

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY MM I		DD	Report Number	20210128-WMSC-MAL				
Inspection Date	2021	01	28	Report Number	20210128-WWSC-WAL				
Rail Agency Name	Washington Metropolitan Area T Authority		Area Transit	Rail Agency Department	CMNT	Sub- Department		Greenbelt Shops and Yard	
	ı	Name		Email	Office Phone		Mobile Phone		
Rail Agency Department Contact Information									
Inspection Location	5801 Sunny	side Ave,	rd - Railyard (E99					
	College Par	k, 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 Required ¹	No					
Recommended Reinspection	No					

Activity Summaries

Inspection Activity #	1	Inspect	tion Subj	ect	Remo	ote inspec	ction			Activity Co	ode	VM	ı	WI	PI
Job Briefing Employee Name/Title	WMATA Inspection						Accompanied N/		Out Brief Conducted	N/A	Time	Remo	ote	Outside Shift	No
Related Reports	N/A				Relat	ted CAPS / F	indings								
	Ref R			Rule or SOP Standard				Other / Title			Checklist Reference				
Related Rules, SOPs, Standards, or Other	MetroRail Safety Rules and Procedures Handbook (MSRPH). Section 4– Safety Rules.														
I	Mai Trac	١	Yard	d Station		n OCC RTA		WMSC Office	Touch Touc	At-grade	e Tui	Tunnel		vated	N/A
Inspection Location			x						Track Type						X
Line(s)	E99 Track				N/A		Chain Marker		From		То				
Line(s)	Number		er	14/7		and/or Sta	ation(s)	N/A			N/A				
Vehicles	Hea	d Car Nu	umber	ı	Numbe	r of Cars	Equip	ment	N/A						



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	N/A	N/A				
					Number of Defects	0
	•		•		Recommended Finding?	No
	· · · · · · · · · · · · · · · · · · ·	ed at this facility for com			Remedial Action Required?	No
Description	Greenbelt S&I Shop an daily activities perform Rules and Procedures I activities, and documer CMOR Special Inspection Reviewed Classic Following in Reviewed Cl	Handbook (MSRPH), as we need to come on Station Overruns of MOR Special Inspection of formation is provided: Inspection properly address Car Maintenance to complet, inspect the wheeler of all vehicles in the consistency of	injewed several documental description of the possible cause of th	ments from ail Safety intenance and the nts by CENV le Diagnostic f the incident, s, check the rm a Daily #1. L Vehicles and the ents by CENV le Diagnostic of the incident, s, check the ents by CENV le Diagnostic of the incident, s, check the e interior of nd stanchions, ist. See	Recommended Finding?	No
Remedial Action Effective Practices	O The Daily Insperdence of the Daily Inspection of Daily Inspection of Daily Inspection of This change incident nur Carrollton Y. CMNT Incident and Account of Reviewed Clause of The Incident impacted per Point of Powseries railcated N/A Effective Practices O Collaborating	spection procedure, Sectised to incorporate a recroller in Coast or Point of tions for all railcar series the caution "Caution: Doing this procedure." See was instituted following other W-0055/E20297 – I and on Aug. 11, 2020. Cident Committee Special MNT Incident and Accided information is provided and Accident Committee series and Accident Committee wer while performing railers. See Attachment #4.	tion 3.6, Brake Pressi quirement of not to p f Power while perfor . The 7000 series rai o not select CST or a Attachment #3. a WMSC investigation improper Operation in l Alert dated 12-14-2 ent Committee Special d: ee Special Alert proper master controller in car Daily Inspections	olace the ming railcar clears are now "point-of- on into in New 2020 al Alert and erly notifies all Coast or on 7000	ccellent approach to prevent the re-	occurrence of
Effective Practices	railcar incider					

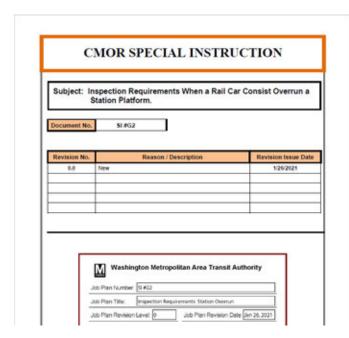


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Photos:

Attachment 1 – CMOR Special Inspection on Station Overruns



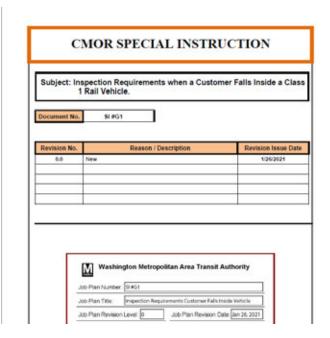
	pject: Inspection Requirements When a Rail Car Consist Overrun a Station Platform.
Class 1 establis	secial Instruction (SII) is being issued to all personnel responding to incidents involving a Rail Vehicle consist overunning a station platform. The purpose of this document is to the protocols to be followed by CMNT/IIT prior releasing the rail vehicle or consist to a service.
he folio	Class 1 Rail Vehicle consist has been reported for a "Station Overrun", at minimum, wing actions <u>MUST</u> be performed prior to the vehicle or consist being released back to service:
1. 1	IT/CENV personnel shall perform:
	 Video download and analysis (when applicable) to determine the possible cause of the incident.
1	 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:
	Master Controller (MC) operational checks on the lead vehicle.
1	Brake rates check from lead vehicle and specific readings documented.
4	 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.
	Perform a Daily Inspection (DI) of all vehicles on the consist.
	Address all defects / findings identified to resolution.
	Document all checks, findings and repairs in a MAXIMO work order.

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



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S	ipi	ect: Inspection Requirements when a Customer Falls Inside a Class 1 Rail Vehicle.
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passe to est	ing abl	cial Instruction (SI) is being issued to all personnel responding to incidents involving a er falling/tripping while aboard a class 1 rail vehicle. The purpose of this document is shithe protocols to be followed by CMNT/IIT prior releasing the rail vehicle or consist is service.
rehic	le h	incident involving a "Passenger Falling and/or Tripping" while aboard a class 1 rail as been reported, at minimum, the following actions MUST be performed prior the vehicle or consist being released back to revenue service:
1.	m	CENV personnel shall perform:
	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.
2.	C	MNT 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.	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.

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	A44 12.2.10: TK Only: Brake Pipe C/O valve in Normal position.	CENV	1/19/2018
3.0	Table 3-1: Change Door Selector Mode to AUTOMANUAL, and Step 3.3.4 to AUTOMANUAL	CENV	12/26/2018
4.0	Removal of the 5K Series	CENV	8/16/2019
4.0	Inserted new inspection @ §3.4: 2000/3000 Series Special Master Controller Check via ECN 180014 & SBB 624.	CENV	8/16/2019
5.0	Added Document Control Number via QMSP/DCR	CENV	12/10/2020
5.0	ECN 000011: \$3.6, Farst Caution Black, Removed referenced Fleets (2/3K, 6K) to the Caution in for "AII" Beets.	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 DI0001 – Daily Inspection

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5.0 - 12/10/2020

Attachment 4 – CMNT Incident and Accident Committee Special Alert

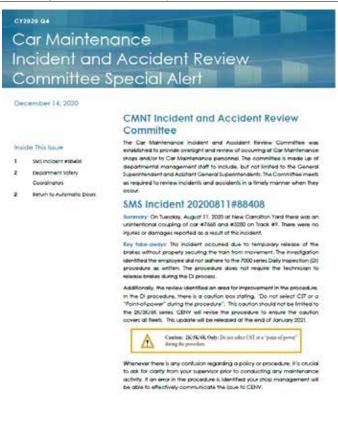
Form WMSC-IR-1 Version date: 10/5/18

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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	Inspection Team	
Manuel Lopez	Manuel Lopez	