



# WMSC Inspection Report 20250314

ISSUED 03/17/25

## Inspection Details

Title: Train Control Room (TCR) Inspection

Location: A01, B01, B02, B03, B35, B04, B05, B07, B10

Date of Inspection: 3/14/2025

Time of Inspection: 10:15am to 2:00pm

Announced (Email notification sent at 10:16AM 3/13/2025)

Risk-Based (CAP C-0213)

Functional Area: Automatic Train Control & Signals

Hazard Rating: 1D

## Overview

This WMSC inspection was focused on the cleanliness of Train Control Rooms (TCR) and the vital equipment housed within them. The purpose of this inspection was to check on the defects outlined in [WMSC Inspection Report 20241205B](#) to determine whether WMATA's stated mitigations were implemented as described and to determine whether any new defects were present. The WMSC visited and reviewed the conditions of Train Control Rooms at 9 stations (A01, B01, B02, B03, B35, B04, B05, B07, B10).

During the December 5, 2024 inspection there were six defects noted for remediation by WMATA. While conducting this inspection most of the defects previously identified were remedied at the location outlined in the previous report; however, several of the same defects were observed again during this inspection but at different locations than before.

This is a risk-based inspection based on corrective action plan C-0213. C-0213 was created to address the finding "Metrorail has an ineffective and insufficient inspection, maintenance and cleaning program for the Automatic Train Control equipment, particularly including a lack of required tools, procedural compliance, and supervisory oversight for care of vital equipment housed in train control rooms and is not maintaining the structural integrity of these ancillary rooms." ([Train Control Room Order dated August 4, 2022.](#))

After concluding the inspection, the WMSC inspectors conducted a debrief at B10 Wheaton with the WMATA Assistant Director, Automatic Train Control Maintenance 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

During inspection, lead acid batteries were found that did not have their metallic leads guarded and that were stored within metal lockers often neighboring accelerants such as paper and chemicals. Such batteries encountering other metals can cause sparks which could lead to a fire. This condition was observed at B35 NoMa-Gallaudet U Station and immediately reported to the present Assistant Director, Automatic Train Control Maintenance (ATCM), who was on site during the inspection and who contacted the local area supervisor for mitigation. At the time of discovery, the batteries were removed from their metal cabinet to an open-air space, their leads taped and removed for proper disposal from the TCR.

During the inspection, this potentially hazardous condition was identified as an Immediate Safety Concern that was immediately conveyed to ATCM Assistant Director and as noted above, was mitigated on-site during the inspection.

Additionally, WMSC notified WMATA of the Immediate Safety Concern again via email on Monday, March 17, 2025, in accordance with Program Standard Section 6.F.2.a. In response to the WMSC's emailed Immediate Safety Concern, Automatic Train Control Maintenance advised that the batteries had been relocated to the Car Maintenance shop at Brentwood Yard for proper disposal.

**Hazard Rating: 3B**



### **Defect 2**

As outlined in the ATC-1000 Instructions for Testing and Inspection of ATC Apparatus and System the 1020 Procedure for Train Control Room (TCR) Weekly Inspections Procedure, Step 5.1.4 instructs that WMATA mechanics performing this preventative maintenance must “verify the extinguishers has an inspection tag and that tag has been initialed by a WMATA Approved Fire Personnel for the current or previous month of the inspection.”

Each visited TCR had an extinguisher available in the room. At two TCR locations, the present fire extinguishers had not been signed off as having their condition checked/confirmed. The locations in question were B05 Brookland (TCR Inspection 1020 Data Sheet completed 2/6, 2/13, 2/22, and 2/27/2025 with “Fire Extinguisher checked” as “P” passing, but the extinguisher’s tag had not been signed off for the month of February as of March 14, 2025) and B07 Takoma (Missing January inspection as of March 17, 2025).

**Hazard Rating: 3B**



WASHINGTON METRO RAIL SAFETY COMMISSION

**B05 Brookland**

02/22/25

02/06/25

2/27/25

**B05 Brookland**

Mar 14, 2025 12:35:15 PM

801 Michigan Avenue Northeast

Washington District of Columbia

MONTH	2022	2023	2024	2025	2026	2027
JAN.						
FEB.						
MAR.						
APR.						
MAY						
JUN.						
JUL.						
AUG.						
SEP.						
OCT.						
NOV.						
DEC.						

**B07 - Takoma**

Mar 14, 2025 1:06:45 PM

327 Cedar Street Northwest

Washington District of Columbia

MONTH	2020	2021	2022	2023	2024	2025
JAN.						
FEB.						
MAR.						
APR.						
MAY						
JUN.						
JUL.						
AUG.						
SEP.						
OCT.						
NOV.						
DEC.						



**Defect 3**

As outlined in the ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System) the 1020 Procedure for Train Control Room (TCR) Weekly Inspections Procedure, Step 1.6 instructs that WMATA mechanics performing this preventative maintenance must “ensure that no hazardous material or any type of chemicals are stored in the TCR.”

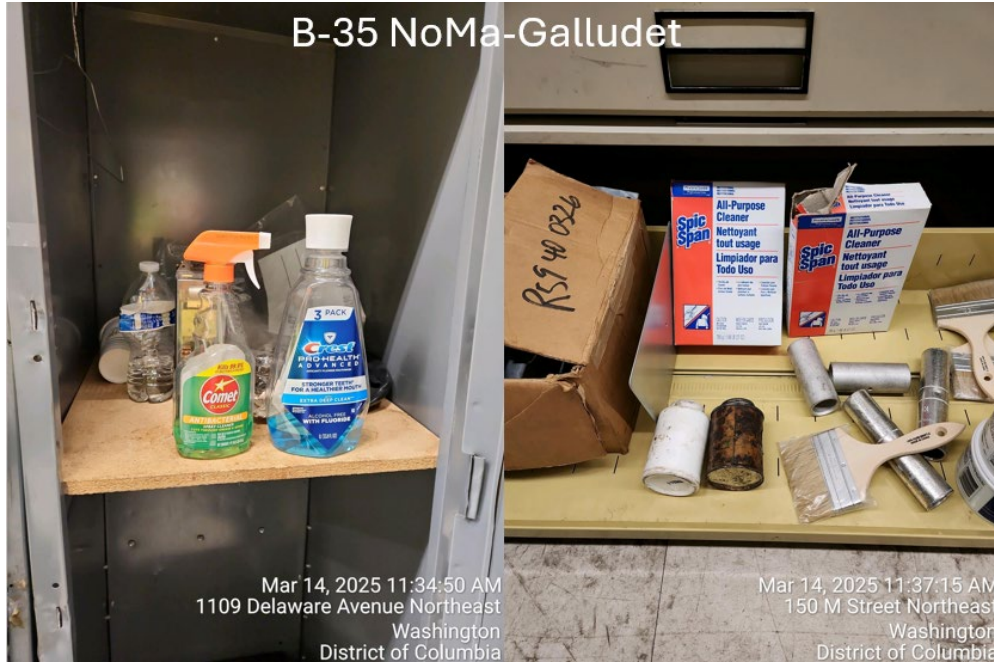
In 4 of the 9 TCRs (B01, B02, B35, and B05) hazardous material or chemicals were observed in the room that included combustibles, flammables, and corrosives (see photos below).

**Hazard Rating: 3B**





WASHINGTON METRORAIL SAFETY COMMISSION



**Defect 4**

Four AF800 Power Amplifier boards were found at the B07 Takoma Train Control Room sitting inside a cabinet. These power amplifiers are a vital piece of equipment that is used during testing and verification to take measurements when conducting train (cab level) testing. It is unclear as to when these boards were brought into the room as they were not present during the inspection that occurred December 5, 2024. The concern is that some of these boards were marked defective as of June 25, 2024, but were still being stored out in the field. The yellow tag indicating defective



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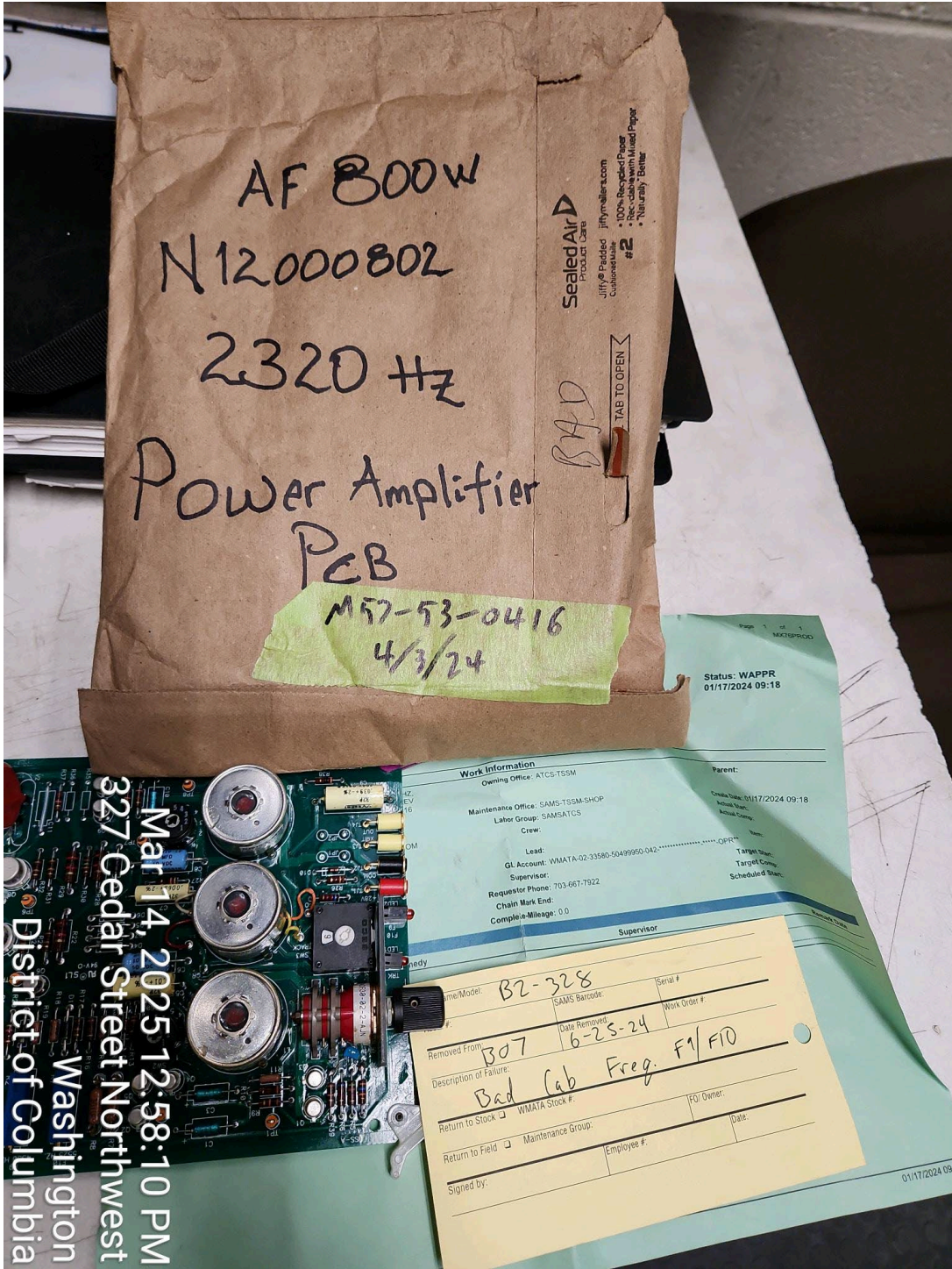
was not attached to the board and instead had to be retrieved out of the bottom of the containing sleeve the board was stored in. The integrity of this group of boards is unknown. The boards found during this inspection were removed by WMATA personnel.

The observed type of storage of such a piece of equipment is against the ATC-2000 System Integrity Maintenance Practices, which states:

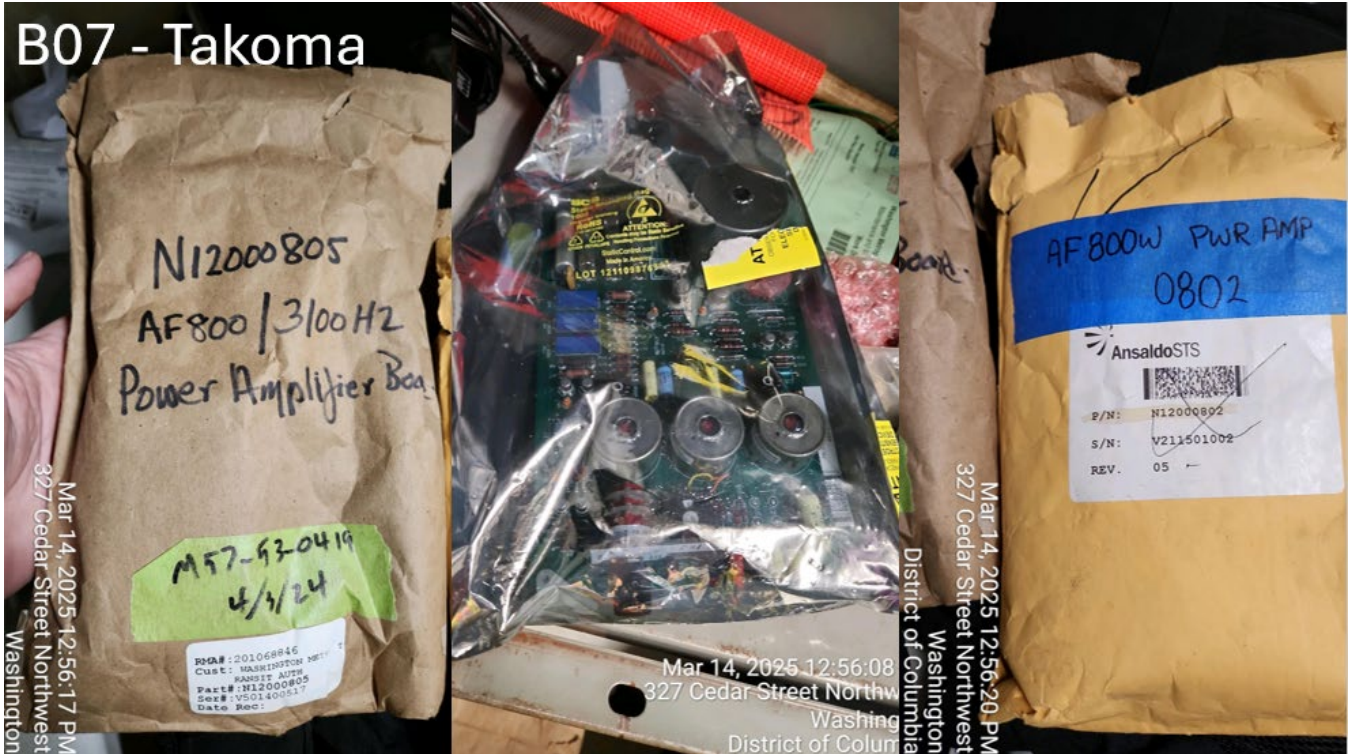
2004.11 Yellow Tags – Defective and Unused Equipment When defective ATC equipment is identified, or un-used stock is found during routine maintenance the following actions are required:

- Yellow tags shall be completed and applied to any defective equipment removed from service or any un-used stock or equipment found at the location. The tag information shall include the 3MS WO number, location ID, date, stock number, description of the defect, technician name and call number.
- The defective or unused equipment shall be returned to the field office (or other location designated by the ATCM Supervisor), for pick-up and transport to the SMNT Shop and Material Support (SAMS) facility.
- Whenever items are pulled from stock and not used, they shall be promptly tagged and returned to SAMS for testing and return to the storeroom.

**Hazard Rating: 1D**







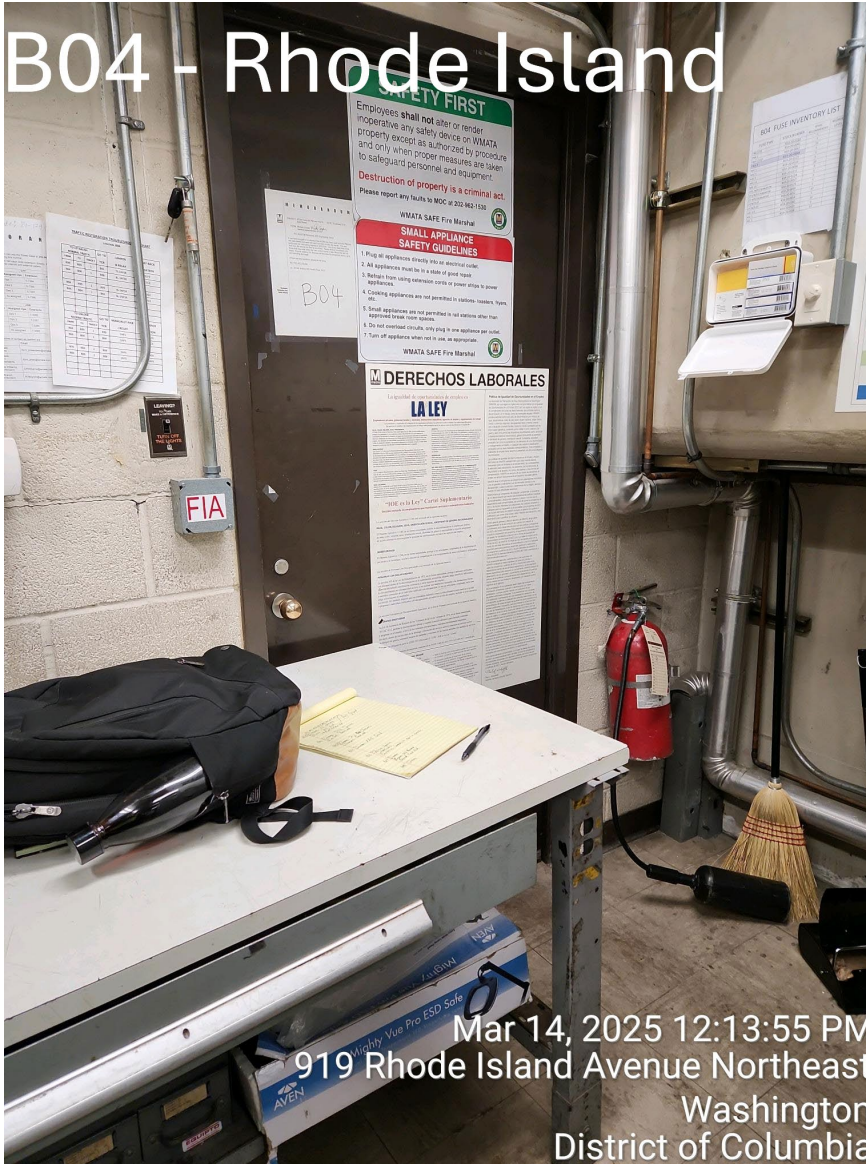
**Defect 5**

The egress from the TCR at B04 Rhode Island Ave Station is blocked by a table. This creates hazardous conditions in the event an evacuation from the TCR is necessary.

**Hazard Rating: 2D**



# B04 - Rhode Island



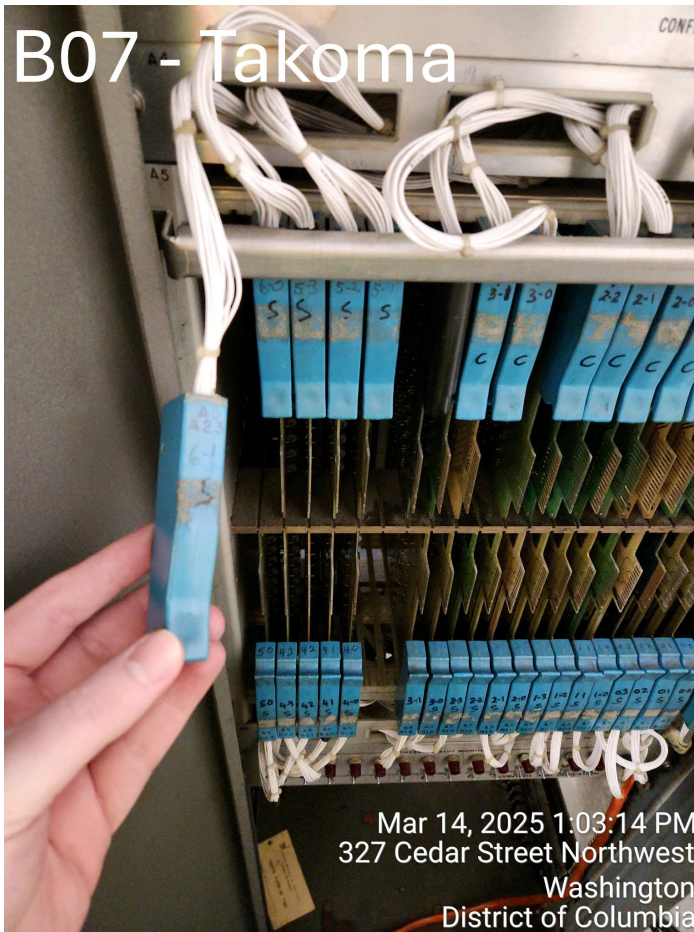
## Defect 6

There were unsecured connections located in the RTU at B07 Takoma for reasons that could not be identified or determined while on site and no blue tag was found.

As outlined in the ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System) the 1020 Procedure for Train Control Room (TCR) Weekly Inspections Procedure, Step 2.7.2 instructs that WMATA mechanics performing this preventative maintenance ensure the following: “Unterminated loose wires must be properly secured, and blue tagged. The blue tag should be properly filled out. Unterminated Loose wires without blue tags must be reported to the ATC Supervisor for investigation and documentation. Any deficiency must be corrected as soon as possible.”



**Hazard Rating: 3B**



## Next Steps

Please respond **by Thursday, March 20, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.