



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD 2024/10/08	Report Number	20241008-WMSC-DLB-1
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name
Rail Agency Department	Technical Training and Development	Contact Information	
Inspection Location	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover, MD 20785		

Inspection Summary

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

Activity Summaries

Inspection Activity #	1	Inspection Subject	Roadway Worker Protection class observation				Activity Code	OBS-TNG-QAI			
Job Briefing Employee Name/Title	RWP Supervisor	Accompanied Inspector?	No	Out Brief Conducted	Yes	Time	07:00 AM	Outside Shift	No		
Related Reports	WMSC- 2024 Roadway Worker Protection (RWP) Audit	Related CAPS / Findings			N/A.						
Related Rules, SOPs, Standards, or Other	Ref	Rule or SOP		Standard		Other / Title		Checklist Reference			
	Metrorail Operating Rulebook (MOR)	PO-24-08 - Application of RWP PO-24-08 - Transfer of Authority PO-24-05 - Bulletin Orders & Required Documentation P-24-08 - Entrust Token		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						
Line(s) & Track Number	Carmen Turner Facility (CTF) 3500 Pennsy Drive Landover, MD 20785			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: Several Permanent Orders that directly influence Roadway Worker Protection (RWP) became effective on Tuesday October 1, 2024 throughout the Metrorail system. Permanent Order-PO-24-08, Application of RWP involves the distinction of when RWP is required and when it is not. The delineation is that RWP is to be used if the work being performed directly fouls a track or has the potential to foul a track. If either of the conditions are present RWP must be requested by the Roadway Worker in Charge (RWIC) for permission to foul the track from the Rail Traffic Controller (RTC). This fact is determined by the risk of being struck by a moving rail vehicle. The second emphasize point was the differentiation between permission and notification. Permission is not required to enter the roadway, instead the roadway worker will simply notify the RTC or Interlocking Operator (IO) to gain access to the roadway. This is based on the absence of the risk of being struck by a moving rail vehicle. Clearing the Track versus Clearing the Roadway and Roadway Job Safety Briefing (RJSB) requirements were also address by the permanent order. METHOD: Direct classroom observations and Computer Based Training (CBT) review were used as the basis for the inspection by the WMSC.</p>						Number of Defects		1		
							Recommended Finding?		No		
							Remedial Action Required?		Yes		
							Recommended Reinspection?		Yes		
Remedial Action	Metrorail must mitigate the deficiencies identified in this report.										

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 2024/10/08
Inspector in Charge's Name Darrell Braxton	Inspection Team N/A.