

Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Increation Date	YYYY/MM/DD	Donast Number	20230929-WMSC-DLB-9					
Inspection Date	2023/09/29	Report Number						
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 Required ¹	No
Recommended Reinspection	Yes

Activity Summaries

Dob Briefing Employee N/A Accompanied Inspector? No Out Brief Conducted No Time 07:00 AM Outside Shift No No No Outside Shift O	Inspection Activity #	1	Ins	pection Subj	ect	RWP Sign	iage			Activity Code Training								
Related Rules, SOPs, Standards, or Other Related Rules, SOPs, Standards, or Other Related Rules, SOPs, Standards, or Other Inspection Location Main Track Carmen Turner Facility (CTF) 3500 Pennsy Orlive Landover Md. 20785 Chain Marker and/or Station(s) May May Main Track Main Marker and/or Station(s) Main Track Type At-grade Tunnel Elevated N/A N/A N/A N/A N/A MA N/A MA MA MA MA MA MA MA MA MA	Employee	N/A			Accompanied Inspector?			No		No Time		07:00	$0.7 \cdot 0.0 \Delta M$		No			
Related Rules, SOPs, Standards, or Other Inspection Location Main Track Yard Station OCC RTA Facility WMSC And More Protection (RWP) Cardinal rule information. In particular cardinal rule number seven state 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 A½ the range of visibility. Be on the lookout for Roadway workers, obstructions, borker rail and misaligned switches." The Metrorali Operating Rulebook (MOR) does not use this cardinal rule in metroduced by the presence of the outdated signage from the MSRPH for training purposes that allows for practical drift from established Metrorali procedures and rules. The safety concern introduced by the presence of the outdated signage is ambiguous information.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 (RWP) cardinal 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 The safety concern introduced by the presence of the outdated signage is ambiguous information.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 cincern is still in possession of and using outdated signage from the MSRPH for training purposes that allows for practical drift from established Metrorali 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 cincern. It is recommended that the student on the utuation continue to be monitored by the WMSC. It is also recommended that the student on the weighting ereflecting the training environment and, if necessary, Metrorali create and post new signage reflecting	Related Reports				Related CA	APS / Findin	ıgs			•						•		
Related Rules, SOPs, Standards, or Other Inspection Location Main Track Yard Station OCC RTA Facility MMSC Office Track Type At-grade Tunnel Elevated N/A Line(s) & Track Number Drive Landover Md. 20785 Chain Marker and/or Station(s) Wehicles Head Car Number Number of Cars N/A N/A 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 a second reporting and it involves the following safety concern: 1. Signage posted outside of Metroral training room 323 located on the third floor at the Carmen Turner Training Facility (CTF) & 2c see attached photo. The posted signage conveys outdated Roadway Worker Protection (RWP) cardinal rule information. In particular cardinal rule, unmber 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 Al% the range of visibility. Be on the lookout for Roadway worker, 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 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 Maintenannee Machiness shall operate at Restricted Speed within any working limits." METHOD: The information for this report was provided to the WMSC via anonymous Metrorail percalar list still in possession of and using outdated signage from the MSRPH for training purposes that allows for practical drift from established Methorail procedures and rules. The safety concern introdued by the presence of the outdated signage is ambiguous information. This confusion will introduce misinterpretation and improper setup of roadway worker prote		Ref		Rule	or SOP			Standard		Other /	Title		(Checkli	st Refere	ence		
Inspection Location Track Yard Station OCC RTA Facility Office Track Type At-grade Tunnel Elevated N/A	SOPs, Standards, or							Rulebook (Metrorail S and Proced Handbook	MOR) Safety Rules Jures - (No longer									
Number Drive Landover Md. 20785 Chain Marker and/or Station(s) Head Car Number Number of Cars Requipment Ny/A N/A	Inspection Location		Yard	Station	occ	RTA F	acility		Track Type	At-g	rade	Tunne	el	Elevated		N/A		
Number Drive Landover Md. 20785 N/A N/A					Pennsy	Chain Ma	rker and/	or Station(s)		From				To	ס			
N/A N/A N/A Equipment N/A	Number	Drive Lando	ver Md. 20	785		Cildiii ivid	inci unu,	or station(s)	N/A				N/A					
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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. Remedial Action		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 ½ 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 MSRPH 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								Ye:	s							

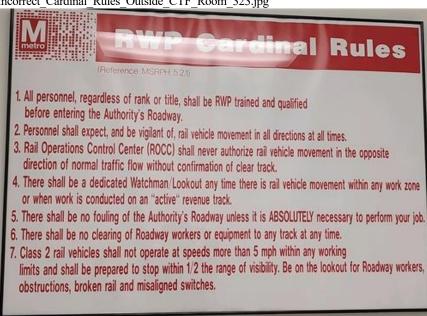


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Photos:

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 Inspector in Charge's Signature	be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.	Date 2023/09/29
Inspector in Charge's Name Darrell Braxton	Inspection Team N/A	<u> </u>