



Contact the Editor

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CONFIDENTIAL CLOSE CALL

KEEP REPORTING... WE ARE LISTENING!

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Metro, ATU Local 689, and IBT Local 922 take close calls seriously. Metro has approved the below safety actions to address concerns from employees who have made confidential reports directly to the Bureau of Transportation Statistics (BTS). These action items are tracked internally to ensure completion and ongoing compliance.

Employee Concern: Missing third rail cover boards

Employees have reported missing third rail cover boards at West Falls Church Yard. Many believe that the third rail cover board is there to protect the employee, but its sole purpose is to protect the third rail from debris and liquids. Replacing cover boards is a constant cycle that WMATA is working to execute more efficiently. In addition Maintenance of Way Engineering (MOWE) is evaluating alternative designs for cover boards.

Actions: Track and Structures (TRST) department has identified and replaced 450 feet of missing cover boards at the reported location.

Responsible Party: Mike Davis, TRST

Completed: 1/22/18



The following are updates on employee concerns reported earlier to the Close Call program:

RESOLVED: Smoking in unauthorized areas

In his weekly message to staff on October 27, 2017, GM/CEO Paul Wiedefeld issued a statement to all WMATA employees regarding smoking in unauthorized areas. The message stated that WMATA's Smoke-Free Workplace policy prohibits smoking in all WMATA vehicles and within 25 feet of all WMATA facilities.

RESOLVED: Formal Lock-Out-Tag-Out (LOTO) procedure

Traction Power Maintenance Department (TRPM) has issued a Standard Operating Procedure for LOTO and switching to all TRPM employees. A 14-week training program has been implemented to include electrical safety for Traction Power.

Responsible Party: Mike Hass, TRPM



RESOLVED: Pipe leakage at West Falls Church Yard

Employees have reported leakage from the ceiling of the S&I locker room at West Falls Church Yard. Maintenance found a leaking copper pipe in the ceiling of the locker room, and made the repair. Water damage to the ceiling is currently being addressed.

Responsible Party: Paul Kram, PLNT

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RESOLVED: UPE duct repairs

Employees have observed Fire & Life Safety (FLS) ducts in need of repair in stations and reported these issues to Close Call. According to SOP 209-07 supervisors must schedule failed FLS equipment repairs first. If a Fire & Life Safety duct is not in a failed state at the time reported, immediately taking interim mitigation actions would be an appropriate response from management to address employees' concerns.

Actions: In October, replacement of the UPE ducts began by an outside company. Plant (PLNT) Department management will ensure that assistant superintendents are aware of appropriate interim mitigations until scheduled replacements are made. In the interim, the duct was patched as pictured until permanent renovations begin.

Responsible Party: Paul Kram, PLNT

RESOLVED: Air quality in stations

Actions: Employees have reported concerns with the air quality in stations. At WMATA's request URS Corporation performed air sampling testing in compliance with OSHA requirements on kiosks level, platform level, and end gate locations. The concentration of airborne dust and metals, and potential exposures to total and respirable dust and metals results were significantly lower than OSHA's requirements. Of the samples collected the maximum concentration detected was 0.44 mg/m³, which is well below established exposure limits of 5.0 mg/m³ (OSHA standard) and 3.0 mg/m³ (ACGIH).

Responsible party: Carla Grano, EMIH

RESOLVED: Overlapping work conflict between RWIC and non-roadway escort of contractors

Actions: The Office of Technical Skills Maintenance Training has created a training course for all escorts to familiarize them with the escorting procedures for non-roadway environments (SOP 41). An annual refresher training for employees at all levels of RWP is also available, and covers SOP 28 at each level of RWP certification. In addition, a Safety Bulletin was released on October 3, 2017, articulating RWP procedures that should be followed when work fouls the track.

Responsible Party: Andy Off, RAIL



RESOLVED: Misalignment between station platforms and railcar doors

Employees have reported misalignment between station platforms and railcar doors at Braddock Road and Rhode Island Avenue.

Actions: To mitigate hazards until the long term station rehabilitation can be completed, WMATA makes customer announcements at the affected stations. On 7000 series railcars automated announcements are made, with live announcements on all other railcars servicing those stations to warn customers. Also, a PIDS message was created for display. Installation of visual optimal boarding markings on the platforms have been installed at Braddock Road.

Responsible Party: Andy Off, RAIL