



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200304-WMSC-MAL-1		
	2020	03	04				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CMNT	Sub- Department	New Carrollton Yard
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
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	██████████		██████████		██████████		██████████
Inspection Location	New Carrollton S & I Shop - Railyard D99 4300 Garden City Dr Hyattsville, MD 20785						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	VM-WI-PI					
Inspection Units	1					
Inspection Subunits	1					
Defects (Number)	8					
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										
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									X
Line(s)	D99	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 Inspector conducted a rules compliance observation at the New Carrollton S&I Shop, and Yard Facilities. The inspector 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 inspector observed status of Corrective Action Plans (CAPs).</p> <p>General Information:</p> <ul style="list-style-type: none"> • The inspection of the New Carrollton S&I Shop observation went well and received good cooperation from WMATA. The following observations were noted. • Observed very professional attitude between the supervisors and mechanics. • WMSC inspector met with New Carrollton's Assistant Superintendent, PI Supervisor, and CMNT Safety Coordinator. • WMSC inspectors provided a pre-briefing and an out-briefing to the Assistant Superintendent. • Good accomplishment. CMNT has started a collaboration program with CENV engineering, where CENV engineers are required to go to their assigned S&I shops for two days per week to deal with engineering issues. Two CENV engineers were assigned to New Carrollton. • Good accomplishment. CMNT's implemented a new compact fixed scaffolding structure to reach railcars roof mounted equipment. <i>See attached Photo 1.</i> <p>Shop Equipment, Hazard, and Safety Observations</p> <ul style="list-style-type: none"> • Railcars were properly choked, the orange tag was properly displayed, and blue flag protection implemented. • Hazardous materials inside storage cabinets did not have individual material labels for proper storage and separation. • WMATA is working to resolve a previous WMSC finding which states "There is poor lighting inside the S&I Shop". The lighting system inside the New Carrollton's S&I Shop was upgraded with new LED lights. The new LED lights are flickering (it looks almost like a light show throughout the ceiling). I have not seen this issue in any of the other shops. CMNT has opened a Work Order to get this issue resolved. See attached Photo 2. • The Safety Coordinator stated that he is working on getting a map created to locate fire extinguishers within S&I Shops. <p>Railcar Equipment</p> <ul style="list-style-type: none"> • Railcar 3226 F-end bulkhead door is getting stuck. • Car wash facility at New Carrollton has not been operational for years, due to City restrictions on the use of chemicals. • 7K doors have mixed Metric with English fasteners. Some fasteners are getting stripped. • The S&I Shop exit signs are not illuminating. The Assistant superintendent stated that he has opened Work Order ticket to get the exit signs repaired. • Some third rail covers were missing. CMNT has a Work Order ticket open to replace third rail covers throughout the S&I shops. See attached Photo 3. • Grounds Maintenance and Custodial Services Branch (GMAC) is responsible for general debris cleaning in the yard. • CENV was in the yard conducting testing on a new ATO Precision Stopping Software for 6K railcars. CENV is working on getting ready for WMATA to move into ATO Operations. • CENV was also conducting testing of the new Stop and Proceed software for 6K railcars. 			Number of Defects	8
				Recommended Finding?	No
				Remedial Action Required?	No
				Recommended Reinspection?	No



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	<ul style="list-style-type: none"> • <i>Previously reported. Noted that the truck center pin liner on 7K series railcar 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 x.</i> • <i>Previously reported. The original inter-car barriers are showing signs of excessive wear at the connection link. See attached Photo 4.</i> <p>Maintenance Procedures, Special Tools and Documentation</p> <ul style="list-style-type: none"> • New Carrollton handles 2K, 3K and 7K railcars. • <i>The 7K PI team is requesting more detailed documentation to perform Periodic Inspections (PI) on 7K railcars (the PI Team would like procedures with details like the legacy fleet). Currently the PI documentation from Kawasaki is vague and is missing many steps, which prevent PI functions from being performed. The PI team has already met with the 7K program and provided their comments.</i> • <i>The 7K PI team is missing some special tools. New Carrollton is working on creating kits for special tools. Brand Loney oversees this initiative for all the S&I Shops.</i> • Good initiative. The 7K side door threshold plate has drainage holes for rocks brought in by passengers. Rocks in the side door threshold plate causes the doors to get stuck and malfunction on the legacy fleet 		
Remedial Action	N/A		
Effective Practices	<p>Effective Practices</p> <ul style="list-style-type: none"> • The inspection of the New Carrollton S&I Shop observation went well and received good cooperation from WMATA. • Observed very professional attitude between the Assistant Superintendent, Supervisors, and Mechanics. • Good initiative. The 7K side door threshold plate has drainage holes for rocks brought in by passengers. Rocks in the side door threshold plate causes the doors to get stuck and malfunction on the legacy fleet. • Railcars were properly choked, the orange tag was properly displayed, and blue flag protection implemented. 		

Photos:



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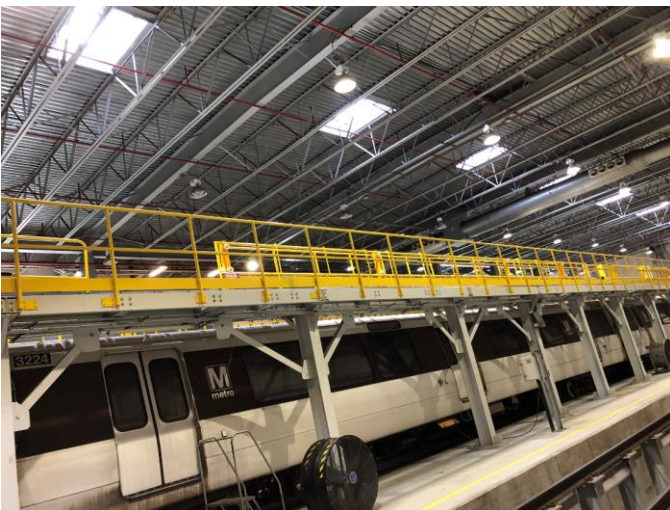
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Photo 1 – New compact fixed scaffolding structure to reach railcars roof mounted equipment



Photo 2 – The new LED lights inside the S&I Shop are flickering





Inspection Form

Form WMSC-IR-1

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Photo 3 – Some third rail covers were missing



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



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
		03/04/2020
Inspector in Charge – Name	Inspection Team	
Manuel Lopez	Manuel Lopez	