



## Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

**Agency/Department Information**

<b>Inspection Date</b>	YYYY/MM/DD 2024/03/08	<b>Report Number</b>	20240308-WMSC-LBW-1
<b>Rail Agency Name</b>	Washington Metropolitan Area Transit Authority	<b>Rail Agency Department</b>	Name
<b>Rail Agency Department</b>	RTRA	<b>Contact Information</b>	
<b>Inspection Location</b>			

**Inspection Summary**

<b>Inspection Activity #</b>	1
<b>Activity Code</b>	OBS-RTRA-QAI
<b>Inspection Units</b>	1
<b>Inspection Subunits</b>	0
<b>Defects (Number)</b>	5
<b>Recommended Finding</b>	No
<b>Remedial Action Required<sup>1</sup></b>	No
<b>Recommended Reinspection</b>	Yes

**Activity Summaries**

<b>Inspection Activity #</b>	1	<b>Inspection Subject</b>	Permanent Order 23-21			<b>Activity Code</b>	OBS-RTRA-QAI				
<b>Job Briefing Employee Name/Title</b>	Darrell Braxton - WMSC	<b>Accompanied Inspector?</b>	No	<b>Out Brief Conducted</b>	Yes	<b>Time</b>	09:00 AM	<b>Outside Shift</b>	Yes		
<b>Related Reports</b>	NA	<b>Related CAPS / Findings</b>			NA						
<b>Related Rules, SOPs, Standards, or Other</b>	Ref	Rule or SOP			Standard	Other / Title			Checklist Reference		
	Permanent Order 23-21	MOR 5.3.3 MOR 17.22.4 MOR 17.22.4.1 MOR 17.22.5.2			NA	NA			NA		
<b>Inspection Location</b>	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	<b>Track Type</b>	At-grade	Tunnel	Elevated	N/A
	X		X					X	X	X	
<b>Line(s) &amp; Track Number</b>					<b>Chain Marker and/or Station(s)</b>	From Shady Grove		To Glenmont			
<b>Vehicles</b>	<b>Head Car Number</b>		<b>Number of Cars</b>		<b>Equipment</b>						
	7112 7136 7046 3155										

<b>Description</b>	<b>Number of Defects</b>	5	
<p>The WMSC Inspectors conducted an unannounced Rail Vehicle Operator and Advanced Mobile Flagger (AMF) inspection on the RED Line on track 1 and track 2. The focus of the inspection was training and implementation of Permanent Order (PO) 23-21 (Changes to AMF Procedures. Advanced Mobile Flagging is a form of RWP used by Mobile Work Crews in which on-track safety is provided in coordination with the Rail Traffic Controller. Permanent Order 23-21 was issued to amend the existing rules for AMF procedures to change the maximum speed to 35 mph and eliminate the requirement for Rail Vehicle Operators to continuously blow the horn and reduce speed to 15 mph when observing and passing mobile work crews. This PO 23-21 was implemented on March 1, 2024, and the WMSC received safety concerns from frontline workers after its implementation. The inspection team observed six (6) different Rail Vehicle Operator as they interacted with the Advanced Mobile Flagger (AMF), operated their rail vehicle, receive and acknowledge hand signal and passed mobile work crews. One (1) Rail Vehicle Operator failed to adhere to Metro Operating Rule 5.3.3: a. Warning to others that rail vehicle is approaching b. Acknowledgement of any signal to the rail vehicle All other Rail Vehicle Operators were observed in compliance with all other rule changes listed in Permanent Order 23-21. After receiving notification from an AMF, vehicles operators were observed departing and operating between stations at under 35 mph. The inspection team observed three locations where Advanced Mobile Flagger (AMF) protection was established. The inspection team observed the AMF flaggers from both aboard the Rail Vehicles and while performing flagging protection from the station platform. The inspection team monitored Rail Ops 1 to hear all communications between the Flagger, Roadway Worker in Charge (RWIC) and the Rail Traffic Controller (RTC). The inspection team observed a communication where the flagger stated they were in position while still walking to the end of the platform. This was in violation of rule: a. 17.22.4 Establishing Advanced Mobile Flagging protection b. 17.22.4.1 Before accessing the roadway, the RWIC shall ensure the AMF is properly equipped and positioned on the correct track the 8-car marker or end gate at the next passenger station in advance of the Mobile Work Crew</p>	<b>Recommended Finding?</b>	No	
	<b>Remedial Action</b>	<b>Remedial Action Required?</b>	No
		<b>Recommended Reinspection?</b>	Yes

<sup>1</sup> 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
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2024/03/08

**Inspector in Charge's Name**  
LeBon Bruce Walker

**Inspection Team**  
Darrell L. Braxton