



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200205-WMSC-MAL-2		
	2020	02	05				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CMNT	Sub- Department	Greenbelt S&I Shop
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
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Inspection Location	Greenbelt S&I Shop - Railyard E99 5801 Sunnyside Ave, College Park, MD 20740						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	5					
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	08:00-11:30	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									
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									X
Line(s)	E99	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 Greenbelt S&I Shop. The inspectors observed activities at the S&I Shop for compliance with Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as equipment maintenance activities, special tools, and documentation. WMSC inspectors observed status of Corrective Action Plans (CAPs).</p> <p>General Information:</p> <ul style="list-style-type: none"> • WMSC's team met with Greenbelt's Assistant Superintendent, PI Supervisor, and Inspection Office Supervisor. • WMSC inspectors provided a pre-briefing and an out-briefing to the S&I Assistant Superintendent. • Inspection Office Supervisor provided a job safety briefing. • Good accomplishment. The S&I shop conducts safety inspections of their facility every morning. The MRO Assistant superintendent provided a sample of a completed Daily Shop Safety Inspection & Housekeeping Checklist. <p>Shop Equipment, Hazard, and Safety Observations</p> <ul style="list-style-type: none"> • Received good support at the Greenbelt S&I Shop. Observed a professional conduct between supervisors and mechanics. • The following observation were noted. • Railcars were properly choked, the orange tag was properly displayed, and blue flag protection implemented. • The S&I Shop does not have a scaffolding structure to reach 7K roof mounted HVAC units. HVAC PI work is being bypassed at the Greenbelt S&I Shop due to the lack of access to roof mounted equipment. See attached photo 1. <p>Railcar Equipment</p> <ul style="list-style-type: none"> • Noted that the truck center pin liner on 7K series railcars is sliding out of place or pulling out from its original location. This is a critical item since this component is associated with the rotation of the truck. This issue may be related to the Lower frequency grinding/scraping noise issue onboard 7K railcars. This issue is being investigated by engineering. See attached photo 2. • New inter-car barriers are shorter than the originals, which makes them difficult to engage or disengage during installation. During the visit it was observed that inter-car barriers were in the stowed position, but they were not engaged. See attached photo 3. • The original inter-car barriers are showing signs of excessive wear at the connection link. See attached photo 4. <p>Maintenance Procedures, Special Tools and Documentation</p> <ul style="list-style-type: none"> • PI supervisor stated they have incomplete sets of special tools to perform PI operation. One special tool was overdue for calibration. Greenbelt PI shop is working on creating PI kits, but they are missing some special tools. See attached photo 5 			Number of Defects	5
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No
Remedial Action	N/A				
Effective Practices	<p>Effective Practices</p> <ul style="list-style-type: none"> • Observed a professional conduct between supervisors and mechanics. • Railcars were properly choked, the orange tag was properly displayed, and blue flag protection implemented. 				



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Photos:

Photo 1 – The S&I Shop does not have a scaffolding structure to reach 7K roof mounted HVAC units

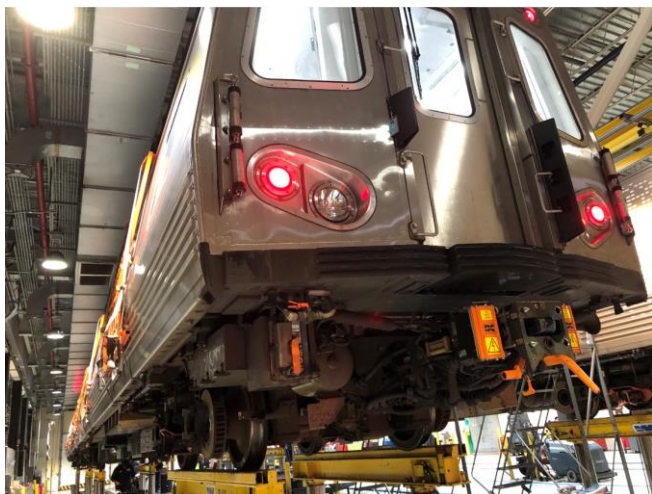


Photo 2 – The truck center pin liner on 7K series railcars is pulling out from its original location





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Photo 3 - Inter-car barriers were in the stowed position, but they were not engaged



Photo 4 – The original inter-car barriers are showing signs of excessive wear at the connection link





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Photo 5 – Special tool was overdue for calibration



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
		02/5/2020
Inspector in Charge – Name	Inspection Team	
Manuel Lopez	Manuel Lopez and Tino Sahoo	