



WMSC Inspection Report 20250113A

ISSUED 01/15/2025

Inspection Details

Title: 3K SMP Overhaul Process Phase I at Greenbelt Service and Inspection Shop

Location: Greenbelt Yard (E99) and Greenbelt Service and Inspection Shop

Date of Inspection: 01/13/2025

Time: 8:00am to 12:30pm

Unannounced

Non-Risk Based

Overview

On January 13, 2025, a Washington Metrorail Safety Commission (WMSC) inspector visited the Greenbelt Service and Inspection (S&I) Shop and Yard to observe the compliance with Metrorail's 6 years 3K Scheduled Maintenance Program (SMP) overhaul process to review compliance with the Metrorail Operating Rules and Procedures Handbook (MOR), including Preventive Maintenance Inspections (PI) activities.

Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

This inspection did not identify any defects and therefore it is only required that WMATA acknowledge receipt by Tuesday, January 21, 2025.

Non-Defect Observations

WMSC Inspector met with personnel from the Office of Car Maintenance (CMNT) Inspection Office, Truck shop, Project Management Oversight (PMO), Scheduled Maintenance Program (SMP), Quality Assurance, and the Wheel Replacement Program (WRP). After conclusion of the inspection,



the inspector conducted a debrief with Shift Supervisor, [REDACTED] in accordance with Program Standard Section 6.F.1.

The inspector found no defects during this rules compliance inspection of the Greenbelt Yard and Service and Inspection Shop. The following serve to document the inspector’s observations.

Observation 1

The Project Management Oversight (PMO) office is starting the 3K 6 years SMP programs overhaul process at the Greenbelt S&I Shop. Railcar equipment will be removed from the railcars and overhauled at the truck shop, Major Repair and Overhaul (MRO) shop, or by original equipment manufacturer (OEM) suppliers. The overhauled equipment will be installed back on the railcars. Railcar overhaul priorities are set by the Project Management Oversight (PMO) Office based on the status of the railcar.

CAR #/Car Order	Status
3096-97F	Installation Complete @ WFC
3128-29S	Installation Complete @ SG
3230-31S	Installation Complete @ SG
3016-17F	Installation Complete @ WFC
3224-25S	Installation Complete @ SG
3166-67S	Installation Complete @ SG
3032-33F	Current car in 3K SMP
3004-05F	NEXT CAR TO ENTER SMP (UNINTENDED COUPLING)
3038-39F	NEXT CAR TO ENTER SMP (UNINTENDED COUPLING)
3146-47S	SG PI car (10/29) – 3yr component due c/o
3232-33S	SG PI car (10/29) – 3yr component due c/o
3086-87F	Overdue Front Coupler
3006-07F	
3210-11S	
3214-15S	
3072-73F	
3064-65F	
3178-79S	
3188-89S	
3044-45F	
3066-67F	
3088-89F	
3060-61F	
3034-35F	
3080-81F	

Photo #1 - Railcar overhaul priorities are set by Project Management Oversight (PMO) Office based on the status of the railcar.

Observation 2

Railcars 3166-67 completed the SMP process Phase I and are undergoing testing. Railcars 3032-33 trucks were overhauled and replaced and are undergoing the couplers overhaul process. Spare parts from 2K series railcars are being used to increase the spare parts float availability of overhauled trucks and spare parts for the 3K railcars program.

Observation 3



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Project Management Oversight (PMO) is running out of workspace due to the numerous ongoing overhaul projects. WMATA is working on making a space addition to the Dulles S&I shop to accommodate additional overhaul functions and be able to meet overhaul timelines. The overhaul shop addition is expected to be completed in two calendar years.

Observation 4

The Greenbelt S&I Shop has also started a project to upgrade the capacity of floor lifts to be able to support the higher weight of 7K railcars and add additional space to support the overhaul process.



Photos #2 and #3 - The Greenbelt S&I Shop has started a project to upgrade the capacity of floor lifts to be able to support the higher weight of 7K railcars.

Observation 5

Current collector shoes are being marked with the railcar number and location on the truck to be able to identify the railcar if the shoe is broken off or found on the mainline.

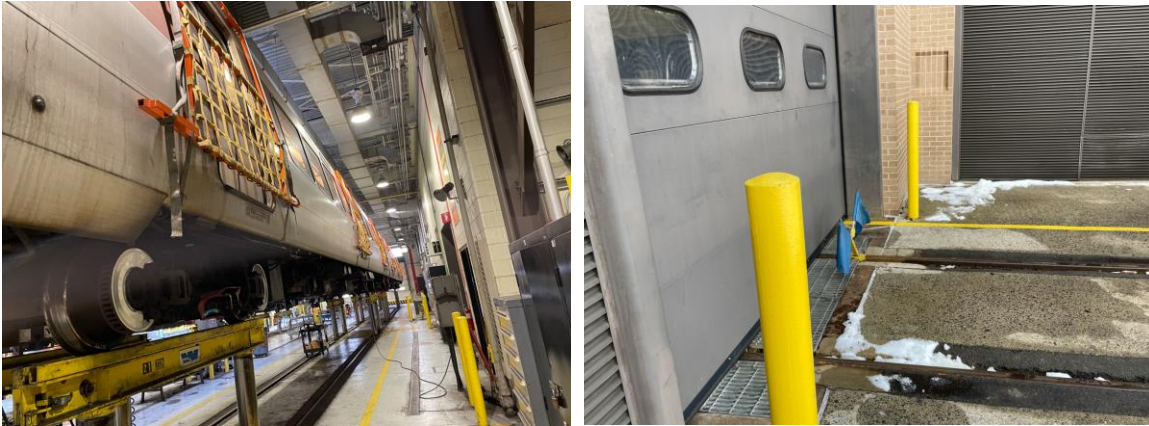


Photo #4 - Current collector shoe marked with identifying figures.



Observation 6

Blue flag protection and side door fall protection was in use.



Photos #5 and #6 - Blue flag protection and side doors fall protection

Observation 7

Current collector shoe samples for the 6k, 7K, and 2K/3K railcars were displayed in the shop to avoid workers accidentally confusing a unit from one railcar with a unit from a different railcar series.



Photo #7 - Current collector shoes demonstration

Observation 8

Re-used axles are being inspected for compliance with taper requirements. Out of compliance axles are painted orange for verification, then they are re-inspected and discarded. New axles and wheels are being inspected by a third-party consultant before they are used by Office of Car Maintenance (CMNT).



Photo #8- Re-used axles are being inspected for compliance with taper requirements. Out of compliance axles are painted orange for verification, then they are re-inspected and/or discarded.

Observation 9

Both the wheel press machine and wheel boring machine at Greenbelt are operational. The other wheel boring machine at the Dulles S&I Shop is not operational as it is currently awaiting parts. WMATA is in the process of procuring two additional wheel boring machines to be able to meet the current wheel boring demand, which is relying on a single wheel boring machine that is operational.

Next Steps

Please respond **by Tuesday, January 21, 2025**, to acknowledge receipt.