



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/08/04	Report Number	20240804-WMSC-DLB-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Track and Structures	Contact Information	
Inspection Location	Suitland Metro Station 4500 Silver Hill Road Suitland-Silver, MD 20746		

Inspection Summary

Inspection Activity #	1
Activity Code	OBS-EMGT-WI
Inspection Units	1
Inspection Subunits	0
Defects (Number)	2
Recommended Finding	No
Remedial Action Required¹	No
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1	Inspection Subject	Prince George's County Full-Scale Exercise			Activity Code	OBS-EMGT-WI				
Job Briefing Employee Name/Title	Yes.	Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	06:00 AM	Outside Shift	Yes		
Related Reports	2022 Audit of Emergency Management and Fire and Life Safety Programs		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	Suitland Metro Station 4500 Silver Hill Road Suitland-Silver, MD 20746			Chain Marker and/or Station(s)		From		To			
						383 + 60		466 + 00			
Vehicles	Head Car Number		Number of Cars		Equipment		N/A.				
	N/A.		N/A.								

Description	Number of Defects	2
<p>BACKGROUND: On Sunday, August 4, 2024, two WMSC Inspectors conducted an inspection at the Suitland Metro Station (F10) Track 2 chain markers 466 + 00 to 383 + 60. The Full-Scale Exercise was part of a planned Metrorail shutdown activity scheduled from August 3rd through August 5th. The Work Zone set up used Inaccessible Track as it's from of Roadway Worker Protection (RWP). The work zone used during the full-scale exercise was a piggyback work zone protected by shunts, red e-flares and work mats. During the exercise, Metrorail implemented single tracking utilizing track 1 allowing the station to remain available to customers. This exercise/drill is a response to a simulated derailment and a collision with a person. The Suitland Metro Station Full-Scale Exercise consisted of two separate training opportunities. First Responders from the Prince George's County Fire and Emergency Medical Services and Metro responded to a derailment and customer rescue scenario in a multi-surface station. This full-scale exercise served to test command, operational communication and coordination, safe track entry, and first responder tactics in the Metrorail environment. The exercise scenario was a collision between a train and a customer that resulted in a derailment with passengers aboard the train and injuries that required evacuation and medical attention from first responders. METHOD: The following methods were used by the WMSC Inspectors during the inspection: 1. Observations. 2. Discussions with Subject Matter Experts and participants. 3. Pictures/Photos. The following is a summary of both the positive and negative attributes of the inspection: POSITIVES: See Photos. - The use of orange mesh barriers (Snow Fencing) with Metrorail personnel positioned at strategic points to ensure that the customers didn't mistakenly enter the Full-Scale Exercise area of the Suitland platform. - The securing of the orange mesh barriers to open areas between tracks one and two in the tunnel/portal area. This was accomplished by using wooden boards bolted temporarily to the tunnel walls to hold the mesh in place and act as a visual barrier so that personnel would not access track one which have train movement. - Proper Roadway Worker Protection (RWP) set up of the piggyback work zone both procedurally and inclusive of the correct RWP safety equipment. - Employee in Charge (EIC) performed a pre work zone walk through and identified exposed stud. The hazard was mitigated via the use of cones that denied access to the hazard. - Observed the ladder and board used by emergency personnel and players (customers) to safely evacuate the disabled train. This was a verification of a previously identified hazard.</p>	Recommended Finding?	No
	Recommended Reinspection?	No



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Remedial Action



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Photos:

RWP_Safety_Equipment_F10_TK_2_Suitland_Full_mn_Scale_Excercise_080424.jpeg



In_compliance_Electrical_Safety_Gloves_F10_Suitland_Full_mn_Scale_Excercise_080424.jpeg





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In compliance WSAD lp s rp F10 Suitland Full mn Scale Excercise_080424.jpeg



Snow Fencing covering access areas F10 Suitland Full mn Scale Exercise_080424.jpeg





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Snow_Fencing_and_Metro_personnel_covering_access_areas_and_separating_platform_TK1_F10_Suitland_Full_mn_Scale_Exercise_080424.jpeg



Snow_Fencing_covering_access_areas_and_separating_platform_TK1_F10_Suitland_Full_mn_Scale_Exercise_080424.jpeg





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Snow_Fencing_covering_access_areas_in_tunnel_F10_Suitland_Full_mn_Scale_Exercise_080424.jpeg



Personnel_with_ETEC_and_ladder_and_board_F10_Full_mn_Scale_Exercise_080424..jpeg





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Controller_cm_Evaluator_wearing_sneakers_in_the_tunnel_mn_portal_Suitland_Full_mn_Scale_Exercise..jpeg



Metrorail_Supervisor_experiencing_poor_radio_communications_Suitland_Full_mn_Scale_Exercise..jpeg





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Fire Personnel having difficulties installing the WSAD F10 Full Scale Exercise 080424.jpeg



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 2024/08/04
Inspector in Charge's Name Darrell Braxton	Inspection Team Bruce Walker	