



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200427-WMATA-LBW-1		
	2020	04	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Operations	Sub-Department	Vehicles
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	██████████ ██████████ ██████████		██████████ ██████████ ██████████	██████████ ██████████		██████████ ██████████	
Inspection Location	Brentwood Yard – Storage Tracks						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-GEN-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	1					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Storing Class I Vehicles – Brentwood Yard				Activity Code	RTRA	GEN	OBS	
Job Briefing Employee Name/Title	NA		Accompanied Inspector?	NA	Out Brief Conducted	NA	Time	1100	Outside Shift	NO	
Related Reports	N/A		Related CAPS / Findings		FTA-VSC-16-001 (Closed)						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
			OR-3.126								
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									
Line(s)	B-99	Track Number		Chain Marker and/or Station(s)			From		To		
Vehicles	Head Car Number		Number of Cars		Equipment						



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

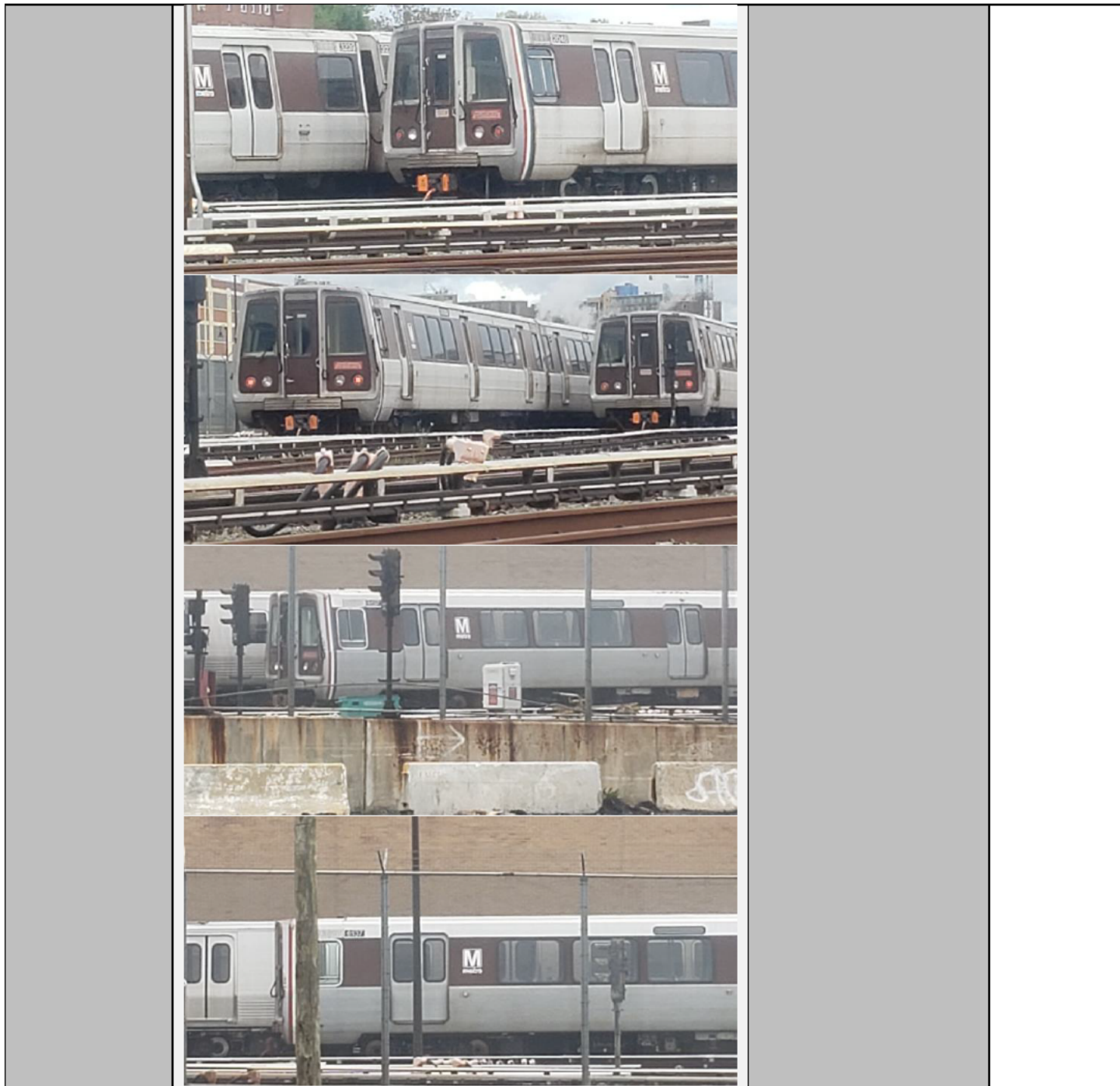
Description	<p>The WMSC Inspector conducted an inspection of the Brentwood Yard Storage tracks. Due to COVID-19 and social distancing, the inspection was completed without entering the yard tracks or boarding any rail vehicles, and without interacting with any Metrorail personnel. As such, no safety briefing was conducted with Metrorail personnel. The scope of the Brentwood Yard inspection was proper securement of 2000, 3000 and 6000 series rail vehicles that are not being utilized due to a reduction in revenue service. Metrorail is currently operating only 7000 series rail cars during the COVID-19 service reduction. All other Class I vehicles should be stored in compliance with Operating Rule 3.126. During this inspection, the inspector observed 4 different Brentwood storage tracks and 5 different consists.</p> <p>The Federal Transit Administration (FTA) previously conducted an investigation into rail vehicle securement practices at the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system. That investigation resulted in both findings and required actions. The findings and required actions were intended to prevent unintended train movement.</p> <p>FTA Finding 1: WMATA does not provide redundant protection when securing unattended rail vehicles.</p> <p>WMATA Operating Rule 3.126: <i>When storing [revenue passenger trains], operators shall:</i> <i>a. Secure cars being stored a minimum distance of two (2) feet apart at all storage locations, yards and/or tail tracks;</i> <i>b. Set handbrakes on at least two cars;</i> <i>c. Set a sufficient additional number of handbrakes for the grade on which the cars are being stored;</i> <i>d. Ensure that the cars being stored are not fouling other tracks; and</i> <i>e. If the consist is to be stored for more than 15 days, the consist shall be chocked and blue flagged</i></p> <p>The vehicles that were inspected were being stored a minimum of two feet apart. The inspector did not board any vehicle and was not able to verify that handbrakes were applied. The inspector did observe Metrorail not following 3.126 (e). The inspector observed five (5) different consists and did not see blue flag protection on any of the vehicles stored. The inspector observed the vehicles from different locations and did not see any Class I vehicles chocked as required for long term storage of more than fifteen (15) days.</p> <p>The Inspector recommends reinspection of Brentwood Yard to include boarding vehicles, similar inspection be conducted at other rail storage facilities and a review of yard vehicle storage documentation.</p>	Number of Defects	1
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

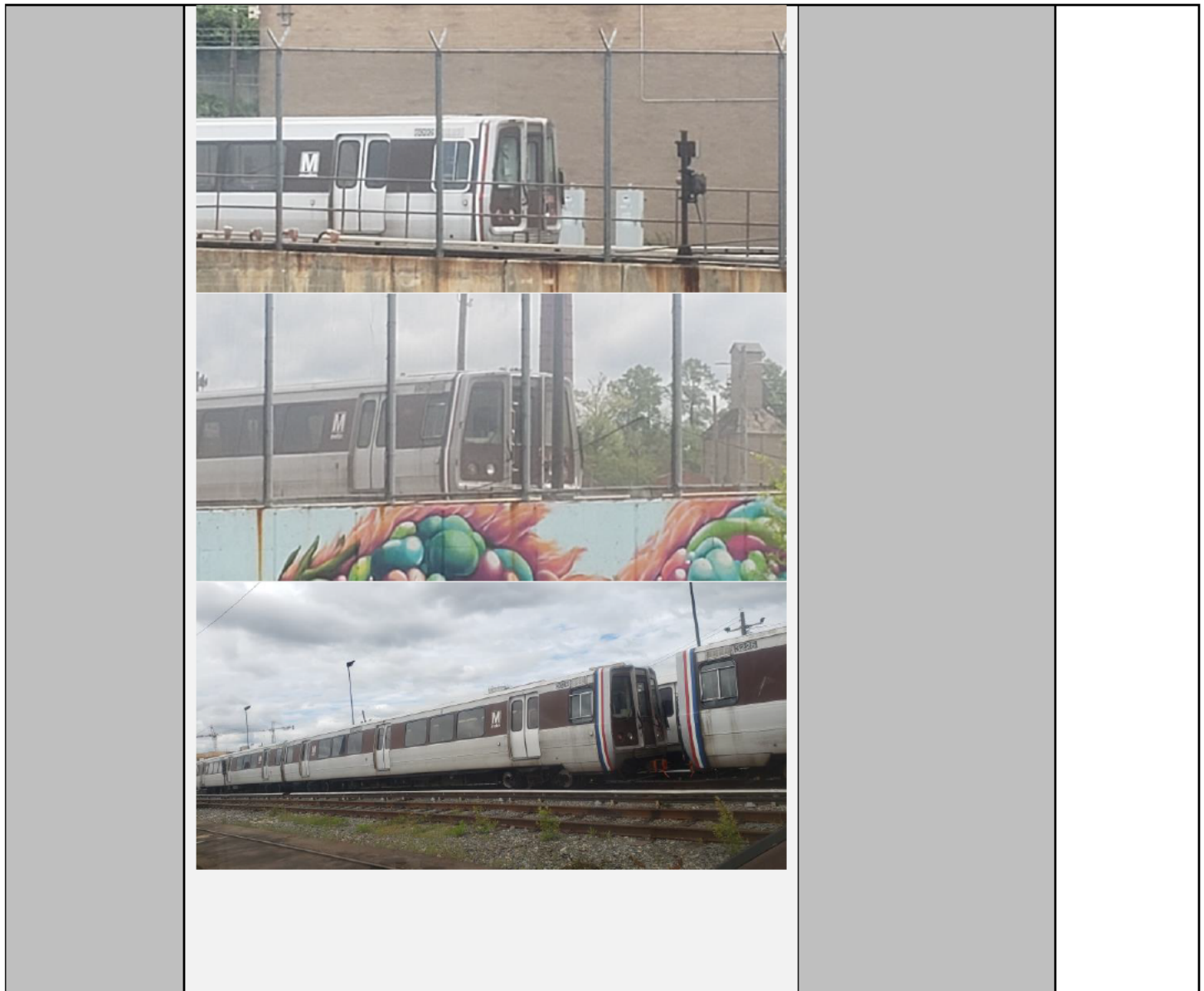




Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission



Remedial Action	N/A
------------------------	-----

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 04/27/20
Inspector in Charge – Name Bruce Walker	Inspection Team Bruce Walker