



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20191121-WMSC-MAL-1		
	2019	11	21				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CMNT	Sub- Department	Alexandria Yard
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
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Inspection Location	Alexandria S&I Shop - Railyard C99 3201 Eisenhower Avenue Alexandria VA 22314						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Shop / Yard Inspection Observation			Activity Code			VM	WI	PI
Job Briefing Employee Name/Title	WMATA Inspection			Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	08:00-11:00	Outside Shift	No			
Related Reports	N/A			Related CAPS / Findings		TOC-COL-15-003-A								
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference					
	MetroRail Safety Rules and Procedures Handbook (MSRPH). Section 4– Safety Rules		FTA Safety Directive 16-2											
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A			
		X									X			
Line(s)	C99	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							



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	N/A	N/A			
Description	<p>WMSC Inspectors conducted a rules compliance observation at the Alexandria S&I Shop, Yard, and Car Wash Facility. The inspectors observed activities at the S&I Shop for compliance with Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as Periodic Inspections (PI), special tools, documentation, and Car Wash Facility. WMSC inspectors observed status of Corrective Action Plans (CAPs).</p> <p>S&I Shop Observation WMSC's team met at Alexandria S&I Shop's Inspection Office with the Superintendent, Assistant Superintendent, PI Shop Supervisor, and Special Tools Mechanic.</p> <p>General Observation</p> <ul style="list-style-type: none"> • Alexandria S&I Shop mostly handles 2K, 3K, and 7K railcars. CMNT has implemented a new initiative to assign car numbers to the same shop mechanic to ensure he is aware of what work has been done to that car, which in term is expected to improve reliability. • Alexandria S&I shop operations was to be shut down from Memorial Day to Labor Day. During the shutdown period the S&I Shop lighting was upgraded, floor and walls were painted, yard track debris and weeds were cleared, shop aprons were extended, and missing third rail current collector covers were replaced. • The car wash facility is still out of service, as a new safety warning and monitoring system is being installed in the car wash facility. <p>PI Procedures, Special Tools, and Calibration Procedures</p> <ul style="list-style-type: none"> • The Preventative Inspection (PI) shop is working on creating special tools kits (like Shady Grove S&I) for PI operations. CMNT has implemented a management directive to standardize all S&I shops, including PI operations. Some special tools are listed in the PI manuals by name but do not have a part number, which makes them difficult to identify. See attached photo 1. • Special tools are well managed in a single location, marked with a part number, and a calibration date. When special tools need calibration, the PI Supervisor contacts Electronic Laboratories Inc. (ELI) company to pick up the tool, calibrate the tool, and return it to Alexandria with an updated label and a new calibration expiration date. Damaged special tools are sent to Storeroom # 450 for decommissioning. When a special tool is damaged, the PI Supervisor sends email to the superintendent to purchase a replacement tool via a p-card. • CMNT has done away with monthly I-Inspections, and now PI are performed every two months on all the railcars. Inspections are conducted every two months in the following order, A-inspection, B, A, C1, A, B, A, and C2 inspections. <p>Shop Equipment, Hazard, and Safety Observations</p> <ul style="list-style-type: none"> • WMSC inspectors noted at the Alexandria S&I an interim fix has been implemented in railcar open pits to prevent the railing from swinging into the clearance envelop of the railcar. Some open pits railings have unprotected openings with no railing, which creates a fall hazard for personnel. This item is listed as an open CAP TOC-COL-15-003-A, FTA Safety Directive 16-2. See attached photo 2. • WMSC inspector noted a missing car wash access door inside the S&I shop. See attached photo 3. • WMSC inspector noted that railcar side door fall protection was properly installed on all doors. • CMNT is working on implementing a compact fixed scaffolding design like the one installed on the Silver Line S&I Shop. The new design will not go over the roof of the railcars. Alexandria has not received the new scaffolding. See attached photo 4. 			Number of Defects	0
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No



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	<ul style="list-style-type: none"> WMSC noted a safety sign on the wall of the S&I Shop that states "if you see a hazard report it". This is a good initiative to promote transparency and safety management systems (SMS) philosophy. <p>Railcar Equipment</p> <ul style="list-style-type: none"> <i>WMSC inspector noted that a 2K3K bulkhead door on railcar 3055 was getting stuck. The door was rubbing against the threshold plate. See attached photo 5. This defect can have safety implications – this needs to be resolved. This door is an exit door for this train car, in the event of emergencies. This issue will be brought up at the WMSC/ CMNT/ CENV Monthly meeting.</i> <i>WMSC inspector noted that 7K railcar wheels are getting out of round every two months. Wheels on railcar 7655 were in the process of being cut. See attached photo 6. This issue will be brought up at the WMSC/ CMNT/ CENV Monthly meeting.</i> Railcar collector shoe height and air bag/platform height are checked every two months. WMSC inspector provided an out-briefing to the Assistant Superintendent. 		
Remedial Action	N/A		
Effective Practices	<p>Effective Practices</p> <ul style="list-style-type: none"> Railcars were properly chocked and secured. Special tools are well managed in a single location, marked with a part number, and a calibration date. When the special tools need calibration, the PI Supervisor contacts the Electronic Laboratories Inc. (ELI) company to pick up the tool, they will calibrate the tool, and return it to Alexandria with an updated label and a new calibration date. Damaged special tools are sent to Storeroom # 450 for decommissioning. 		

Photos:



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Photo 1 – Some special tools are listed in the PI manuals but do not have a WMATA part number

WMATA Reference Number	Description
	AAR Narrow Flange Steel Wheel Gauge
	Torque Wrench
WDE000634	Calibrated Back-to-Back Gauge
WDE000548	Brake Pad Thickness Go/No-Go Gauge
	Pin Gauge Set
	Calipers
WDX000295	Pl Tape
	Shoe Height Tool - 3.75"
	Stopwatch
	0.005 in Feeler Gauge
	Straight Edge
	Dial Indicator
O.B. Tool No. 1F437Z	Coupler Hook Buff and Pull Go Gauge
O.B. Tool No. 1F438Z	Coupler Hook Buff and Pull No-Go Gauge
WDE000620	Coupler Hook "No-Go" Gauge
WDE000555	Throat Opening No-Go Gauge
WDE000552	Guide Pin Go/No-Go Gauges
WDE000695	Coupler Hook Extension Tool
	Calibrated Spring Scale (50 lbs range) for use with WDE000695
McMaster-Carr 2413T42	Plastic Graduated Cylinder, 8.5 oz. Capacity, 1/2 oz. marks

ABBREVIATIONS AND ACRONYMS	
AAR	Association of American Railroads
AIR COMP	Air Compressor
ASU	Air Compressor
AWC	Air Compressor

Photo 2 –Some open pits railings have unprotected openings





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Photo 3 – Missing car wash access door inside the S&I shop

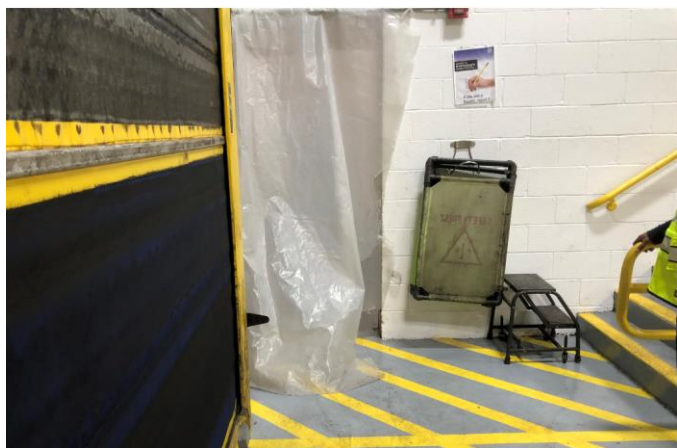


Photo 4 – Scaffolding is needed to reach railcar roof mounted equipment





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Photo 5 – Bulkhead door was rubbing against the threshold plate





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Photo 6 – Wheels on railcar 7655 were in the process of being cut



¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature Manuel Lopez		Date 11/21/2019
Inspector in Charge – Name Manuel Lopez	Inspection Team Manuel Lopez	