



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200227-WMSC-MAL-1		
	2020	02	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CTEM	Sub- Department	Greenbelt Yard
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
	[REDACTED]		[REDACTED]	[REDACTED]		[REDACTED]	
Inspection Location	Greenbelt CTEM 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)	4					
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	08:30-11:00	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)	E99	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 Greenbelt CTEM Shop, Yard, and equipment at Greenbelt. The inspector observed activities at the CTEM Shop for compliance with the Metrorail Safety Rules and Procedures Handbook (MSRPH), including Periodic Inspections (PI) 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>General Information</p> <ul style="list-style-type: none"> Met with the CTEM Assistant Superintendent, CTEM Supervisor, and CTEM Project Coordinator. Received good support from CTEM's Staff. Met with Gary Mitchell (Assistant Superintendent), Mark Reed (Supervisor), and Tony Locastro (CTEM project coordinator). The following issues were noted. CTEM indicated that their relationship with their customer (TRST) has greatly improved over the last few weeks. There a lot of collaboration between the two departments. The POC for TRST is Joe Fowler and the POC for CTEM is Tony Locastro. CTEM does not maintain Hi-rail vehicles. Currently Hi-rail vehicles are maintained by WMATA's truck shops. CTEM supports the effort to retrieve these vehicles from the mainline and take then to the corresponding truck shops for maintenance or repairs. CTEM also supports the effort to re-railing the vehicles back on track. There is currently a draft SOP in John Doherty's desk, awaiting approval, to change the way Hi-rail vehicles are going to be managed in the future. Hi-rail vehicles responsibilities may be transferring from TRST to CTEM engineering. An SOP was written with the collaboration between TRST engineering and CTEM engineering departments to change responsibilities. WMSC would request a copy of this SOP from WMATA. <i>TGV is still out of service from the collision with flat cars on Feb 12, 2020. WMATA's Safety Department has a safety hold on the TGV. The TGV has not been released back to CTEM to perform the necessary repairs.</i> <i>The three flat cars that were involved in the collision with the TGV were out of service, two were released back in service, and the third is still being worked on.</i> On a positive note. CTEM stated that WMSC gets a lot of leverage from WMATA's management to address our findings. Deficiencies identified by WMSC receive a high priority. <i>TRST equipment operators are required to fill out deficiency reports after use of track equipment. These reports are used by CTEM to perform the necessary repairs prior to the next use. CTEM stated that they get back only 50% of the required deficiencies reports. This creates a safety concern since unrepaired equipment may be going back to track maintenance for use. See Attachment 1.</i> <p>PI Procedures, Special Tools and Calibration Procedures</p> <ul style="list-style-type: none"> PMI are conducted on each equipment every 90 days on the average. Each PMI takes approximately three days to complete. CTEM publishes a maintenance status report every day, which states the name of the equipment, the number, shop location, and when the equipment is due for maintenance. <i>Track equipment used on the mainline are not brought back, on a timely basis, for the required preventive maintenance. See Attachment 2.</i> From a previous Inspection Report. The lighting at the CTEM shop in Greenbelt was recently upgraded with LED lights. <i>The lighting inside the open pit is poor and needs to be upgraded.</i> 			Number of Defects	4
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No



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	<ul style="list-style-type: none"> CTEM personnel are certified to operated CTEM equipment, but only within the yard limits (not on the mainline). The CTEM operator's license needs to be renewed once a year. From a previous Inspection Report. <i>CTEM has several permanently installed grinders, sanders, and power washer equipment on the concrete shop pavement, without an electrical connection. This deficiency requires that they run extension cords from outlets through the shop floor to the equipment location, thus creating trip hazards. CTEM has contacted PLANT to provide the required electrical connections but they have not received any support.</i> CTEM is involved in the procurement of two Vacuum trucks and six locomotives to haul the vacuum trucks for TRST. <p>CTEM Equipment</p> <ul style="list-style-type: none"> From a previous Inspection Report. CTEM management is implementing a new initiative to install transponders in all CTEM equipment so that each equipment can be easily located anywhere on the mainline, especially if it breaks down. 		
Remedial Action	N/A		
Effective Practices	<p>Effective Practices</p> <ul style="list-style-type: none"> CTEM indicated that their relationship with their customer (TRST) has greatly improved over the last few weeks. CTEM personnel uses part of the day on Fridays as a day to clean up the yard from debris, trash, and weeds. Received good support from CTEM's staff. 		

Photos:



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Attachment 1 – Class 2 Rail Vehicle Deficiency Report

Reporting Roadway Maintenance Machine Deficiencies

Attachment A: How to Fill Out Equipment Deficiency Report

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: 1

Operator Name: 2 ID: _____ Failure Date: 3 Time: _____

Location of Equipment: 4 Location Failure Occurred: 5

6 Area of Deficiency	Explanation of Deficiency
ENGINE	Write a detailed description of the deficiency and system not working in
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	
Controls, compressors, booms, attachments	
SAFETY ITEMS	
Stairways, steps, lights, walk areas, other	
OTHER:	

Name of Mechanic Notified: 8 Call # _____ Report Delivered - Date: 9 Time: _____

Deliver this report to any CTEM office immediately after returning to the yard or submit the report to CTEMReporting@wmata.com

Always Check Source Document for Current Revision.

1. The name and ID number of all equipment involved in the deficiency. Example: Prime Mover PM55 and Flat car F502 (all Class 2 Rail Vehicle's).
2. Operator's real name as it appears on their WMATA ID and WMATA ID number.
3. The date and time that the deficiency was observed or discovered.
4. Location the equipment is or shall be laid up at once the job is complete. Example: E99 Greenbelt yard.
5. Location the equipment was when the deficiency was observed. If this is the same as 4 leave blank. Example: Worksite E06
6. Check the block that corresponds to the area the deficiency is in.
7. Write a detailed description of the deficiency. Example: "A9 brakes shall not release intermittently and take a long time to apply".
8. Name and call number of the mechanic that responded or was notified
9. Time and date that this report was delivered.

NOTE: Once the report is completed deliver it to any CTEM office immediately after returning to the yard or send it to CTEMReporting@wmata.com.

SOP 4.03, Rev. 1.0 Updated to Documentum on 11/16/2020
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Attachment 2 – Car Track Equipment Maintenance Status Report

2/27/2020

CAR TRACK EQUIPMENT MAINTENANCE STATUS REPORT

WARNING!! SINGLE AXLE ROPS AND HYDRAULIC VEHICLES ARE RESTRICTED TO 15 MPH

Scan this QR code to email Remedial Deficiency Report
If you are viewing this electronically, click here to access the Equipment Deficiency report.

OUT OF SERVICE - HEAVY EQUIPMENT

EQUIPMENT	NUM	COO	YARD	FAILURE / REMARKS	STATUS	EDC
TIE CRANE	TC05	02/10	?	OVERDUE FOR PM THIS UNIT IS UNSAFE FOR WORK	SEE TRANSPORT	TBD
SPIKE DRIVER	NSD01	12/14	?	OVERDUE FOR PM THIS UNIT IS UNSAFE FOR WORK	SEE TRANSPORT	TBD
SPOT TAMPER	ST03	01/30	ALX	REPAIRS / LEFT OUTER WORK HEAD REPAIRS	AWP	03/20
EXCAVATOR	EX01	02/21	BA	PM1 REPAIRS	IN WORK	02/28
SWINGMASTER	SM02	01/14	GBT	HYDRAULIC REPAIRS / DRIVE AXLE REPAIRS	AWP	TBD
PRIME MOVER	PM01	02/24	GBT	PM1 REPAIRS / SHIRT COIL UPGRADE	IN WORK	03/28
TAMPER	TM05	02/21	GBT	LIFT SYSTEM REPAIRS	IN WORK	02/28
TIE CRANE	TC04	11/24	NC	ENGINE COVER MODIFICATION	IN WORK	03/06
TAMPER	TM04	10/23	NC	WORK HEAD REPAIRS	AWP	04/28
GRUMLEY VEHICLE	GV01	02/12	NC	SAFE HOLD	IN WORK	TBD
PETTBONE	PM13	02/25	NC	PM1 REPAIRS	IN WORK	03/02
SWINGMASTER	SM01	02/25	NC	PM1 REPAIRS	IN WORK	03/02

OUT OF SERVICE FLATCARS

EQUIPMENT	NUM	COO	YARD	FAILURE / REMARKS	STATUS	EDC
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2/27/20

EQUIPMENT	NUM	COO	YARD	FAILURE / REMARKS	STATUS	EDC
FLAT CAR	F503	02/26	ALX	BRAKE VALVE REPLACEMENT / TESTING	IN WORK	02/27
FLAT CAR	F608	01/06	NC	COUPLER REPAIRS / REDUCER / BRAKE REPAIRS	IN WORK	02/28
FLAT CAR	F510	02/11	NC	REDUCER	IN WORK	02/27
FLAT CAR	F502	02/12	NC	POST INSPECTION / SAFE HOLD	IN WORK	TBD
FLAT CAR	F514	02/12	NC	POST INSPECTION / SAFE HOLD	IN WORK	TBD
FLAT CAR	F520	02/12	NC	POST INSPECTION / SAFE HOLD	IN WORK	TBD

IN SERVICE WITH RESTRICTIONS

EQUIPMENT	NUM	YARD	RESTRICTIONS
JET ROOBER	JR02	NC	HYDRAULIC GAGE LINE REPLACEMENT (PART HAS BEEN ORDERED)

2-27-20

6:00 PM TRUCK DEPT
1-00000 42714

TRANSPORT FOR REPAIRS / PREVENTIVE MAINTENANCE INSPECTION

EQUIPMENT	NUM	REQUEST DATE	FROM	TO	REQUIRED MAINTENANCE ACTION
SWINGMASTER	SM03	02/25	?	BA	PM1 DUE 03/09
WHEEL LOADER	WL02	02/25	?	BA	PM1 DUE 03/04
BALLAST REG	BR04	02/25	?	BA	PM1 DUE 03/03
TIE CRANE	TC05	01/21	WFC	BA	PM1 DUE 03/05 OVERDUE TRANSPORT ONLY
SPIKE DRIVER	NSD01	12/03	SG	BA	PM1 DUE 12/11 OVERDUE TRANSPORT ONLY
PRIME MOVER	PM30	02/18	?	ALX	PM1 DUE 03/02
PRIME MOVER	PM19	02/18	?	ALX	PM1 DUE 03/06
PRIME MOVER	PM55	02/24	?	ALX	PM1 DUE 03/09
PETTBONE	PM14	02/24	?	ALX	PM1 DUE 03/11
FLATCAR	F525	06/13	WFC	NC	REPLACE DECK BOARDS
FLATCAR	F407	01/27	SG	NC	REPLACE DECK BOARDS
FLATCAR	F406	10/23	BNW	NC	REPLACE DECK BOARDS
FLATCAR	F501	11/22	BA	NC	REPLACE DECK BOARDS
FLATCAR	F505	12/12	BNW	NC	REPLACE DECK BOARDS
FLATCAR	F503	12/27	GB	NC	REPLACE DECK BOARDS
PRIME MOVER	PM643	02/24	?	NC	PM1 DUE 03/02
PRIME MOVER	PM58	02/24	?	GBT	PM1 DUE 03/02
SWINGMASTER	SM04	02/24	?	GBT	PM1 DUE 03/02

Location is unknown

ALX 02/26 BA 02/24 NC 02/26 GBT 02/28

ITEM PHONE

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
		02/27/2020
Inspector in Charge - Name	Inspection Team	
Manuel Lopez	Manuel Lopez and JeMayne Walker	