



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2023/10/18	Report Number	20231018-WMSC-LBW-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	RTRA	Contact Information	
Inspection Location	Red Line between Shady Grove and Glenmont Stations		

Inspection Summary

Inspection Activity #	1
Activity Code	PI-SAFE-QAI
Inspection Units	1
Inspection Subunits	7
Defects (Number)	0
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	Auto Door Train Operator Certification			Activity Code	PI-SAFE-QAI				
Job Briefing Employee Name/Title	Safe Officer at Glenmont Station	Accompanied Inspector?	Yes	Out Brief Conducted	Yes	Time	06:45 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			
	Temporary Use Notice (TUN) ADO-23-04 dated October 13, 2023	SOP 40		NA	NA			Checklist for Certification			
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X					X	X	X	
Line(s) & Track Number	Red Line between Shady Grove and Glenmont Stations			Chain Marker and/or Station(s)		From		To			
						NA		NA			
Vehicles	Head Car Number		Number of Cars		Equipment						

Description	<p>The WMSC Inspectors conducted an announced train operator Auto Door Operation (ADO) training and certification inspection on the RED line between the Shady Grove and Glenmont Stations. In preparation for the return to auto doors, all operations personnel assigned to the Alpha and Bravo lines will have to complete computer-based training (CBT) and a practical certification. The certification of operations personnel was to be completed in compliance with Temporary Use Notice (TUN) ADO-23-04 dated October 13, 2023, and include the use of the Checklist for Certification by the Quality Assurance Quality Control examiners. The WMSC received notice that ADO certification was commencing Wednesday October 18, 2023, at both Red Line terminal stations. Prior to the inspection activity, the Job Task Proficiency Evaluations for the QA/QA staff and the TUN-ADO 23-04 were reviewed. Two WMSC inspectors arrived at Glenmont Station and attended a Briefing with WMATA safety before the inspection activities. At 0700 the inspectors contacted the Rail Operation Control Center (ROCC) to alert them of the inspection and determine the location of the Quality Assurance Quality Control (QAQC) examiner. The inspection team observed Auto Door Certification of multiple train operators. The QA/QC examiner was approaching trains after the platform was serviced and confirming that each operator had completed the required CBT before starting the certification review. The examiner contacted the ROCC to request permission to break the sealed switch and move the door mode selector switch to Auto-Manuel. Each train operator was observed to determine if they were following procedures as they entered six rail stations. After the sixth station, the QA/QC examiner resealed the door mode selector switch in Manual-Manual and notified the ROCC. During the auto-door certification, intermittent radio communication was observed on both tracks of the Red line between Rhode Island Avenue and Fort Totten Stations. Communication was inconsistent on both the handheld and carborne radio. To communicate with the ROCC, the examiner had to use a telephone. At multiple locations, the auto doors failed to open. The train operator was observed contacting the ROCC and following the correct procedures. The QA/QC examiner noted each location on the students Checklist for Certification. The QA/QC examiner and all Train Operators were observed in possession of all required Person Protection Equipment (PPE). A follow-up inspection is recommended.</p>	Number of Defects	0
		Recommended Finding?	No
		Remedial Action Required?	No
		Recommended Reinspection?	Yes
Remedial Action			



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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 2023/10/18
Inspector in Charge's Name LeBon Bruce Walker	Inspection Team John DeRenzo Fred Diven	