



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2021/10/11	Report Number	20211008-WMSC-MAL-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	CMNT	Contact Information	
Inspection Location	New Carrollton S & I Shop - Railyard D99 4300 Garden City Dr Hyattsville, MD 20785		

Inspection Summary

Inspection Activity #	1
Activity Code	VM-WI-PI
Inspection Units	1
Inspection Subunits	1
Defects (Number)	6
Recommended Finding	Yes
Remedial Action Required¹	No
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1	Inspection Subject	Shop / Yard Inspection Observation				Activity Code	VM-WI-PI				
Job Briefing Employee Name/Title	WMATA Inspection		Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	08:00 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			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A	
		X										X
Line(s) & Track Number	New Carrollton S & I Shop - Railyard D99 4300 Garden City Dr Hyattsville, MD 20785			Chain Marker and/or Station(s)		From		To				
						N/A		N/A				
Vehicles	Head Car Number		Number of Cars		Equipment		N/A					
	N/A		N/A									
Description	<p>WMSC Inspectors conducted a rules compliance inspection of the New Carrollton S&I Shop and Yard for compliance with Metrorail Safety Rules and Procedures Handbook (MSRPH), including Preventive Maintenance Inspections (PMI) activities. General Information:</p> <ul style="list-style-type: none"> o WMSC's team met with New Carrollton's Assistant Superintendent, Inspection Office Supervisors, PI Supervisor, and CMNT mechanics. The following observations were conducted: Shop Equipment, Hazard, and Safety Observations o Received good support from New Carrollton's S&I Shop and Yard personnel. PI operations were moved from Shady Grove to Brentwood, and New Carrollton S&I Shops due to scheduled station closures on the RED Line. There are currently only three locations where railcar PI functions are being performed, these locations are New Carrollton, Alexandria, and Brentwood S&I Shops. o Noticed that the S&I Shop was upgraded with LED lighting. o Finding #1 – Wheel chocks are required to have streamers or flags next to the chock as a reminder to remove the chock before train movement. Noticed that at a few locations the wheels chocks were properly installed but the streamers were missing. See Attachment #1. o Finding #2 – PI railcars were located over the open pits; one side of the railcar was exposed to safety railings, but the other side was exposed to the open pit. Notice that the side doors did not have the required doors barriers for fall protection. Side doors are required to be equipped with doors barrier when PI operations are being performed on the doors. See attachment #2. o Finding #3 – PI railcars were located over the open pits to perform PI operations on undercar equipment. Noticed that the area entering the open pits did not have signage stating bump caps are required. See signage used at the Shady Grove S&I Shop. Bump caps are required when PI mechanics are working on undercar equipment. See Attachment #3. o Finding #4 – Railcars when not in use are stored in the yard area and moved close to the bumping post. During yard inspections noticed that communication cables located under the bumping post were no longer attached to the bumping post. Supports that hold communication cables in place had rusted through and caused cables to fall to the ground. Cables need to be secured to the bumping post to prevent cable damage or cause trip hazards to personnel working on 										Number of Defects	6
											Recommended Finding?	Yes
											Remedial Action Required?	No
											Recommended Reinspection?	No



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	the roadway. See Attachment #4. o Finding #5 - Railcars when not in use are stored in the yard. During inspections of railcars stored in the yard noticed that that the rear bulkhead door of railcar # 3167 could not be opened. Bulkhead doors provides emergency exit for passengers. See Attachment #5.		
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 2021/10/11
Inspector in Charge's Name Manuel Lopez	Inspection Team Richard David	