



WMSC Inspection Report 20260828

ISSUED 8/31/2026

Inspection Details

Title: New Carrollton Yard Safety Stops Inspection

Location: New Carrollton Yard (D99)

Date of Inspection: 8/28/2026

Time of Inspection: 9:00am to 11:00am

Unannounced

Non-Risk-Based

Functional Area: Operations

Hazard Rating: 2D

Overview

On August 28, 2026, WMSC Inspectors performed a Safety Stop rule compliance inspection at New Carrollton Yard (D99). A safety stop is a deliberate stop made by rail vehicle operators to ensure conditions are safe before movement continues. It is used to prevent collisions, verify authority, confirm track conditions, or address close-in situations. This inspection showed that three out of the four rail vehicles inspected were compliant with Metrorail Operating Rulebook (MOR) Safety Stop rules. All inspected radio communications adhered to Metrorail's radio communication rules and procedures.

The objective of the inspection was to observe the rail vehicle movement in approach to the bumping post,¹ other vehicles, or an obstruction. Additionally, radio communication between the Rail Vehicle Operator (RVO), Interlocking Operator (IO), and the Terminal Supervisor were monitored for compliance with Metrorail radio protocol. Upon arriving at a staffed terminal station, Rail Vehicle Operators must contact the Terminal Supervisor for permission to depart the mainline tracks before receiving authorization from the Interlocking operator to enter the rail storage facility.

¹ The Metrorail Operating Rulebook defines a bumping post as "A structure at the end of the tracks to prevent cars from rolling off."



After concluding the inspection, WMSC Inspectors conducted a debrief with the Rail Yard Assistant Superintendent and the New Carrollton Interlocking Operator 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.

Observations and Defect Determinations

Section 7 of the Metrorail Operating Rulebook (MOR) identifies the general rules for rail vehicle operations and movement. There are two rules within the MOR that govern the requirements of safety stops. **7.1.8** outlines when safety stops are required and **7.1.9** states the required stopping distances.

MOR 7.1.8 Safety Stops - Safety stops must be made when approaching another rail vehicle, bumping post, or any obstruction.

MOR 7.1.9 Safety Stop Distances - Safety stops must be made at:

- three (3) car lengths,
- two (2) car lengths,
- 50 feet,
- 10 feet, and then 3mph
- Proceed at a speed not to exceed three (3) miles per hour until final stop is made

Data summary

Three of the four rail vehicles observed made all appropriate safety stops.



Rail Vehicle Safety Stop Observations (D99)

Train	Train ID	Lead Car #	Consist	Track No.	Safety Stops Required	Safety Stops Completed	Compliant (Y/N)
1.	641	7678	6-Cars	9	4	3	N
2.	945	7456	8-Cars	10	4	4	Y
3.	930	7230	8-Cars	14	4	4	Y
4.	NA	6038	2-Cars	13	4	4	Y

Table 1: Data showing compliance of rail vehicle operators with safety stops rules.

All monitored radio communication between the rail vehicle operators and the interlocking operator was concise and in accordance with Metrorail Operating Rulebook 13.11 Radio Messages: Content & Code Words. Rail vehicle operators communicate with the interlocking operator and receive a final location for their train consist and are then instructed to perform safety stops. The rail vehicle operator repeats the instructions back over the radio. This communication between the two individuals was monitored for compliance with that order of events and also for copy, over, and out requirements.

13.11.5 Communications must be as brief as possible and must use these key words:

- Copy: To signify that the message was received and understood.
- Over: At the close of each transmission to which a response is expected.
- Out: At the close of each transmission to which a response is not necessary. Must be preceded by proper identification.

Radio Communication Observations

Train ID No.	Participants	Compliant (Y/N)
641	IO and RVO	Y
945	IO and RVO	Y
930	IO and RVO	Y
Yard Operator	IO and RVO	Y

Table 2: Monitored communication compliance with operating procedures.

IO – Interlocking Operator

RVO – Rail Vehicle Operator



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During the inspection debrief, the Yard Assistant Supervisor acknowledged the WMSC inspection observations and communicated that the importance of safety stops would be reinforced at the next operations briefing.

Defect 1

One of the four rail vehicle operators did not comply with MOR 7.1.9 and completed three safety stops, instead of the four outlined in the rulebook.

Hazard Rating: 3D

Next Steps

Please respond **by Thursday, September 3, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.