



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2021/06/17	Report Number	20210616-WMSC-MAL-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	CMOR	Contact Information	
Inspection Location	Remote - Alexandria Yard		

Inspection Summary

Inspection Activity #	1
Activity Code	WM-WI-PI
Inspection Units	1
Inspection Subunits	0
Defects (Number)	3
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1	Inspection Subject	Remote Inspection			Activity Code	WM-WI-PI				
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No	Out Brief Conducted	No	Time	10:00 AM	Outside Shift	No		
Related Reports	N/A	Related CAPS / Findings			N/A						
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	N/A			N/A	N/A			N/A		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X									
Line(s) & Track Number	Remote - Alexandria Yard				Chain Marker and/or Station(s)			From		To	
					N/A			N/A		N/A	
Vehicles	Head Car Number		Number of Cars			Equipment		N/A			
	N/A		N/A								

Description	Number of Defects	3	
<p>WMSC Inspector conducted a remote rules compliance inspection of the Alexandria S&I Work Orders (W/Os) in Maximo. The inspector reviewed several W/Os 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. General Information:</p> <p>WMSC's inspector reviewed several W/Os from the Alexandria S&I Shop and Yard facility. The following W/Os were reviewed: CMNT Periodic Inspections (PIs) Type A1 of railcar 7522/23 dated Jun 15, 2021, logged in Maximo W/O 16341658 and 16341659 respectively, were reviewed and the following observations are noted,</p> <ul style="list-style-type: none"> • Finding # 1 - Task 70, the emergency brake rate pressure of the rear truck of railcar 7522 measured 42.40 psi, which is below the acceptable range of 43.000 to 50.000 psi listed on the W/O. See Attachment #1. • Finding # 2 - Task 70 the emergency brake rate's acceptable range listed on the W/O of 43.000 to 50.000 psi is different from the rate listed on the PI Manual of 42.3 to 48.3 psi. Please ensure the pass/fail criteria in Maximo matches the information listed in PI Manuals. See Attachment #2. <p>CMNT Periodic Inspections (PIs) Type A2 of railcar 7710/11 dated Jun 14, 2021, logged in Maximo W/O 16316280 and 16316281 respectively, were reviewed and the following observations are noted.</p> <ul style="list-style-type: none"> o No deficiencies were found. <p>Work Order 16384309, Wheels Out of Round on railcar 7696 dated June 14, 2021 was reviewed, and the following observations are noted.</p> <ul style="list-style-type: none"> • Railcar 7696 had wheels out of round greater the .015 inch, <ul style="list-style-type: none"> o Wheel #1 OOR 0.036 inch o Wheel #2 OOR 0.035 inch o Wheel #3 OOR 0.015 inch o Wheel #4 OOR 0.018 inch o Wheel #5 OOR 0.030 inch o Wheel #6 OOR 0.045 inch o Wheel #7 OOR 0.025 inch o Wheel #8 OOR 0.020 inch • Finding # 3 - Out of Round conditions are exceeding the 0.015-inch limit. These high numbers mean that CMNT may have been waiting too long to bring these railcars in to get the wheels cut. Operating railcars with high wheels out of round numbers causes accelerated damage to track and structures. CMNT must establish a safe Wheel Out of Round limit and develop a process to get wheel inspected and cut prior to exceeding an established safe Wheel Out of Round limit. CMNT must collaborate with other departments (i.e., CENV, MOWE, RTRA, etc.) to prevent accelerated damage to track and structures. See attachment #3. 	Recommended Finding?	No	
		Remedial Action Required?	No
		Recommended Reinspection?	No



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	track and structures. See attachment #3.	
Remedial Action		

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's Signature		Date 2021/06/17
Inspector in Charge's Name Manuel Lopez	Inspection Team N/A	