



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200116-WMSC-MAL-1		
	2020	01	16				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CTEM	Sub- Department	Branch Ave Shop
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
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Inspection Location	Branch Avenue CTEM Shop - Railyard F99 5700 Capital Gateway Drive Camp Springs, MD 20746						

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)	F99	Track Number	N/A	Chain Marker and/or Station(s)	From			To			
					N/A			N/A			



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Vehicles	Head Car Number	Number of Cars	Equipment	N/A		
	N/A	N/A				
Description	<p>WMSC Inspector conducted a Rules Compliance observation at the Branch Avenue Car Track Equipment Maintenance (CTEM) Shop. The inspector observed activities at the CTEM Shop for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), including Preventive Maintenance Instructions (PMI) activities, special tools, and calibration procedures. WMSC inspector observed status of Corrective Action Plans (CAPs). Received good support from CTEM's staff. The following observations were noted:</p> <p>CTEM Shop Observation Met with the Superintendent, Assistant Superintendent, Supervisor, Lead Man, and CENV engineer. Branch Avenue is one of four shops that performs equipment PMIs as well as Corrective Measures (CM), and Engineering Modification Instructions (EMIs). The other CTEM shops are in Greenbelt, New Carrollton, and Alexandria yards. The shop at Greenbelt takes care of the heavy equipment, the shop at Alexandria takes care of heavy equipment plus flat cars, the shop at New Carrollton takes care of small vehicles plus handheld equipment, and the shop at Branch Avenue takes care of small rail tie equipment.</p> <p>Specific Information</p> <ul style="list-style-type: none"> • CTEM's personnel requested a copy of WMSC's checklist for CTEM and CMNT equipment, shop, and yard inspections. Provided a copy of the checklists and stated that these checklists were created based on information from previous observations. The following issues were noted. • <i>TRST's department does not bring CTEM equipment back for scheduled Periodic Inspections, when maintenance is due. Many required Periodic Inspections for CTEM equipment are overdue. CTEM sends out daily reports of overdue Periodic Inspections to stake holders.</i> • <i>CTEM personnel stated that comments provided on Periodic Inspections Manuals are not being incorporated. PI manuals are not being kept up to date. LTK consultants are responsible for creating and updating PI manuals for new and existing CTEM equipment. This issue will be brought up at the next CTEM monthly meeting.</i> • <i>CTEM would like to get involved in the creation and review of CMNT SOPs before they are published. Many CMNT SOPs created for railcars also cover CTEM equipment. CTEM's department falls under CMNT's department. This issue will be brought up at the next monthly meeting.</i> • <i>TRST's department equipment operators are not completing equipment deficiency forms properly. CTEM stated that TRST's personnel bring back damaged equipment with no information of a problem. Lack of problems reporting can result in previous problems not getting corrected prior to use. See Attachment 1.</i> • <i>Roof leaks from the skylight. The CTEM shop floor needs to be mopped during rainy days.</i> • CTEM's staff holds Safety Committee meetings the second Wednesday of every month at selected shop locations. • The Branch Avenue CTEM shop facility has been certified for hot works operation by WMATA's hygiene and the Fire Marshal departments. • Fire extinguishers are inspected each month. • <i>Flammable storage cabinets included both NFPA 704 hazard classification labels, but they are missing some individual material labels for proper storage and separation.</i> • PMIs are conducted on the average every 90 days on each equipment. Each PMI takes approximately three days to complete. CTEM publishes daily preventive maintenance status reports, which states the name of the equipment, type, shop location, and when an equipment is due for preventive maintenance. 				Number of Defects	0
					Recommended Finding?	No
					Remedial Action Required?	No
					Recommended Reinspection?	No



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	<ul style="list-style-type: none"> • CTEM management is implementing a new initiative to install transponders in all CTEM equipment so that each equipment can be easily located anywhere within 100 feet on the mainline, especially if the equipment breaks down. • The lighting at CTEM shop was recently upgraded with LED lights. <i>The lighting inside the open pit is poor and needs to be upgraded. This lighting issue will be brought up at the next WMSC/CTEM monthly meeting.</i> • <i>The lighting outside on the concrete apron is poor and needs to be upgraded. CTEM preforms extensive Periodic Inspections outside on the concrete apron. This issue will be brought up at the next WMSC/CTEM monthly meeting.</i> • CTEM personnel are certified to operate CTEM equipment, but only within the yard limits (not on the mainline). The CTEM operator's license needs to be renewed once a year. • Received good cooperation from CTEM. 		
Remedial Action	N/A		
Effective Practices	<p>Effective Practices</p> <p>CTEM management is implementing a new initiative to install transponders in all CTEM equipment so that each equipment can be easily located anywhere within 100 feet on the mainline, especially if it breaks down.</p> <p>CTEM personnel uses part of the day on Fridays as a day to clean up the yard from debris, trash, and weeds.</p> <p>Received good support from CTEM's staff.</p>		

Photos:



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Attachment 1 – Class 2 Rail Vehicle Deficiency Report

*MAINLINE DEFICIENCY REPORT
NEEDS TO BE FILLED-OUT BY TEST EQUIPMENT OPERATOR.*

Class 2 Rail Vehicle Deficiency Report

Scan this QR code to email
CTEMReporting@wmata.com
 Click Here to Submit to
CTEMReporting@wmata.com



Name & ID # of Equipment: _____	
Operator Name: _____ ID: _____	Failure Date: _____ Time: _____
Location of Equipment: _____ Location Failure Occurred: _____	
Area of Deficiency	Explanation of Deficiency
<small>Check the applicable box below that relates to the deficiency</small>	<small>Write a detailed explanation below about the deficiency and events surrounding it</small>
ENGINE Leaks, loss of power, other	
COOLING SYSTEM Radiator, hoses, cylinders, leaks, other	
HYDRAULIC SYSTEM Pumps, hoses, cylinders, leaks, other	
ELECTRICAL SYSTEM Generator, starter, lights, charging, others	
BRAKE SYSTEM Not working, leaking, shoes, needs adjusting, other	
TRANSMISSION Slipping, not shifting, leaking, other	
CAB & BODY Doors, windows, controls, worn or broken parts	
SPECIAL EQUIPMENT Generators, compressors, booms, attachments	
SAFETY ITEMS Railings, steps, lights, walk area, other	
OTHER:	
Name of Mechanic Notified _____ Call # _____	Report Delivered - Date: _____ Time: _____
<small>Deliver this report to any CTEM office immediately after returning to the yard or submit the report to CTEMReporting@wmata.com</small>	

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

Inspector in Charge - Signature		Date
		01/16/2020
Inspector in Charge – Name	Inspection Team	
Manuel Lopez	Manuel Lopez	