



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200901-WMATA-LBW-1		
	2020	09	01				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	Operations	Sub-Department	RTRA
Rail Agency Department Contact Information	Name		Email		Office Phone		Mobile Phone
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
	[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]
Inspection Location	New Carrollton Yard – (D99)						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	RTRA-GEN-OBS					
Inspection Units	1					
Inspection Subunits	0					
Defects (Number)	3					
Recommended Finding	No					
Remedial Action Required¹	No					
Recommended Reinspection	Yes					

Activity Summaries

Inspection Activity #	1	Inspection Subject	Class I vehicle operations and communications				Activity Code	RTRA	GEN	OBS	
Job Briefing Employee Name/Title	NA		Accompanied Inspector?	NA	Out Brief Conducted	NA	Time	0900	Outside Shift	Yes	
Related Reports	N/A		Related CAPS / Findings		FTA-RED-16-004-A (OPEN)						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
			OR-1.79; 3.88, 3.89								
			OR-3.92; 3.127								
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	N/A	Chain Marker and/or Station(s)	From		To			
Vehicles	Head Car Number		Number of Cars		Equipment						
Description	The WMSC Inspector conducted an inspection at New Carrollton Yard (NCY). Due to COVID-19 and social distancing, the inspection was completed without entering the yard tracks or boarding any rail vehicles, and without interacting with any Metrorail personnel. As such no safety briefing was conducted with Metrorail personnel. The scope of the New						Number of Defects		3		
							Recommended Finding?		No		



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	<p>Carrollton Yard inspection was radio communications between operations personnel and the interlocking operator, safety stops, yard movement and roadway crossings. During this inspection, the inspector was monitoring the radio operations channel for NCY, and operations personnel were observed in the performance of their duties. There is currently an open corrective action for communications FTA-RED-16-004-A.</p> <p>The WMSC inspector monitored twenty-three (23) radio transmissions between the interlocking operator, Rail Transportation (RTRA) yard operators and RTRA train operators. RTRA personnel were consistently not adhering to OR-1.79. Positive identification was not established prior to transmitting (OR-1.79.1) which could lead to a miscommunication between personnel. Only the three (3) trains returning from mainline operations properly identified themselves when requesting permission to enter New Carrollton Yard. During no communications within the rail yard was the ICAO phonetic alphabet used (OR-1.79.3). No transmission within the rail yard was completed/ended with "over". No transmission was ended by the Interlocking operator with "out". 100% repeat back of all radio transmissions was observed by the inspector.</p> <p>The inspector observed twelve vehicles properly perform safety stops. One train failed to perform the required safety stops. The vehicle was approaching another vehicle and only stopped once in approach before storing the vehicle. Not adhering to OR-3.88 can lead to a collision between vehicles.</p> <p>All vehicles observed at the roadway crossing followed all written procedures.</p> <p>A T/O was requested by the interlocking operator to transport a defective consist to another rail facility. The T/O was observed by the inspector not performing an inspection of the defective train prior to exiting the rail yard. All vehicles should be inspected prior to removing them from storage (OR-3.127).</p>		
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
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 09/01/20
Inspector in Charge – Name Bruce Walker	Inspection Team Bruce Walker	