



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD	Report Number	20231013-WMSC-LBW-1
	2023/10/13		
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department Contact Information	Name
Rail Agency Department	RTRA		
Inspection Location	Alexandria Rail Yard (C99) 3201 Eisenhower Ave. Alexandria, Va 22314		

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Train Operator Certification				Activity Code	OBS-RTRA-QAI			
Job Briefing Employee Name/Title	Alexandria Interlocking Operator	Accompanied Inspector?	No	Out Brief Conducted	No	Time	07:00 AM	Outside Shift	Yes		
Related Reports	NA	Related CAPS / Findings			NA						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard		Other / Title			Checklist Reference	
	NA	NA			Performance Standardization Program Manual: Train Operations, Sixth Revision June 2020		NA			Train Operator and Road Supervisor Job Task Proficiency Evaluation	
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
		X						X			
Line(s) & Track Number	Alexandria Rail Yard (C99) 3201 Eisenhower Ave. Alexandria, Va 22314				Chain Marker and/or Station(s)		From		To		
							NA		NA		
Vehicles	Head Car Number		Number of Cars		Equipment		7340/1 + 7609/8 + 7674/5 + 7693/2				
	7340		8-cars								

Description	The WMSC Inspectors conducted an unannounced train operator certification inspection at the Alexandria Rail Yard (C99). The certification and recertification of train operators has been identified during recent event investigations as a contributing factor. Before the Alexandria inspection, the WMSC team reviewed training and certification records for two train operator classes and recertification records for December 2022 and January 2023. The governing document for this inspection was the Performance Standardization Program Manual: Train Operations, Sixth Revision June 2020. Prior to commencing the inspection activities, the WMSC inspection team conducted a briefing with the C99 interlocking operator (IO) to inform them of our presence within the rail yard. The inspection team was informed that the train to be used for certification would arrive after 9am and would be stored on Track 22. The inspection team took position on Track 24 to observe the recertification activities on the adjacent track. Track 24 was being used to store two out of service consists. The 8-car consist (L 7340/1 + 7609/8 + 7674/5 + 7693/2 T) to be used for the certification exam arrived and was laid up on Track 22. The Quality Assurance/Quality Control (QA/QC) examiner was observed performing an interior and exterior inspection prior to beginning the certification activities and uncoupled rail car 7341 from 7609. The certification examination commenced approximately one hour after the arrival of 8-car consist. Both the QA/QC examiner and the Train Operator (TO) were observed utilizing all required Person Protection Equipment (PPE). The certification activities observed by the inspection team were identified in the Train Operator and Road Supervisor Job Task Proficiency Evaluation. - Exterior inspection (7674/5 + 7693/2) - Interior inspection (7674/5 + 7693/2) - Rolling Test and Rolling Brake Test (6792) - Use of the Horn - Coupling (7341 to 7609) - Uncoupling (7608 from 7674) - Manual switch operation (Switch 187) - Recovery train operations (7608 from 7674) - Trouble shooting The inspection team did not observe mainline operations, manual route selection or turnback operations. These operations would require the inspection team to board the certification train and would distract the certification examination. All certification activities observed during this inspection were following the Performance Standardization Program Manual. The RTRA management was not available at the conclusion of the inspection, and the inspection team was not able to out brief with WMATA. The WMSC should continue to monitor Train Operator Certifications as part of the ongoing risk-based inspection program.		Number of Defects		
	Recommended Finding?				No
	Remedial Action Required?				No
	Recommended Reinspection?				Yes



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Remedial Action

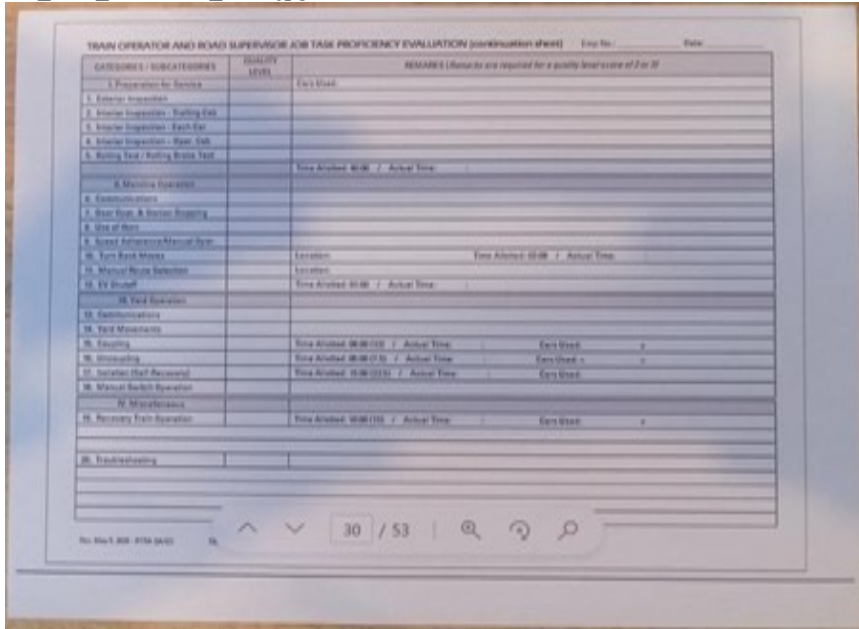


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Photos:
Job_Task_Evluation_Form.jpg



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 2023/10/13
Inspector in Charge's Name LeBon Bruce Walker	Inspection Team Darrell Braxton	