



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2023/09/29	Report Number	20230823-WMSC-DLB-7
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	RTRA	Contact Information	
Inspection Location	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785		

Inspection Summary

Inspection Activity #	1
Activity Code	RR-RTRA-QAI
Inspection Units	1
Inspection Subunits	0
Defects (Number)	3
Recommended Finding	Yes
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	Rail Transportation QA/QC Certification Document Review				Activity Code	RR-RTRA-QAI			
Job Briefing Employee Name/Title	Rail Transportation Training Supervisor Rail Transportation Asst. Director	Accompanied Inspector?	No		Out Brief Conducted	No	Time	07:00 AM	Outside Shift	No	
Related Reports	Investigation W-0232 - Evacuation for life safety reasons and the improper movement of a train during the response without protections against collision	Related CAPS / Findings				N/A					
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title			Checklist Reference	
	N/A	SOP 1A 1.78 1.79 3.79			N/A		N/A			Performance Standardization Program Manual: Train Operations June 2020 - Sixth Revision	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
					X						
Line(s) & Track Number	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785				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: Metrorail is experiencing an increase in Rail Vehicle Operator Incidents such as station over-runs and signal run throughs. Operators claim that they have not received proper training during their new operator training courses. The WMSC is hearing these claims from Rail Vehicle Operators as they are conveyed via investigations. For example, some operators are stating that they have never been trained or performed turnback maneuvers. Other examples include the lack of training for the railcar environmental systems while receiving train operator certification. As a result of the information presented to the WMSC a risk based inspection was conducted by two WMSC Inspectors on Wednesday August 24, 2023, at the Carmen Turner Training Facility. The purpose of the inspection was to gather information and quantitative data to support the investigations. The safety risk is improperly trained personnel operating rail vehicles that can ultimately result in a catastrophic event occurring on Metrorail's mainline. METHOD: Two sets of train operator records were reviewed by the WMSC Inspectors. Each set of Train Operator and job Task Proficiency Evaluations reflected classes with about twenty-two students as attendees. The class records were examined for inconsistencies and discrepancies that revealed and substantiated the allegations by rail vehicle operators involved in incident investigations as credible. DATA: (3 Findings.) The review of the RTRA Training documents revealed the following trends: ã Participants being allowed to take the certification exam without having the required safety equipment and rulebooks. (Photo One.) ã Participants that were required to retest not retesting in all necessary job task per the QA/QC department Performance Standardization Program Manual. Failure to complete all categories and subcategories during a re-test result in certifying student not being properly certified. (Photo Two.) ã Missing information on certification documents. Documents reviewed did not have quality levels or relevant times for the activities recorded on the sheets. This exclusion of information demonstrates that the</p>						Number of Defects		3		
							Recommended Finding?		Yes		
							Remedial Action Required?		No		
							Recommended Reinspection?		Yes		



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	documents are not being filled out correctly. (Photos one and two.) Refer to the attached photos which provide evidence of the discrepancies mentioned above. The first document indicates that the student received a QL3 score in		
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 2023/09/29
Inspector in Charge's Name Darrell Braxton	Inspection Team Bruce Walker	