

Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD	Donart Number	20240804-WMSC-DLB-1						
Inspection Date	2024/08/04	Report Number							
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 Required ¹	No
Recommended Reinspection	No

Activity Summaries

Inspection Activity #	1 Inspection Sul			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 Outsic		Yes			
Related Reports	2022 Audit of Emergency Management and Fire and Life Safety Programs			Related CAPS / Findings N/A.											
Related Rules,			Rule	Rule or SOP Standard		Standard	Other / Title			Checklist Reference					
SOPs, Standards, or Other			N/A	/A.		N/A.	N/A.		N/A.			N/A.			
Inspection Location	Main Track Yard Stat		Station	occ	RTA F	acility	WMSC Office	Track Type	At-grade Tur		Tunne	el Elev	ated	ed N/A	
			Х								Х				
Line(s) & Track Number	Suitland Metro Station 4500 Road Suitland-Silver, MD 20			5: · · · · · · ·			383 + 60	From T 466 + 00				То	0		
	Head Car N	•		lumber of C		, 		383 + 00				400 + 00			
Vehicles	N/A			N/A.		Equipm	ent	N/A.							
								n Inspection at	Number o	of Defects				2	
	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					Recommended Finding?					No				
			The Work Zone set up used Inaccessible Track as it's from of Roadway				Remedial Action Required?					No			
Description	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						nspection?		N	No					



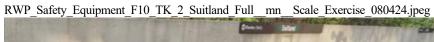
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Remedial Action



Photos:





In_compliance_Electrical_Safety_Gloves_F10_Suitland_Full__mn__Scale_Excercise_080424.jpeg





 $\underline{In_compliance_WSAD_lp_s_rp__F10_Suitland_Full_mn_Scale_Excercise_080424.jpeg}$

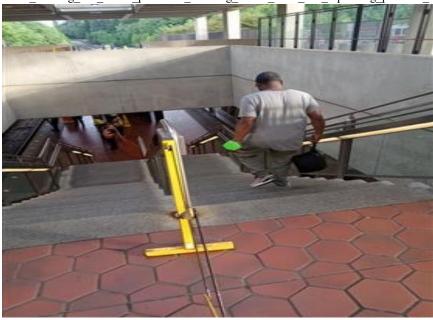


Snow_Fencing_covering_access_areas_F10_Suitland_Full__mn__Scale_Exercise_080424.jpeg

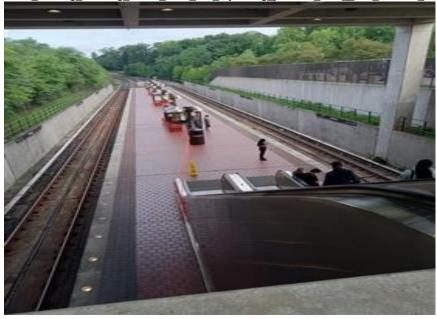




 $\underline{Snow_Fencing_and_Metro_personnel_covering_access_areas_and_separating_platform_TK1_F10_Suitland_Full_mn_Scale_Exercise_080424.jpeg$



 $\underline{Snow_Fencing_covering_access_areas_and_separating_platform_TK1_F10_Suitland_Full_mn_Scale_Exercise_080424.jpeg$





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_Excerise_080424..jpeg





Controller_cm__Evaluator_wearing_sneakers_in_the_tunnel_mn__portal._Suitland_Full_mn__Scale_Exercise..jpeg



Metrorail_Supervisor_experiencing_poor_radio_comminications._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.

Date 2024/08/04