



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2023/08/30	<b>Report Number</b>	20230823-WMSC-DLB-3
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	Roadway Worker Protection (RWP)	<b>Contact Information</b>	
<b>Inspection Location</b>	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785		

**Inspection Summary**

<b>Inspection Activity #</b>	1
<b>Activity Code</b>	OBS-TNG-QAI
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	0
<b>Defects (Number)</b>	1
<b>Recommended Finding</b>	Yes
<b>Remedial Action Required<sup>1</sup></b>	
<b>Recommended Reinspection</b>	Yes

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Roadway Worker Protection Training			<b>Activity Code</b>	OBS-TNG-QAI					
<b>Job Briefing Employee Name/Title</b>	Senior Director, Organizational Development Technical Training & Development	<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	07:00 AM	<b>Outside Shift</b>	No			
<b>Related Reports</b>	<b>Related CAPS / Findings</b>			C-0040								
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP	Standard			Other / Title			Checklist Reference			
			Metrorail Operating Rulebook (MOR) Metrorail Safety Rules and Procedures Handbook - (No longer used.) MSRP.									
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>		At-grade	Tunnel	Elevated	N/A
					X							
<b>Line(s) &amp; Track Number</b>	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785			<b>Chain Marker and/or Station(s)</b>			From	To				
							N/A		N/A			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>		N/A					
	N/A		N/A									

<b>Description</b>	<b>Number of Defects</b>	1
	<b>Recommended Finding?</b>	Yes
	<b>Remedial Action Required?</b>	
	<b>Recommended Reinspection?</b>	Yes

**Description:** BACKGROUND: An inspection was conducted by the WMSC at Metrorail's Carmen Turner Training Facility (CTF). The inspection involved the closed Corrective Action Plan and C0040. The following information is a specific description of the required actions of the CAP: 1. Metrorail was prescribed to develop a formal procedure for the training and demonstration of all Roadway Worker Protection (RWP) Safety Equipment and Warning Devices. 2. The completed procedure must include a standardized checklist for Instructors to follow during the practical demonstration, including a requisite that each student physically demonstrates the ability and understanding to use each device or other piece of equipment. The risk level of C0040 is rated at 2C - Undesirable Management Decision. METHOD: The Inspection was performed by two WMSC Inspectors and took place by observing a New Train Operator class. It is important to note that the participants in the class included Metrorail Bus Operators that typically have no rail experience. The Lack of rail experience introduces the need for clear understanding of RWP related Safety equipment such as Shunts, Wayside Strobe Alarm Device (WSAD) and Hot sticks as well as how to properly use them when required for mitigation of the third rail electrical hazard. Components of the inspection comprised of the listed parts: Questioning about the physical presence and use of a checklist (Instructors were asked if they were using the document in the RWP Level 2 and Level 4 classes.) -Review of completed forms from calendar year 2023. -Observation of practical portion of class to corroborate that performance-based stipulations were being done by participants. DATA: (Qualitative and Quantitative were applicable.) Three Instructors were asked if checklists were being used and included in class folders upon completion. The result - 3 out of 3 answered no. Zero instructors are using checklists. Based on the answers to the questions it can be determined that Checklist are know longer being used by the relevant RWP classes. Therefore, 0 forms are available for the calendar year 2023. The WMSC inspector witnessed 0 participants of the Train operator class physically performing placement or interacting with RWP Safety Equipment. However, the instructor demonstrated the respective RWP Safety Equipment to participants. Also, it can be mentioned that each participant in the class did cross the third rail mock-up after crossing it was performed by the instructor. CONCLUSION: Upon completion of the



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	concerning the details of the unannounced inspection. The findings discussed included identified gaps and practical drift away from the mandated parts of C0040 and how corrections can be achieved - refer to the method section.		
<b>Remedial Action</b>			

<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's Signature</b>		<b>Date</b> 2023/08/30
<b>Inspector in Charge's Name</b> Darrell Braxton	<b>Inspection Team</b> Bruce Walker	