



WMSC Inspection Report 20250326B

ISSUED 3/31/2025

Inspection Details

Title: Rail Vehicle Operations Inspection – New Carrollton Yard

Location: New Carrollton Yard (D99)

Date of Inspection: 3/26/2025

Time of Inspection: 4:15am to 8:00am

Unannounced

Risk-Based (Corrective Action Plan C-0041)

Functional Area: Personal Worker Protection

Hazard Rating: 2D

Overview

On Wednesday, March 26, 2025, a WMSC Inspector observed Rail Vehicle Operations (RVO) at New Carrollton Rail Yard (D99)

This is a risk-based inspection based on finding 4 from the [2020 Safety Audit of Roadway Worker Protection and Training](#). Finding 4 states, “WMATA employees are not consistently following Personal Protective Equipment (PPE) requirements for personnel entering or traversing WMATA’s roadway.”

Additionally, this inspection aimed to verify Rail Vehicle Operators (RVOs) are following Metrorail Operating Rulebook (MOR) operating rules within the rail yard when preparing vehicles for mainline revenue service. Adherence to the established rules is important to ensure life safety and equipment viability. The MOR operating rules are part of the core requirements for rail vehicle operations both within rail yards and throughout the Metrorail system. The WMSC inspector observed RVOs adherence to the following rules from the MOR:

- 1) 7.1.4 Rail Vehicle Operators removing Class 1 rail vehicles from storage or preparing Class 1 rail vehicles for revenue service shall perform an interior and exterior inspection and perform a rolling and rolling brake test prior to initiating general operation of the consist.



- 2) 8.1.4 Inter-car barriers shall be deployed and stowed in accordance with WMATA authorized procedures.
- 3) 8.1.7 Safety stops shall be made when approaching another rail vehicle, bumping post, or obstruction.
- 4) 8.1.8 Safety stops must be made three (3) car lengths, then two (2) car lengths, then 50-feet, then 10-feet and then proceed at a speed not to exceed three (3) mph until final stop is made.
- 5) 5.3.6 Employees shall always sound the horn and wait five (5) seconds prior to moving rail vehicles in the shop, the yard, or any area where personnel may be present.
- 6) 17.11.1 WMATA PPE requirements apply to all personnel entering or traversing WMATA's roadway. All PPE must meet or exceed Occupational Safety and Health Administration (OSHA) standards. OSHA standards are available at OSHA.gov.
- 7) 18.6.1 WMATA employees shall wear the Department of Safety approved Class 2 yellow safety vest.
- 8) 18.1.5 When crossing track(s), employees shall ensure that there is no movement of railcars and shall walk a safe observable distance (at least ten feet) ahead of or behind stopped railcars.
- 9) 18.1.7 Wearing backpacks, bags, or equipment with back and/or over the shoulder straps when the potential to foul tracks is present is prohibited. This equipment should be hand carried and not worn while traversing in, on, and around tracks.

The inspection was conducted via observations of rail vehicle operators and Class 1 vehicle movement within the New Carrollton (D99) Rail Yard. Information on the vehicles observed is recorded in the table below.

Lead Car Number	Number of Cars in Consist	Track Number
3025	8	10
7598	8	11
7320	8	16
6152	8	13
7482	8	8
7106	6	10

Table Number One – New Carrollton Rail Yard Inspection Data.

After concluding the inspection, the WMSC Inspector conducted a debrief at with the WMATA Interlocking Operator (IO), in accordance with Program Standard Section 6.F.1.

Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as



defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

Defect Observations and Determinations

Defect 1

WMSC Inspector observed a rail vehicle operator wearing a backpack that blocked the Department of Safety approved Class 2 yellow safety vest in violation of MOR 18.1.7 (listed above). The improper use of the backpack obscured the reflective "X" located on the rear of the outer garment creating a safety hazard. (See Fig 1 on next page)

Hazard Rating: 2D



Photos:



Fig 1 - RVO wearing backpack

Observations

The WMSC Inspector observed all but one rail vehicle operator in compliance with the nine MOR rules listed above. The one rule violation noted was the operator whose backpack obstructed a clear view of the Class 2 yellow safety vest.



Next Steps

Please respond **by Thursday, April 3, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.