



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/03/08	Report Number	20240308-WMSC-DLB-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	RTRA	Contact Information	
Inspection Location	Red Line between Fort Totten to Bethesda, Track 1 and Track 2.		

Inspection Summary

Inspection Activity #	1
Activity Code	OBS-RTRA-RI
Inspection Units	3
Inspection Subunits	
Defects (Number)	3
Recommended Finding	Yes
Remedial Action Required¹	Yes
Recommended Reinspection	Yes

Activity Summaries

Inspection Activity #	1	Inspection Subject	Application of Advanced Mobile Flagging Procedural Changes.				Activity Code	OBS-RTRA-RI			
Job Briefing Employee Name/Title	Rail Vehicle Operators and Advanced Flaggers.	Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	06:00 AM	Outside Shift	No		
Related Reports	N/A.	Related CAPS / Findings			N/A.						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard	Other / Title		Checklist Reference			
		Metrorail Operating Rulebook (MOR) Permanent Order NO. PO-23-21 Changes to AMF Procedures.			N/A.	N/A.		N/A.			
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	Red Line between Fort Totten to Bethesda, Track 1 and Track 2.			Chain Marker and/or Station(s)			From		To		
							N/A.		N/A.		
Vehicles	Head Car Number		Number of Cars		Equipment		N/A.				
	7136, 3155 and 7046.		Eight each.								
Description	<p>The WMSC (Washington Metrorail Safety Commission) Safety Inspectors conducted an unannounced inspection on the Red Line Friday March 8, 2024. The main elements of the inspection were Train Rides, observations, questioning of Rail Vehicle Operators, Advanced Flaggers, and verification of Permanent Order NO. PO-23-21 implementation to gauge its effectiveness and functionality. The two WMSC Safety Inspectors rode train 122 aboard lead car 3155 on track number one between Rhode Island Ave (B04) and Brookland - CUA (B05). This area was selected since there was a track walk occurring that involved cable inspections and used Advanced Mobile Flagging protection (AMF). Also, this was the first train ride. The second train ride was aboard a train with lead car 7046 on track two. The train was boarded from Fort Totten (B06) to Rhode Island Ave. (B04). Lastly, a third train was boarded at Rhode Island Ave. (B04) and ridden to Bethesda (A09) where Advance Mobile Flagging was also being implemented. OBSERVATION/FINDINGS: 1. Train ride number one - Rail Vehicle Operator did not sound the Horn on approach to Roadway Workers. (Violation of Rule 5.3-part (d.) page 34 of 276,). The Rail Vehicle Operator was informed of the violation by the WMSC Safety Inspectors but stated that she thought that Rail Vehicle Operators no longer had to sound the horn while passing Roadway Workers. The Rail Vehicle Operator also stated that the crew gave a proceed signal. The speed of the Rail Vehicle was below 35 mph as required. 2. The Advanced Flagger at (B04) did not have the proper PPE. Per the Metrorail Operating Rulebook (MOR) Table 12, Protection Coordination column three AMF - PPE Required, page132 of 276. The Advanced Flagger was missing A Hard hat, Orange Flag, Flashlight, had a whistle but no Air Horn and did not have the necessary script. The WMSC Safety Inspectors questioned the Advanced Flagger about the lack of proper PPE at which time he produced many of the missing items from a back he was carrying. As for the script, he admitted to being given a piece of paper with it on it, but he did not bring it with him. He said that he was still using the old script since he felt that the Rail Vehicle not sounding its horn was dangerous. It is also important to mention that he did not use the old script either, he verbally stated it to the Rail Vehicle Operator instead.</p>						Number of Defects		3		
							Recommended Finding?		Yes		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Remedial Action	Continued Inspections of the Advanced Mobile Flagging (AMF)procedural changes implemented throughout the Metrorail system. Monitoring for coordinated application of Advanced Mobile Flagging to avoid practical drift from its intended purpose.
------------------------	---

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 2024/03/08
Inspector in Charge's Name Darrell Braxton	Inspection Team Bruce Walker