



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2023/09/29	Report Number	20230929-WMSC-DLB-9
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Roadway Worker Protection (RWP)	Contact Information	
Inspection Location	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785		

Inspection Summary

Inspection Activity #	1
Activity Code	Training
Inspection Units	
Inspection Subunits	
Defects (Number)	1
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	RWP Signage			Activity Code	Training				
Job Briefing Employee Name/Title	N/A	Accompanied Inspector?	No		Out Brief Conducted	No	Time	07:00 AM	Outside Shift	No	
Related Reports	Related CAPS / Findings										
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP			Standard		Other / Title		Checklist Reference	
						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	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover Md. 20785				Chain Marker and/or Station(s)		From		To		
					N/A		N/A		N/A		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A				
	N/A		N/A								

Description	Number of Defects		0
	Recommended Finding?		No
	Remedial Action Required?		No
	Recommended Reinspection?		Yes
Remedial Action			

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. This is a second reporting and it involves the following safety concern: 1. Signage posted outside of Metrorail training room 323 located on the third floor at the Carmen Turner Training Facility (CTF) see attached photo. The posted signage conveys outdated Roadway Worker Protection (RWP) cardinal rule information. In particular cardinal rule number seven states that "Class 2 rail vehicles shall not operate at speeds more than 5 mph within any working limits and shall be prepared to stop within 1/2 the range of visibility. Be on the lookout for Roadway workers, obstructions, broken rail and misaligned switches." The Metrorail Operating Rulebook (MOR) does not use this cardinal rule, in fact it has been removed from usage. The MOR guidance states cardinal rule number seven as follows, "Roadway Maintenance Machines shall operate at Restricted Speed within any working limits." **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 signage from the MSRP for training purposes that allows for practical drift from established Metrorail procedures and rules. The safety concern introduced by the presence of the outdated signage is ambiguous information. This confusion will introduce misinterpretation and improper setup of roadway worker protection resulting in safety incidents. It is recommended that the situation continue to be monitored by the WMSC. It is also recommended that the outdated RWP guidance be removed from the training environment and, if necessary, Metrorail create and post new signage reflecting the MOR cardinal rules. This action will serve to eliminate a re-occurrence in the future. Also, follow-up unannounced inspections should be implemented. As a follow-up to this anonymous safety concern report, the WMSC Inspector reached out to Metrorail RTRA management who upon being notified of the situation promptly removed the outdated cardinal rules sign. Therefore, the situation was mitigated.



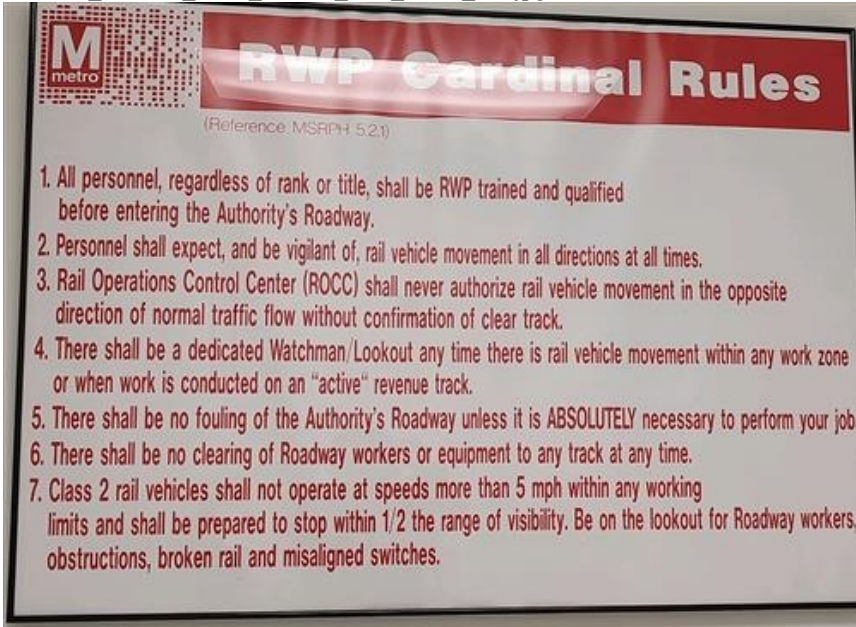
Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Photos:

Incorrect Cardinal Rules Outside_CTF_Room_323.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 2023/09/29
Inspector in Charge's Name Darrell Braxton	Inspection Team N/A	