



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

| | | | |
|-------------------------------|--|-------------------------------|---------------------|
| Inspection Date | YYYY/MM/DD 2023/09/27 | Report Number | 20230927-WMSC-DLB-6 |
| Rail Agency Name | Washington Metropolitan Area Transit Authority | Rail Agency Department | Name |
| Rail Agency Department | Roadway Worker Protection (RWP) | Contact Information | |
| Inspection Location | N/A | | |

Inspection Summary

| | |
|---|----------|
| Inspection Activity # | 1 |
| Activity Code | Training |
| Inspection Units | 1 |
| Inspection Subunits | 0 |
| Defects (Number) | 2 |
| Recommended Finding | Yes |
| Remedial Action Required¹ | Yes |
| Recommended Reinspection | Yes |

Activity Summaries

| | | | | | | | | | | | |
|---|--|-------------------------------|---|---------------------------------------|--|----------------------|----------------------|----------------------------------|----------------------------|----------|-----|
| Inspection Activity # | 1 | Inspection Subject | Anonymous Safety Concern Report | | | Activity Code | Training | | | | |
| Job Briefing Employee Name/Title | N/A | Accompanied Inspector? | No | Out Brief Conducted | No | Time | 09:00 PM | Outside Shift | No | | |
| Related Reports | Related CAPS / Findings | | | | | | | | | | |
| Related Rules, SOPs, Standards, or Other | Ref | | Rule or SOP | | Standard | | Other / Title | | Checklist Reference | | |
| | | | Permanent Order: PO-23-25 L-Line Hot Spot | | Metrorail Operating Rulebook (MOR) Metrorail Safety Rules and Procedures Handbook - (No longer used.) MSRP. | | | | | | |
| Inspection Location | Main Track | Yard | Station | OCC | RTA Facility | WMSC Office | Track Type | At-grade | Tunnel | Elevated | N/A |
| Line(s) & Track Number | N/A | | | Chain Marker and/or Station(s) | | | From | | To | | |
| | | | | | | | N/A | | N/A | | |
| Vehicles | Head Car Number | | Number of Cars | | Equipment | | N/A | | | | |
| | N/A | | N/A | | | | | | | | |
| Description | <p>BACKGROUND: The WMSC received information via one of the safety reporting pathways in which concerned parties can anonymously submit safety issues that they may have. The report involves the following two safety concerns: 1. Use of outdated rules and procedures guidance books. It was reported to the WMSC that Metrorail is still using the MSRP and copies of the track access guides that don't reflect the Hot Spot corrections required by permanent order PO-23-25 during RWP class instruction and assessments. The safety concern is participants receiving ambiguous meaning and applications of important RWP rules that are to be used on the roadway. 2. Remote executive RWP classes that do not assure that the cardinal rule assessment is given as a closed book exam and no verification of participants having crossed the third rail. However, ELM records show that the participant completed the practical portion of the class with a grade of pass. This introduces the safety concern that individuals who are trained remotely will not have the necessary training that Metrorail requires for them to be safe on the Roadway. Additionally, this shows that Metrorail is not following its own safety training rules and procedures for personnel that require RWP training. For example, do these classes cover the same materials as the onsite in class RWP Level 1 training?</p> <p>METHOD: The information for this report was provided to the WMSC via anonymous Metrorail personnel through directed contact. CONCLUSION/FINDING: It was found that Metrorail is still in possession of and using outdated MSRP for training purposes and Special RWP class are being provided for Metrorail executive personnel remotely that allows for practical drift from established Metrorail procedures and rules. Also, the performance-based crossing of the third rail should be verified as the class objectives mandates. It is recommended that the situation continue to be monitored by the WMSC. It is also recommended that personnel who received remote training with a practical performance-based component be retrained if cannot be verified that the third rail was crossed. This action will serve to correct a re-occurrence in the future. Also, follow-up unannounced inspections should be implemented.</p> | | | | | | | Number of Defects | | 2 | |
| | | | | | | | | Recommended Finding? | | Yes | |
| | | | | | | | | Remedial Action Required? | | Yes | |
| | | | | | | | | Recommended Reinspection? | | Yes | |
| Remedial Action | Implement the mitigations outlined in this report. | | | | | | | | | | |

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.



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

| | | |
|--|-------------------------------|---------------------------|
| Inspector in Charge's Signature | | Date 2023/09/27 |
| Inspector in Charge's Name Darrell Braxton | Inspection Team N/A | |