



## Inspection Form

**Form WMSC-IR-1**

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY	MM	DD	<b>Report Number</b>	20210322-WMATA-JMW-1		
	2021	03	19				
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority			<b>Rail Agency Department</b>	Operations	<b>Sub- Department</b>	N/A
<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>	Greenbelt Yard (E99)						

**Inspection Summary**

Inspection Activity #	1	2	3	4	5	6
<b>Activity Code</b>	RTRA-OPS-GEN					
<b>Inspection Units</b>	1					
<b>Inspection Subunits</b>	0					
<b>Defects (Number)</b>	8					
<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>	Radio Monitoring Observation and Communications Inspection				<b>Activity Code</b>		RTRA	OPS	GEN
<b>Job Briefing Employee Name/Title</b>	N/A		<b>Accompanied Inspector?</b>	N/A	<b>Out Brief Conducted</b>	N/A	<b>Time</b>	1100am 1445	<b>Outside Shift</b>	N/A	
<b>Related Reports</b>	N/A		<b>Related CAPS / Findings</b>								
<b>Related Rules, SOPs, Standards, or Other</b>	<b>Ref</b>		<b>Rule or SOP</b>		<b>Standard</b>		<b>Other / Title</b>		<b>Checklist Reference</b>		
	N/A										
<b>Inspection Location</b>	<b>Main Track</b>	<b>Yard</b>	<b>Station</b>	<b>OCC</b>	<b>RTA Facility</b>	<b>WMSC Office</b>	<b>Track Type</b>	<b>At-grade</b>	<b>Tunnel</b>	<b>Elevated</b>	<b>N/A</b>
		X									
<b>Line(s)</b>	E-99		<b>Track Number</b>		<b>Chain Marker and/or Station(s)</b>		<b>From</b>		<b>To</b>		
							N/A		N/A		
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						



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<b>Description</b>	<p>The WMSC inspector assisted in a radio inspection of the Greenbelt Rail Yard. The completion of this inspection was performed with various radio checks between inspectors from multiple locations throughout the yard and the interlocking operator on duty. While monitoring the radio, several areas had no coverage or instances where the message had to be repeated several times. A briefing was conducted at the beginning and end of this inspection. A list of the locations for the radio checks goes as follows;</p> <ol style="list-style-type: none"> <li>1. Lead Track 25 South</li> <li>2. Lead Tracks 7 North</li> <li>3. Lead Tracks 4 North</li> <li>4. Lead Tracks 1 North (Car Wash)</li> <li>5. Lead Tracks 2 South</li> <li>6. Lead Tracks 5 South</li> <li>7. Bump Post Track 16 (Communication wasn't consistent)</li> <li>8. Lead Tracks 18 North (Communication wasn't consistent)</li> <li>9. Lead Tracks 19 North (Communications wasn't consistent)</li> <li>10. Bump Post Track 7 (Communications wasn't consistent)</li> <li>11. Track 3 Open-end near E99-106 signal (Communications wasn't consistent)</li> <li>12. Lead Track Door to 26 (Train Operator could not hear repeated messages from the interlocking operator.</li> <li>13. Around/between signals E99-44 and E99-48 (Interlocking operator and Train Operator could not establish successful communications.</li> <li>14. 3 South Shop (Communications was not consistent)</li> <li>15. 5 South Shop (Repeated radio check attempts failed)</li> <li>16. 4 South Shop (Repeated radio check attempts failed)</li> </ol> <p>Greenbelt (E99) is a significant railyard that serves and supplies trains for the Green and Yellow lines. However, while many train and equipment moves are made at any given time, there is a considerable safety concern about positive communication at various locations throughout the yard. The defects noted for failed or lack of consistent radio communication can cause delays, injuries, or worse. These issues need to be addressed and location reinspected.</p>	<b>Number of Defects</b>	8
		<b>Recommended Finding?</b>	NO
		<b>Remedial Action Required?</b>	Yes
		<b>Recommended Reinspection?</b>	Yes
<b>Remedial Action</b>	N/A		
<b>Effective Practices</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>
		03/22/21
<b>Inspector in Charge – Name</b>	<b>Inspection Team</b>	
<b>Jemayne Walker</b>	<b>Jemayne Walker</b>	