



WMSC Inspection Report 20261001

ISSUED 10/5/2026

Inspection Details

Title: Metrorail Operating Rulebook Inspection

Location: New Carrollton Yard (D99) and Greenbelt Yard (E99)

Date of Inspection: October 1, 2026

Time of Inspection: 9:00am to 1:30pm

Unannounced

Risk-Based (Corrective Action Plan C-193)

Functional Area: Operations

Hazard Rating: 4C

Overview

On October 1, 2026, the WMSC performed an unannounced, risk-based inspection to check for the presence of up-to-date rulebooks (Metrorail Operating Rulebook—MOR). Access to the current rules is necessary for safe rail operations. This inspection is a follow up to previous rulebook inspections that were conducted on January 15, 2025 (report [20250115C](#)—all rulebooks up-to-date), April 11, 2025 (report [20250411E](#)—three out-of-date rulebooks), August 28, 2025 (report [20250828](#)—three out-of-date rulebooks), and July 9, 2025 (report [20250709](#)—three out-of-date rulebooks).

As background, Corrective Action Plan (CAP) C-193 was issued on April 7, 2022, as finding 13 of the [WMSC Audit of Rail Operations](#): “With frequent modifications due to temporary and permanent orders, and outdated versions of Metrorail’s rulebook being distributed to personnel when hard copies are available, the latest Metrorail rules are not easily accessible to train operators. This creates document control issues and makes a rule requiring personnel to carry the latest version of the Metrorail Safety Rules and Procedures Handbook (MSRPH) unrealistic.”

Subsequently, on September 1, 2023, Metrorail replaced the MSRPH with the Metrorail Operating Rulebook (MOR). C-0193 requires that only current copies of the Metrorail Operating Rulebook (MOR) are available and in use. C-193 remains an open corrective action plan.



The Metrorail Operating Rulebook sets out the mandatory operations rules for Metrorail service, defining what is required to safely and efficiently move trains, other roadway equipment, and how Metrorail protects roadway personnel. The rulebook applies to all operating personnel, including rail vehicle operators, rail traffic controllers, interlocking operators, field supervisors, and roadway workers. One of the rules in the Metrorail Operating Rulebook stipulates what is required to maintain accuracy and compliance with the rulebook ensuring employees always have the most up-to-date MOR information, Track Access Guide, Roadway Worker Protection Manual, current Bulletin Orders in effect, and Electrical Operations Manuals. This specific rule is laid out below.

MOR 1.5, Required Books and Documents

MOR 1.5.1 Employees must maintain and have access to current copies of the following while on duty if the document pertains to the performance of their duties:

- Metrorail Operating Rulebook
- Roadway Worker Protection Manual
- Track Access Guide
- Current Bulletin Orders in effect, and
- Electrical Operations Manual Employees are responsible for reporting to training with required materials. Training Department staff may not be available before class to assist with materials. Do not rely on Training Department staff to assemble books before a class.

MOR 1.5.2 Rules and processes in this book may change. Each employee is responsible for keeping their Metrorail Operating Rulebook, and other required documents, up to date.

MOR 1.5.3.1 Required Copies Employees must have the current Summary Bulletin Order, the most recent Non-Summary Bulletin Order, and any Supplemental Bulletin Orders.

1.5.3.6 Summary Bulletin orders are issued on the first Monday of each month, containing all current information. They remain in effect until next month's Summary Bulletin Order is issued.

1.5.3.7 Non-Summary Bulletin Orders are Issued on all Mondays except the first Monday of the month. Each new Non-Summary Bulletin Order supersedes the previous one and includes all current information issued after the Summary Bulletin Order, unless otherwise noted.

After concluding the inspection, WMSC Inspectors conducted a debrief with operations employees in possession of the Metrorail Operating Rulebook. Additionally, the WMSC Inspectors debriefed with the personnel in division management office, 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

WMSC Inspectors went onsite to check that the current Metrorail Operating Rulebook (MOR) with an effective date of April 1, 2026, was in place at randomly chosen locations. Additionally, WMSC Inspectors identified that the current Metrorail Bulletin Order 201-20, with an effective date of 0001 hours, Monday September 21, 2026, should be included in all current MORs. This bulletin order replaced the previous Bulletin Order 201-18. Bulletin Order 201-20 (Photo 1) covers the following critical safety directives, Permanent Orders and Temporary Orders.

Critical Safety Directives:	26-01: Enhanced Rules for Operation
	26-02: Absolute Block
Permanent Orders:	25-17: Required Training, Qualifications, & Examinations, Rule 1.7.1
	26-01: 1B New Rule Language
	26-04: Radio Communications-Blanket Announcements Standards and Signal Management Requirements
	26-05: Radio Communications – Positive Identification Sequence Requirement
	26-06: Radio Communications – Signal Indication Communication Prohibition and Signal
	26-07: Radio Communications – ICAO Phonetics Applicability and Passenger Station Identification Standard
	26-08: Radio Communications – Key Word Usage and Communication Loop Closure Standard
Temporary Orders:	25-11: Amtrak RWP Exemption
	25-23: Limiting RWP Responsibilities for Level One (1) Qualified Personnel



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	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	
	METRORAIL BULLETIN ORDER 201-20	
	Effective 0001 hours, Monday, September 21, 2026	
	NON-SUMMARY BULLETIN ORDER	
Previous Bulletin Orders in effect: 201-18		
Publications in effect when this Bulletin Order was composed		
Metrail Operating Rulebook	2nd Edition	
General Order(s)		
Critical Safety Directives	26-01, 26-02	
Permanent Orders	25-17, 26-01, 26-04, 26-05, 26-06, 26-07, 26-08	
Temporary Orders	25-11, 25-23	
LINE INSTRUCTIONS		
A-Line	No Changes or Additions	
B-Line	No Changes or Additions	
C-Line	Sept 23, Track 2 Out of Service 369+10 to 339+24	
D-Line	No Changes or Additions	
E-Line	No Changes or Additions	
F-Line	No Changes or Additions	
G-Line	No Changes or Additions	
J-Line	No Changes or Additions	
K-Line	No Changes or Additions	
L-Line	Sept 26-27, Track 1 Out of Service 054+90 to 163+00	
	Sept 26-27, Track 2 Out of Service 054+67 to 163+00	
N-Line	No Changes or Additions	
YARD INSTRUCTIONS		

Photo 1: First page of Bulletin Order 201-20

The WMSC selected Greenbelt Rail Yard (E99) and New Carrollton Rail Yard (D99) for the compliance inspection and checked the following three locations at each yard. In accordance with Corrective Action Plan C-193, these locations are where Metrorail must maintain current copies of the MOR and required documentation.¹

1. Operations breakroom
2. Interlocking operator's office
3. Terminal supervisor's office

WMSC Inspectors visited all three locations at both yards to check for the current April 1, 2026, edition of the Metrorail Operating Rulebook (MOR) and the September 21, 2026 (most current) Bulletin Order 201-20.

¹ As an interim mitigation as part of C-193, Actionable Item 11, copies of the Metrorail Operating Rulebook are to be "available and under control of division Managers in every tower, terminal, and breakroom." Additionally, that "Physical MORs will be clearly marked to identify the responsible division name and location and will be updated by division Managers when new orders are issued."



Inspection Location	April 1, 2026 – MOR present (Yes/No); if No, MOR edition present	Bulletin Order 201-20 Available (Yes/No); if No, present Bulletin Order date
Greenbelt tower	No – July 1, 2025, edition	No – July 7, 2025
Greenbelt Station terminal	No – July 1, 2025, edition	No – Nov 24, 2025
Greenbelt Station rail vehicle operator breakroom	No – Not MOR present, only the retired MSRPH dated from Feb 2015	No Bulletin Order present
New Carrollton tower	No – July 1, 2025, edition	No – Oct 13, 2025
New Carrollton Station terminal	No – July 1, 2025, edition	No – Mar 2, 2026
New Carrollton rail vehicle operator breakroom	Yes	No – Mar 9, 2026

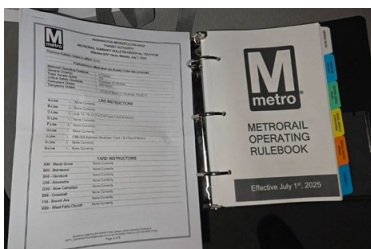
Table 1 – lists the locations, MOR editions identified at the location, and whether the most current bulletin order was present (Bulletin Order 201-20)

Defect 1

At the Greenbelt Yard tower, the interlocking operator presented WMSC Inspectors with July 1, 2025, Metrorail Operating Rulebook. The most recent bulletin order included with Greenbelt Tower MOR was dated July 7, 2025.

Hazard Rating: 4C

Photos



Photos 2: Greenbelt Tower.



Defect 2

At the Greenbelt Station terminal, the terminal supervisor presented the WMSC Inspectors with July 1, 2025, Metrorail Operating Rulebook. The most recent bulletin order included in the Greenbelt Station terminal MOR was dated November 24, 2025.

Hazard Rating: 4C

Photos



Photo 3: Greenbelt Station Terminal.

Defect 3

At the Greenbelt rail vehicle operator breakroom, the division clerk presented WMSC Inspectors with a copy of the February 2015 Metrorail Safety Rules and Procedures Handbook (MSRPH). The MSRPH is no longer used by Metrorail and was replaced by the MOR in 2023. In addition, there no bulletin order was presented to WMSC Inspectors.

Hazard Rating: 4C

Photos

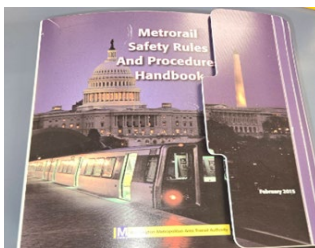


Photo 4: Greenbelt Breakroom.

Defect 4

At the New Carrollton Yard tower, the interlocking operator presented WMSC Inspectors with July 1, 2025, Metrorail Operating Rulebook. The most recent bulletin order included with New Carrollton tower MOR was dated October 13, 2025.



Hazard Rating: 4C

Photos

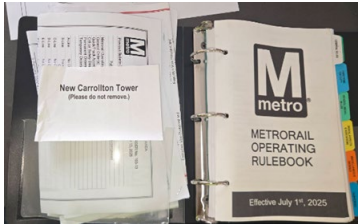


Photo 5: New Carrollton Tower.

Defect 5

At the New Carrollton Station terminal, the terminal supervisor presented the WMSC Inspectors with July 1, 2025, Metrorail Operating Rulebook. The most recent bulletin order included with New Carrollton terminal MOR was dated March 2, 2026.

Hazard Rating: 4C

Photos

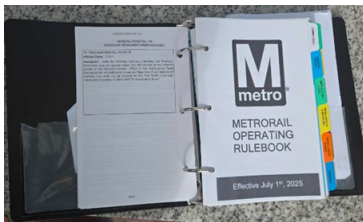


Photo 5: New Carrollton Terminal.

Defect 6

At the New Carrollton rail vehicle operator breakroom, a printed copy of the current April 1, 2026, MOR was accessible, but it contained the outdated March 2, 2026, bulletin order in its notebook folder.

Hazard Rating: 4C



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Photos:

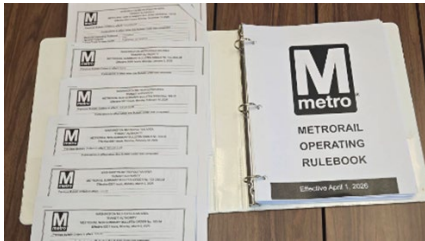


Photo 6: New Carrollton Breakroom.

Next Steps

Please respond **by Friday, October 9, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.