

Inspection Form

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date		YYYY/MM/DD 2022/10/18	Report Number	20221017-WMATA-LBW-1			
Rail Agency Name	Washir	ngton Metropolitan Area Transit Authority	Rail Agency Department	Name			
Rail Agency Department	OEP		Contact Information				
Inspection Location	N2 141	1415+00					
Inspection Summary							
Inspection Activity #		1					
Activity Code							
Inspection Units		1					
Inspection Subunits		0					
Defects (Number)		1					
Recommended Finding	ecommended Finding		Yes				
Remedial Action Required ¹		No					
Recommended Reinspection		Yes					

Activity Summaries

Job Briefing Out Brief									
Employee EP-11 Accompanied Inspector? Yes Out offer Yes Time Name/Title Yes Yes	09:30 AM	Outside Shift	Yes						
Related Reports 20221011-WMATA-LBW-1 Related CAPS / Findings									
Related Rules, Ref Rule or SOP Standard Other / Title	Other / Title Chec		cklist Reference						
SOPs, Standards, or Other									
Inspection Location Main Track Yard Station OCC RTA Facility WMSC Office Track Type At-grade Tunne	el Eleva	ated	N/A						
X	>								
Line(s) & Track Number N2 1415+00 Chain Marker and/or Station(s) From N2 1415+00 N2 1415+00									
Head Car Number Of Cars									
Vehicles Equipment									
The WMSC Inspector conducted a follow up safety inspection of the Silver Line Phase II Number of Defects		1							
aerial evacuation ladder and board identified in report 20221011-WMATA-LBW-1. During an earlier inspection of a double emergency guard rails (EGR) at chain marker N2		Ye	25						
1415+00, it was identified that the current ladder and board solution evacuation Remedial Action Required ?		N	0						
solution does not work on aerial guideway on the Silver Line Phase II extension. A reinspection was scheduled to assess the current solution. The inspection team departed West Falls Church rail yard aboard train ID 800 to chain marker (CM) 1415+00. At CM 1415+00 where a Roadway Job Safety briefing (JSB) was conducted before the inspection team exited the vehicle under Foul Time (FT) protection. The current ladder board solution was installed for a second attempt where it was identified that the current ladder and board would not work to evacuate customers on the new SL aerial guideway. The evacuation board was cut form 30x30 to 30x 24 and 3 quarters. The modifications to the evacuation ladder and board solution would not allow for safe evacuation of customers in double EGR locations. WMATA will continue to investigate possible solutions to evacuate customers and a reinspection is required.	departed West Falls Church rail yard aboard train ID 800 to chain marker (CM) 1415+00. At CM 1415+00 where a Roadway Job Safety briefing (JSB) was conducted before the inspection team exited the vehicle under Foul Time (FT) protection. The current ladder board solution was installed for a second attempt where it was identified that the current ladder and board would not work to evacuate customers on the new SL aerial guideway. The evacuation board was cut form 30x30 to 30x 24 and 3 quarters. The modifications to the evacuation ladder and board solution would not allow for safe evacuation of customers in double EGR locations. WMATA will continue to investigateRecommended Reinspection?Yes								
Remedial Action									

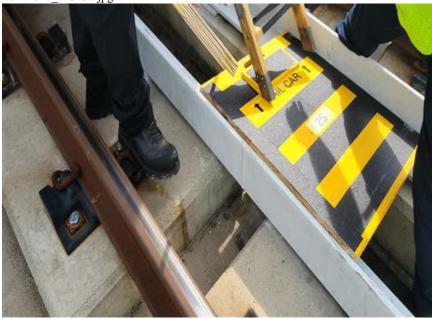


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Washington Metrorail Safety Commission

Form WMSC-IR-1

Photos: 20221017_113150.jpg



20221017_094018.jpg





Inspection Form

Form WMSC-IR-1

20221017_094027.jpg



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

 2022/10/18
 2022/10/18

		2022/ 10/ 10
Inspector in Charge's Name LeBon Bruce Walker	Inspection Team NA	