A									
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		From		To			
Vehicles	Head Car Number		Number of Cars		Equipment							
	N/A											
Description	FWSO Inspector observed several Shift Changeover briefings between the Day shift and Evening shift Controllers. During the changeovers, the off-going Controllers used the Daily Log Activity Book to brief the on-coming Controller. The on-coming Controller then repeated back the information that was just briefed to him/her. The Assistance Superintendent ensured the On-coming Controller completely understood the information he/she just received. The on-coming Controller along with the Assistant Superintendent both initialed the Daily Log Activity Book.							Number of Defects		0		
								Recommended Finding?		No		
								Action Required?		No		
								Recommend Reinspection?		No		
Remedial Action	N/A											