



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20210128-WMSC-MAL		
	2021	01	28				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	CMNT	Sub-Department	Greenbelt Shops and Yard
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	Greenbelt Shops and Yard - 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	0					
Defects (Number)	0					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspection Subject				Remote inspection			Activity Code		VM	WI	PI
Job Briefing Employee Name/Title	WMATA Inspection			Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	Remote	Outside Shift	No		
Related Reports	N/A			Related CAPS / Findings									
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 Inspector conducted a remote rules compliance inspection of the Greenbelt S&I Shop and Yard. The inspector reviewed several documents from daily activities performed at this facility for compliance with Metrorail Safety Rules and Procedures Handbook (MSRPH), as well as equipment maintenance activities, and documentation.</p> <p>The following documents were reviewed: <u>CMOR Special Inspection on Station Overruns dated 1-26-2021</u></p> <ul style="list-style-type: none"> ○ Reviewed CMOR Special Inspection on Station Overruns and the following information is provided: ○ The Special Inspection properly addresses the requirements by CENV engineering to review the Event Recorder (ER) and Vehicle Diagnostic and Monitoring Systems (VDMS) for the possible cause of the incident, it also requires Car Maintenance to check the brake rates, check the master controller, inspect the wheels for flats, and perform a Daily Inspection of all vehicles in the consist. See Attachment #1. ○ These are good preventive measures. <p><u>CMOR Special Inspection on Customer Tripping and Falling in Class 1 Vehicles dated 1-26-2021</u></p> <ul style="list-style-type: none"> ○ Reviewed CMOR Special Inspection on Station Overruns and the following information is provided: ○ The Special Inspection properly addresses the requirements by CENV engineering to review the Event Recorder (ER) and Vehicle Diagnostic and Monitoring Systems (VDMS) for the possible cause of the incident, it also requires Car Maintenance to check the brake rates, check the master controller, inspect the wheels for flats, inspect the interior of the vehicle for trip hazards, inspect for loose handrails and stanchions, and perform a Daily Inspection of all vehicles in the consist. See Attachment #2. ○ These are good preventive measures. <p><u>CMNT 2-3000/6000/7000 Series Daily Inspection Procedure Revision 5.0 dated 1-12-2021</u></p> <ul style="list-style-type: none"> ○ Reviewed CMNT 2-3000/6000/7000 Series Daily Inspection procedure for railcars and the following information is provided: ○ The Daily Inspection procedure, Section 3.6, Brake Pressure Test was properly revised to incorporate a requirement of not to place the master controller in Coast or Point of Power while performing railcar Daily Inspections for all railcar series. The 7000 series railcars are now included in the caution "Caution: Do not select CST or a "point-of-power" during this procedure." See Attachment #3. ○ This change was instituted following a WMSC investigation into incident number W-0055/E20297 – Improper Operation in New Carrollton Yard on Aug. 11, 2020. <p><u>CMNT Incident and Accident Committee Special Alert dated 12-14-2020</u></p> <ul style="list-style-type: none"> ○ Reviewed CMNT Incident and Accident Committee Special Alert and the following information is provided: ○ The Incident and Accident Committee Special Alert properly notifies all impacted personnel to not place the master controller in Coast or Point of Power while performing railcar Daily Inspections on 7000 series railcars. See Attachment #4. 			Number of Defects	0
				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"> ○ Collaborating between CMNT and CENV to resolve railcar incidents is an excellent approach to prevent the re-occurrence of railcar incidents. 				



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Photos:

Attachment 1 – CMOR Special Inspection on Station Overruns

CMOR SPECIAL INSTRUCTION

Subject: Inspection Requirements When a Rail Car Consist Overrun a Station Platform.

Document No. SI #G2

Revision No.	Reason / Description	Revision Issue Date
0.0	New	1/26/2021

M Washington Metropolitan Area Transit Authority

Job Plan Number: SI #G2

Job Plan Title: Inspection Requirements: Station Overrun

Job Plan Revision Level: 0 Job Plan Revision Date: Jan 26, 2021

CMOR SPECIAL INSTRUCTION

Subject: Inspection Requirements When a Rail Car Consist Overrun a Station Platform.

This Special Instruction (SI) is being issued to all personnel responding to incidents involving a Class 1 Rail Vehicle consist overrunning a station platform. The purpose of this document is to establish the protocols to be followed by CMNT/IIT prior releasing the rail vehicle or consist to revenue service.

When a Class 1 Rail Vehicle consist has been reported for a "Station Overrun", at minimum, the following actions **MUST** be performed prior to the vehicle or consist being released back to revenue service:

1. IIT/CENV personnel shall perform:
 - a. Video download and analysis (when applicable) to determine the possible cause of the incident.
 - b. ER or VDMS download and analysis to determine the actions of the rail vehicle, train operator and consist as it related to the reported incident.
2. CMNT personnel shall perform:
 - a. Master Controller (MC) operational checks on the lead vehicle.
 - b. Brake rates check from lead vehicle and specific readings documented.
 - c. Visually inspect all wheels for flats on the lead vehicle; if flats and/or spalling is noted/found, the entire consist **MUST** have all wheels inspected.
 - d. Perform a Daily Inspection (DI) of all vehicles on the consist.
 - e. Address all defects / findings identified to resolution.
 - f. Document all checks, findings and repairs in a MAXIMO work order.

SIP SI #G2, Rev. 0.0
Page 1 of 1
Date 1/26/2021

Attachment 2 – CMOR Special Inspection on Customer Tripping and Falling in Class 1 Vehicles



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CMOR SPECIAL INSTRUCTION		
Subject: Inspection Requirements when a Customer Falls Inside a Class 1 Rail Vehicle.		
Document No.	SI #G1	
Revision No.	Reason / Description	Revision Issue Date
0.0	New	1/26/2021

Job Plan Number	SI #G1
Job Plan Title	Inspection Requirements Customer Falls Inside Vehicle
Job Plan Revision Level	0
Job Plan Revision Date	Jan 26, 2021

CMOR SPECIAL INSTRUCTION
<p>Subject: Inspection Requirements when a Customer Falls Inside a Class 1 Rail Vehicle.</p> <p>This Special Instruction (SI) is being issued to all personnel responding to incidents involving a passenger falling/tripping while aboard a class 1 rail vehicle. The purpose of this document is to establish the protocols to be followed by CMNT/IIT prior releasing the rail vehicle or consist to revenue service.</p> <p>When an incident involving a "Passenger Falling and/or Tripping" while aboard a class 1 rail vehicle has been reported, at minimum, the following actions MUST be performed prior releasing the vehicle or consist being released back to revenue service:</p> <p>1. IIT/CENV personnel shall perform:</p> <ul style="list-style-type: none"> a. Video download and analysis to determine the possible cause of the incident. b. ER or VDMS download and analysis to determine the actions of the rail vehicle, train operator and consist as it related to the reported incident. <p>2. CMNT personnel shall perform:</p> <ul style="list-style-type: none"> a. Master Controller (MC) operational checks on the lead vehicle. b. Brake rates check from lead vehicle and specific readings documented. c. Inspect the interior of the vehicle for any trip hazards e.g. loose carpet, floorboards, floor tiles etc. d. Inspect all handrails and stanchions on the reported car and verify all are properly secured and undamaged. e. Perform a Daily Inspection (DI) of all vehicles on the consist. f. Address all defects / findings identified to resolution. g. Document all checks, findings and repairs in a MAXIMO work order.
<p>SIP SI #G1, Rev. 0.0 Page 1 of 1 Date 1/26/2021</p>

Attachment 3 – CMNT 2-3000/6000/7000 Series Daily Inspection, Section 3.6



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Daily Inspection – 2-3000/6000/7000 Series

Revision History

Revision	Reason	Performed By	Revision Date
1.0	Initial Release	CENV	11/16/2016
2.0	Removal of 1K & 4K, Minor Formatting	CENV	1/19/2018
2.0	§2.2.9: Update procedure 5K/6K/7K for Manual uncoupling arm.	CENV	1/19/2018
2.0	Add §2.2.10: 7K Only: Brake Pipe C/O valve in Normal position.	CENV	1/19/2018
3.0	Table 3-1: Change Door Selector Made to AUTOMANUAL, and Step 3.3.4 to AUTO-MANUAL	CENV	12/26/2018
4.0	Removal of the 5K Series	CENV	8/16/2019
4.0	Inserted new inspection @ §3.4: 7000/3000 Series Special Master Controller Check via ECN 180014 & SBB 624.	CENV	8/16/2019
5.0	Added Document Control Number via QMS/DCR	CENV	12/10/2020
5.0	ECN 000011: §3.6, First Column Block, Removed referenced Flashes (2/3K, 6K) so the Caution is for "All" fleets.	CENV	12/10/2020

3.5.4. After performing complete and successful DST cycle, verify green DST PASSED – REMOVE MAINTENANCE KEY message on ADU. Remove DST key and Control key.

3.6. BRAKE PRESSURE TEST

- 3.6.1. Key up the console if it is not already keyed up.
- 3.6.2. Verify that the BRAKES ON and ALL DOORS CLOSED indicators are illuminated, then move the mode/direction switch to MAN FWD.



Caution: Do not select CST or a "point-of-power" during the procedure.



Caution: For 7K Only: Manually apply holding brake using Manual Holding Brake Apply/Release switch on Auxiliary Control Panel. Verify Red Apply indicator is ON.



Danger: Do not move the mode/direction switch to MAN REV, as this will cause the horn to sound, which may pose a hazard.

3.6.3. Dump the train using all of the following methods. Each time, verify that the brake pipe gauge drops to zero psi, and that the brake cylinder gauge reading is emergency pressure. Recharge the brake pipe after each test.

- 3.6.3.1. Release the dead-man in B3.
- 3.6.3.2. Depress all emergency stop push buttons ("mushroom").
- 3.6.3.3. Move the master controller to the EMERGENCY position.

2-3000/6000/7000 Series
CENV WI D10001 – Daily Inspection

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5.0 – 12/10/2020



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December 14, 2020

CMNT Incident and Accident Review Committee

The Car Maintenance Incident and Accident Review Committee was established to provide oversight and review of occurring of Car Maintenance shops and/or to Car Maintenance personnel. The committee is made up of departmental management staff to include, but not limited to the General Superintendent and Assistant General Superintendents. The Committee meets as required to review incidents and accidents in a timely manner when they occur.

Inside This Issue

- 1 SMS Incident #88408
- 2 Department Safety Coordinators
- 2 Return to Automatic Doors

SMS Incident 20200811#88408

Summary: On Tuesday, August 11, 2020 at New Carrollton Yard there was an unintentional coupling of car #7668 and #3200 on track #9. There were no injuries or damages reported as a result of this incident.

Key take-aways: This incident occurred due to temporary release of the brakes without properly securing the train from movement. The investigation identified the employee did not adhere to the 7000 series Daily Inspection (DI) procedure as written. The procedure does not require the technician to release brakes during the DI process.

Additionally, the review identified an area for improvement in the procedure. In the DI procedure, there is a caution box stating, "Do not select CBT or a "Point-of-power" during the procedure". This caution should not be limited to the 2K2K/6K series. CENY will revise the procedure to ensure the caution covers all fleets. This update will be released at the end of January 2021.



Whenever there is any confusion regarding a policy or procedure, it is crucial to ask for clarity from your supervisor prior to conducting any maintenance activity. If an error in the procedure is identified your shop management will be able to effectively communicate the issue to CENY.

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 01/28/2021
Inspector in Charge – Name Manuel Lopez	Inspection Team Manuel Lopez	