



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20210204-WMATA-LBW-1		
	2021	02	04				
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
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton 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	Yes					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Storing Class I Vehicles – New Carrollton Yard			Activity Code	RTRA	GEN	OBS		
Job Briefing Employee Name/Title	New Carrollton Interlocking Operator		Accompanied Inspector?	NA	Out Brief Conducted	NA	Time	1100	Outside Shift	Yes	
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)	D-99		Track Number	14, 15 & 16		Chain Marker and/or Station(s)	From		To		
							NA		NA		
Vehicles	Head Car Number		Number of Cars		Equipment						
			14								
Description	The WMSC Inspector conducted a class I vehicle storage inspection of the New Carrollton Yard Storage tracks after receiving an I-3 event notification from the WMATA Safety Department. On Tuesday, January 26, 2021 at 17:00hrs., the Rail Operations Control Center (ROCC) notified						Number of Defects		1		
									1		



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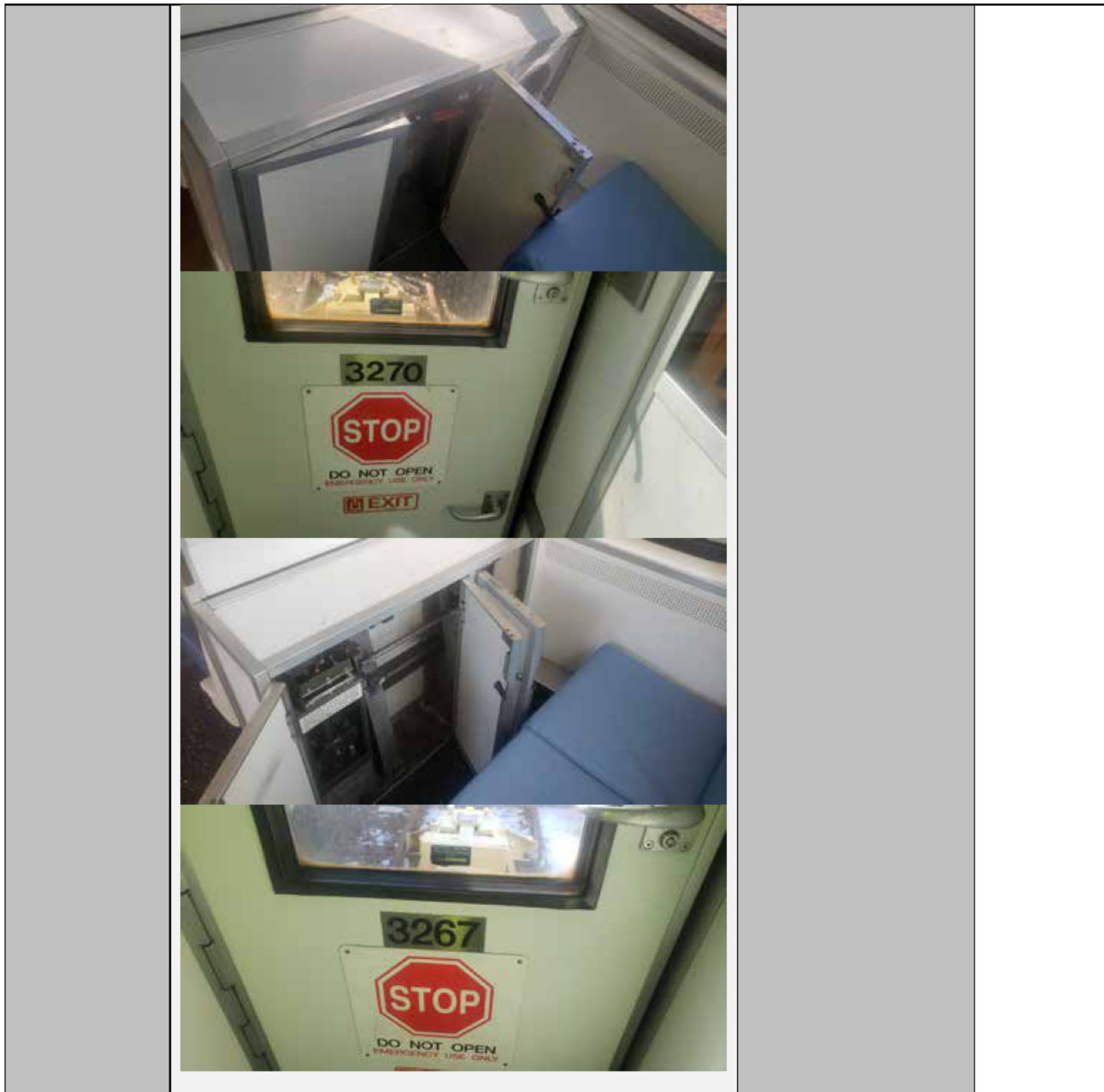
	<p>SAFE that train car #2064 located on storage track #14 in Greenbelt Yard, was found to be in contact with the bump post. The scope of this inspection was the storage of 2000, 3000 and 6000 series rail cars. All 6000 series rail vehicles have been removed from revenue service since November 2021 and should be properly stored and secured. When storing a Class I rail vehicle, the WMATA Metrorail Safety Rules and Procedures Handbook (MSRPH) rule 3.126 states: (a) Secure cars being stored a minimum distance of two (2) feet apart at all storage locations, yards and/or tail tracks; (b) Set handbrakes on at least two cars; (c) Set a sufficient additional number of handbrakes for the grade on which the cars are being stored; (d) Ensure that the cars being stored are not fouling other tracks; and (e) If the consist is to be stored for more than 15 days, the consists shall be chocked and blue flagged.</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><i>FTA Finding 1: WMATA does not provide redundant protection when securing unattended rail vehicles.</i></p> <p>Prior to beginning the inspection, the WMSC inspector conducted a briefing with the New Carrollton interlocking operator and received a yard map identifying all stored vehicle locations within the rail yard. During this inspection there were zero 6000 series vehicles inspected. There were fourteen 2000 and 3000 series vehicles inspected that were stored on tracks 14, 15 and 16. The New Carrollton Operations Superintendent was briefed at the conclusion of the inspection.</p> <p>On Track 16 rail vehicles 3270-3271 were stored. A handbrake was applied on at least two cars as required and the cars were not fouling any other tracks.</p> <p>On Track 15 rail vehicles 3267-3266; 3160-3161; 3168-3169; 2038-2039 were stored. A handbrake was applied on at least two cars as required and the cars were not fouling any other tracks.</p> <p>On Track 15 rail vehicles 3254-3255; 3233-3234 were stored. A handbrake was applied on at least two cars as required and the cars were not fouling any other tracks.</p> <p>The vehicles on tracks 14,15 and 16 were identified as stored. The inspector did not see any wheel chocks or blue flagging protection on the stored vehicles. If rail vehicles are to be stored for more than 15 days, the consists are required be chocked and blue flagged 3.126(e)This is a violation of the requirement as written in the rule. This requirement needs to be emphasized to all responsible personnel for compliance, at all applicable Metrorail yards, to prevent repeat observations of the same noncompliant condition, noted here.</p>	Recommended Finding?	
		Remedial Action Required?	No
		Recommended Reinspection?	Yes



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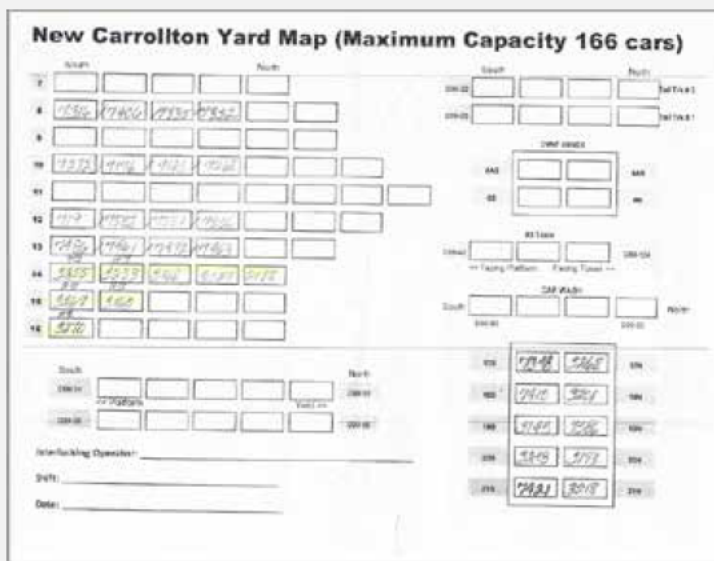




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Remedial Action

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 02/05/21
Inspector in Charge – Name Bruce Walker	Inspection Team Bruce Walker	