



## 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>	20230830-WMSC-LBW-1
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	TSMT	<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-RTRA-TNG
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	3
<b>Defects (Number)</b>	3
<b>Recommended Finding</b>	Yes
<b>Remedial Action Required<sup>1</sup></b>	No
<b>Recommended Reinspection</b>	Yes

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Closed Correction Action Follow-up			<b>Activity Code</b>	OBS-RTRA-TNG				
<b>Job Briefing Employee Name/Title</b>	WMSC Inspector - Darrell Braxton	<b>Accompanied Inspector?</b>	Yes	<b>Out Brief Conducted</b>	Yes	<b>Time</b>		<b>Outside Shift</b>	No		
<b>Related Reports</b>	Safety Audit of the Washington Metropolitan Area Transit Authority	<b>Related CAPS / Findings</b>	Closed Corrective Action: C-0040 - Risk Level 2C C-0046 - Risk Level 2C C-0047 - Risk Level 2C								
<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>			
	na	na	na		na			na			
<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) &amp; Track Number</b>	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785			<b>Chain Marker and/or Station(s)</b>		<b>From</b>			<b>To</b>		
						na			na		
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
	na		na								

<b>Description</b>	The WMSC Inspectors conducted an unannounced inspection at the Carmen Turner Training Facility (CTF) in Landover, Maryland. This was a follow up inspection from the safety audit of the Washington Metropolitan Area Transit Authority - Roadway Worker Protection and Training. The final report was released June 18, 2020. The focus area of the inspection was closed WMATA Corrective Actions: C0040 - WMATA must develop a formal procedure for the training and demonstration of all RWP Safety Equipment and Warning Devices. The procedure must include a standardized checklist for instructors to follow during the practical demonstration, including a requirement that each student physically demonstrates the ability and understanding to use each device or other piece of equipment. C0046 - WMATA must develop and use a detailed instructor's guide listing all practical exercises and steps for those practical exercises to ensure consistency and accuracy. The guide must specify what specific skills students must demonstrate in order to pass each class. C0047 - WMATA must develop an annual schedule for ROCC and field visits and review it quarterly to ensure that the roadway and field visits are being met as required in the SOP. During the inspection, three different Roadway Worker Protection (RWP) classes were observed. The Computer Based Training Lab (CBT) was observed while students were completing their refresher assessment. One RWP initial Level II class was observed during the practical demonstration. Additionally, TSMT Instructors were asked about the Checklist, Road Visits and Instructor Guides. Neither an instructor guide nor standardized checklist was observed in use during this field visit. During the observation of the practical exercise, the crossing of the third rail was demonstrated by the instructor and next performed by each student. The instructor discussed and demonstrated the use of Hot Stick and Warning Strobe Alarm Device (WSAD). The RWP students were not required to demonstrate proficiency in either task as identified in the finding that resulted in Corrective Action C0046. The instructor failed to show the proper installation of the Shunting Device nor did any student perform the task. Additionally, the WMSC inspectors identified that the TSMT Instructors had not participated in any of the quarterly Road Visits required by their SOP during the calendar year 2023. A follow-up inspection is recommended and an out briefing with WMATA was conducted at the conclusion of the inspection.		<b>Number of Defects</b>	3
	<b>Recommended Finding?</b>	Yes		
	<b>Remedial Action Required?</b>	No		
	<b>Recommended Reinspection?</b>	Yes		
<b>Remedial Action</b>				



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<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.

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