



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20210423-WMATA-LBW-1		
	2021	04	23				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	Operations	<b>Sub-Department</b>	Vehicles
<b>Rail Agency Department Contact Information</b>	<b>Name</b>		<b>Email</b>		<b>Office Phone</b>		<b>Mobile Phone</b>
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
<b>Inspection Location</b>	Alexandria Yard – Tracks 23 and Track 24						

**Inspection Summary**

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

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Storing Class I Vehicles – Alexandria Yard			<b>Activity Code</b>	RTRA	GEN	OBS		
<b>Job Briefing Employee Name/Title</b>	Alexandria Interlocking Operator		<b>Accompanied Inspector?</b>	NA	<b>Out Brief Conducted</b>	NA	<b>Time</b>	1120	<b>Outside Shift</b>	Yes	
<b>Related Reports</b>	20210204-WMATA-LBW-2		<b>Related CAPS / Findings</b>		FTA-VSC-16-001 (Closed)						
<b>Related Rules, SOPs, Standards, or Other</b>	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
			OR-3.126								
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
		X									X
<b>Line(s)</b>	K-99	<b>Track Number</b>	23 & 24	<b>Chain Marker and/or Station(s)</b>		From		To			
						NA		NA			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
	2000 & 2062		Deuce & Quad								
<b>Description</b>	The WMSC conducted a class I vehicle storage inspection at Alexandria Yard Storage tracks 23 and 24 as part of ongoing inspections related to report 20210204-WMATA-LBW-2 (Greenbelt Yard Class I vehicle storage). During the February 4, 2021 inspection, stored rail vehicles							<b>Number of Defects</b>		2	
										No	



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<p>were observed in the Greenbelt Yard without handbrakes, wheel chocks or blue flagging protection which violates Operating Rule 3.126. Rail vehicles are required to be properly stored to prevent unintended train movement. Metrorail was previously issued findings that resulted in a corrective action, (FTA-VSC-16-001 - Closed), by the Federal Transit Administration (FTA) for rail vehicle securement practices at the Washington Metropolitan Area Transit Authority (WMATA) Metrorail system.</p> <p><b>(MSRPH) rule 3.126 states:</b> (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 WMSC inspector conducted a briefing with the Alexandria Yard interlocking operator and a second briefing with the WMATA employee that assisted with verifying the status of the handbrakes.</p> <p>The WMSC inspector conducted a visual inspection of the class I vehicles that were stored in Alexandria Yard on tracks 23 and 24. Before contacting the Alexandria Yard interlocking operator, a two-car consist on track 24 and four-car consist stored on track 23 were inspected.</p> <p>The inspector boarded car 2001 on track 24. All handbrake compartments were closed indicating that the holding brakes were not applied. Wheel chocks were located inside of rail car 2000 adjacent to the number 2 door, but no chocks were installed on the exterior of the consist. The inspector inspected rail car 2062 located on storage track 23. The handbrake compartment doors were open, but the handbrake did not appear to be applied. The left front seat well of rail car 2062 was observed open. This is an indication that the friction brakes might be cut out.</p> <p>The inspector went to the Interlocking operator office to inquire about the status the stored vehicles on track 23 and 24 and was informed that handbrakes were applied. The vehicle on track 24 was identified as last being utilized as a de-icing train. The vehicle was identified as not moving in over a week after having the de-icing equipment removed.</p> <p>The inspector returned to track 24 with a Rail Transportation (RTRA) employee. The rail vehicle on track 24 was keyed up to identify if a handbrake was applied. The RTRA employee was able to receive a "brakes off" which is an indication that no handbrakes were applied to the consist. The vehicle on track 23 had open seat wells which is a possible indication of friction brakes being cut out. When 2062 was keyed up, the train console did not have the "Brakes On" indicator illuminated. This indicates that at least one friction brake was cut out on this consist. Rail vehicle 2062 was also able to get the "brakes off" light to illuminate. This indicates that NO handbrakes were applied on the consist on track 23. The handbrake compartments of 2062 were left open, but the holding brakes were not applied. The open handbrake compartment door gave the appearance that the handbrakes were applied.</p>	<p><b>Recommended Finding?</b></p> <hr/> <p><b>Remedial Action Required?</b></p> <hr/> <p><b>Recommended Reinspection?</b></p>	<p></p> <p>Yes</p> <p></p> <p>Yes</p>
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During this inspection of Alexandria Yard, the WMSC inspector observed Class I vehicles stored without handbrakes, wheel chocks or blue flagging protection. **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.**





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<b>Remedial Action</b>	N/A		

<sup>1</sup> 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.

<b>Inspector in Charge – Signature</b>		<b>Date</b> 04/23/21
<b>Inspector in Charge – Name</b> Bruce Walker	<b>Inspection Team</b> Bruce Walker	