



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2022/10/13	Report Number	202201011-WMATA-LBW-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	ROCC	Contact Information	
Inspection Location	Carmen Turner Training Facility - Rail Operations Control Center 3500 Pennsy Drive Landover, Maryland		

Inspection Summary

Inspection Activity #	1
Activity Code	
Inspection Units	
Inspection Subunits	
Defects (Number)	0
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	C0061 CAP verification Inspection				Activity Code							
Job Briefing Employee Name/Title	Assistant Director - ROCC Rail 1- ROCC Rail 3- ROCC	Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	09:00 AM	Outside Shift	No					
Related Reports	Related CAPS / Findings			C-0061										
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP	Standard			Other / Title			Checklist Reference					
		ROCC Training Process (700-ROCC-ADM-0500) ROCC Ride Along Process (600-ROCC-ALL-01-01) ROCC Ride Along Forms (600-ROCC-ALL-02-00)				ROCC Ride Along ELM Training Report								
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	Carmen Turner Training Facility - Rail Operations Control Center 3500 Pennsy Drive Landover, Maryland			Chain Marker and/or Station(s)			From		To					
							NA		NA					
Vehicles	Head Car Number		Number of Cars		Equipment		NA							
	NA		NA											
Description	<p>On Tuesday 10/11/2022 a procedural verification was conducted by WMSC Inspectors. The inspection took place in the Rail Operations Control Center (ROCC) at the CTF. The inspection was conducted to verify the effectiveness of a Corrective Action Plan (CAP) resulting from an audit finding. Metrorail is required to ensure that each controller has the required Personal protective Equipment (PPE) to include work boots to allow controllers to fully observe and, as appropriate, ask questions regarding work activity. Ride alongs (road days) must include actual experience in all parts of the system to provide territory familiarization in addition to the understanding of how work crews function on the roadway. This CAP is based on a finding from the WMSC that states - Ride alongs are not effectively utilized to increase controller knowledge, contributing to a lack of controller understanding of what is actual happening on the roadway. The Verification Inspection involved the use of the following six questions asked of four Rail Traffic Controllers (RTC): 1.) What date did you do your Ride along? 2.) How many times did you go out on Ride alongs? 3.) What PPE was provided to you? and what PPE did you have to purchase? 4.) What different levels of protection did you observe during your track visit.? 5.) How did track visits improve your understanding of your job as an RTC? 6.) What were the benefits to you? Give examples of the Pros and Cons. Results. a.) The corrective action occurred during the dates identified per Metrorail's student evaluation sheets. b.) Each RTC attended one track walk during the ride along period. c.) The PPE was provided was Hardhat, Flashlight, Safety vest, Radio, Safety glasses. Safety boots had to be purchased by each attendee. d.) The observed work consisted of a track walk utilizing Advanced Mobile Flagging (AMF) and Foul Time (FT). e.) The RTC's felt that the ride alongs provided a firsthand view of what Track personnel experience on the roadway. Also, demonstrated the importance of positive communication while on the roadway. Positive outcomes:. a.) Help to understand Foul Time and AMF protections being used on the roadway. b.) Gained a boarder understanding of the WMATA's railroad. c.) The RTC's stated that the experience provided positive learning and will help in their job function. Areas for improvement: d.) Include other types of Roadway work on the ride alongs e.) Include the Silver Line Phase II extension. Conclusion. Based on the feedback it can be summarized that the RTC's increased their roadway familiarity by interacting with track personnel in a holistic way.</p>										Number of Defects		0	
											Recommended Finding?		No	
											Remedial Action Required?		No	
											Recommended Reinspection?		Yes	



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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

2022/10/13

Inspector in Charge's Name

LeBon Bruce Walker

Inspection Team

Richard David Darrell Braxton