



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/07/10	Report Number	20240710-WMSC-DLB-3
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Comms and Signaling (COSI)	Contact Information	
Inspection Location	8301 Professional Place Hyattsville, Md.		

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	COSI Safety Stand-Down C97 Red Signal Overrun			Activity Code	QAI-TNG-OBS					
Job Briefing Employee Name/Title	N/A.	Accompanied Inspector?	No		Out Brief Conducted	No	Time	02:00 PM	Outside Shift	No		
Related Reports	C97 Preliminary Report.		Related CAPS / Findings			N/A.						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP			Standard	Other / Title			Checklist Reference			
	N/A.	N/A.			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	8301 Professional Place Hyattsville, Md.				Chain Marker and/or Station(s)	From			To			
						N/A.			N/A.			
Vehicles	Head Car Number		Number of Cars		Equipment	N/A.						
	N/A.		N/A.									
Description	<p>BACKGROUND: A Safety Stand Down was conducted by Metrorail Communications & Signaling (COSI) department due to a red signal overrun that occurred at the C97 junction. The incident happened on Thursday June 20, 2024, and involved signal C97 12 on track 1. As a result, Metrorail conducted an investigation pertinent to the incident. The following information is the quoted from Metrorail's Preliminary results of the investigation, "The preliminary probable cause of the Red Signal Overrun event on June 20, 2024, at the C&J Junction, was due to extender boards used to perform tests that allowed for a logic override when the equipment was misconfigured. An additional causal factor was that the ATCM did not follow the procedures for conducting cab signal testing. The preliminary probable cause of the damage to Switch #1 was due to the Rail vehicle operator who failed to identify the correct rail alignment. An additional causal factor was that the Button RTC failed to inform the Radio RTC of the last route that was established prior to the Radio RTC granting the RVO a permissive block." Metrorail's COSI department subsequently developed and implemented a Safety Stand Down to address identified safety concerns while regular departmental activities were paused. The end results of Metrorail's COSI department Safety Stand Down includes the expectations listed below: 1. Increased Safety Awareness. 2. Improved Communication. 3. Training and education and empowerment of all team members to recognize potential risks and hazards and report them. As stated by Metrorail, "COSI held the first Stand Down on Friday, June 28 at 8301 Professional Place Hyattsville, Md. Approximately 50+ Superintendents and above (Signals) participated, along with representatives from SAFE, Office of Safety Investigations and Training. Future sessions will expand into the field to include employees and contractors a PURPOSE: On Wednesday July 10, 2024, two WMSC Inspectors attended one of the COSI department Safety Stand Downs with the goals observing topical subject areas covered and gauging its effectiveness/functionality. METHOD: This Inspection was conducted by listening to the dialogue between presenters and attendees along with viewing the PowerPoint presentation.</p>										Number of Defects	0
											Recommended Finding?	No
											Remedial Action Required?	No
											Recommended Reinspection?	Yes
Remedial Action												

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 2024/07/10
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Inspector in Charge's Name Darrell Braxton	Inspection Team Max Smith
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