



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

### Agency/Department Information

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20200123-WMATA-LBW-1		
	2020	01	23				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	CMNT	<b>Sub-Department</b>	S&I
<b>Rail Agency Department Contact Information</b>	<b>Name</b>		<b>Email</b>		<b>Office Phone</b>		<b>Mobile Phone</b>
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
<b>Inspection Location</b>	Brentwood Yard S&I Facility						

### Inspection Summary

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

### Activity Summaries

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Service & Inspection – Brentwood Yard				<b>Activity Code</b>	VM	GEN	OBS	
<b>Job Briefing Employee Name/Title</b>	Ryan Fortune Superintendent S&I		<b>Accompanied Inspector?</b>	NA	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	0800	<b>Outside Shift</b>	NO	
<b>Related Reports</b>	N/A		<b>Related CAPS / Findings</b>								
<b>Related Rules, SOPs, Standards, or Other</b>	<b>Ref</b>		<b>Rule or SOP</b>		<b>Standard</b>		<b>Other / Title</b>		<b>Checklist Reference</b>		
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
					X						
<b>Line(s)</b>	<b>Track Number</b>		<b>Chain Marker and/or Station(s)</b>		<b>From</b>			<b>To</b>			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
<b>Description</b>	The WMSC Inspectors attended a pre-inspection briefing held by Superintendent [REDACTED] with Assistant Superintendent [REDACTED] and Assistant Superintendent [REDACTED] in attendance. The scope of the Brentwood inspection was an inspection of Railcar shop lifts, operational procedures, securement of railcars, bulkhead doors, CMNT wheel lathe personnel, inter-car barriers, 7k scaffolding, eye wash inspection, rail car pit barriers, trip hazards, grounding cable inspection,							<b>Number of Defects</b>		2	
								<b>Recommended Finding?</b>		No	
								<b>Remedial Action Required?</b>		No	
								<b>Recommended Reinspection?</b>		No	



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

lighting requirements, PPE usage, blue flag protection, hazard material storage and general area inspection. An out briefing was also conducted with the above mention WMATA staff. A job safety briefing was conducted at 0826hrs in the S&I office where the WMSC inspectors signed the logbook and had their PPE verified. The WMATA escort provided for the inspection was assistant superintendent [REDACTED].

The WMSC team inspected the three stations currently being utilized to perform SMS on the 6000 series and 3000 series rail cars.

- Station one focus is the interior (seats, master controller, door seals)
- Station two focus is undercar replacement (friction brake package, propulsion, draw bars and coupler assemblies)
- Station three focus is HVAC overhaul and doors

The SMS rehabilitation requires 10 days to complete all three stations. WMATA is currently completing 10 SMS overhauls per month on the 6000 series and 8 overhauls per month on the 3000 series.

Cars 6108-9 were located at station two on the 13-north track. At the time of the inspection this vehicle was undergoing a coupler replacement, and the WMSC inspector did not enter either cars.

Three axels were chocked with warning flags located at two of the three chocked locations. Track 13 was blue flagged outside of the shop door.



Cars 3122-3 were located at station one on the 9-north track. At the time of inspection there was no active work being performed. On rail car 3123, the bulkhead door was inspected and an issue with the door seal was found and discussed with the WMATA escort. One axel was chalked with a warning flag present and track nine was blue flagged.



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission



Cars 6104-5 were located at station number three on the 9-middle track. At the time of inspection WMATA personnel were observed working on the HVAC and door switched. Employees observed in the working area were all utilizing the required PPE. Employee blue cards were located on the exterior bulkhead doors, and the vehicle was chalked with a warning flag present.

The SMS manuals for the 6000 and 3000 series cars were present and reviewed. The tool calibration book was reviewed, and all tools were found to be in calibration with no outstanding items. There were no tripping hazards identified, and all employees observed were wearing the required PPE for the job tasks being performed.



During the inspection of the Hot Works area, all equipment and fire extinguishers were inspected. During this inspection, one defect was identified. Asset #862379 was observed ready to use with an extinguisher due for inspection. This was immediately discussed with Brent Wade the employee responsible for tool calibration and during the exit briefing with management.





During the inspection of the eye wash stations, all stations inspected were found to be complying with expiration dates. During the inspection of the hazard material storage, combustibles and flammables items were stored in the same cabinet. Although there are separate cabinets for each, they were improperly stored together. This was



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

	<p>immediately brought to the attention of the WMSC inspector escort and discussed in the exit briefing.</p> <div style="display: flex; justify-content: space-around;">   </div>	
<b>Remedial Action</b>	N/A	

<sup>1</sup> 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.

<b>Inspector in Charge – Signature</b>		<b>Date</b> 01/24/20
<b>Inspector in Charge – Name</b> Manuel Lopez	<b>Inspection Team</b> Bruce Walker, Manuel Lopez	