



# WMSC Inspection Report 20250326A

ISSUED 3/31/2025

## Inspection Details

Title: Observation of WMATA Track Inspection from New Carrollton to Landover, Track 1

**Location:** Track 1 D13 (New Carrollton) to D12 (Landover)

Date of Inspection: 3/26/2025

Time of Inspection: 7:00am to 11:00am

Unannounced

Non-Risk Based

Functional Area: Track

## Overview

On Wednesday, March 26, 2025, WMSC Inspectors met with Track and Structures (TRST) Track Inspectors at the office in the New Carrollton Yard to receive their initial safety briefing for the day. There was one TRST inspection team available, as many of the inspectors were attending a training class. This TRST inspection team was assigned to inspect Track 1, from D13 (New Carrollton) to D10 (Landover).

The TRST inspection team consisted of a Roadway Worker-in-Charge (RWIC), one flagman, two track inspectors, and four Advance Mobile Flagmen (AMF). The four AMFs were provided by a WMATA rail contractor. Since there were no other inspection teams, all four of the available AMFs were with this one Inspection team inspecting the track, two stationed at each platform. The WMSC Inspectors met the TRST inspection team at the station platform at Landover (D12) for the job safety briefing. Thereafter, the RWIC, the TRST flagman, the two TRST Inspectors, and the WMSC Inspection team boarded a train to New Carrollton to start the inspection there.

The RWIC determined there were two segments of foul time track requests.

WMSC Inspectors report the TRST team properly followed the RWP procedures throughout the track inspection, and each job briefing was well done.

After concluding the inspection, the WMSC inspectors conducted a debriefing with the Roadway-Worker-in-Charge, 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 refer to specific safety issues of non-conformance/non-compliance that have been identified and 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 Inspectors noted part of a flyover guardrail had been cut and the divided piece was left behind sitting in the right-of-way and not anchored in any way. This should be mitigated. (See fig 1 and 2)

### Photos

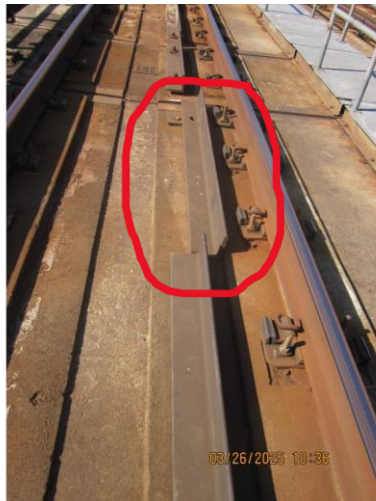


Fig 1 and 2 - loose guardrail on flyover

### Defect 2

WMSC inspectors noted a damaged junction box on the flyover near D1-552+00. WMSC Inspectors were unable to determine the function of the junction box at D1 552+00, but request WMATA to confirm that the damage is not creating a safety hazard. (See fig 3 and 4)



## Photos



Fig 3 and 4 – damaged junction box and chain marker

## Defect 3

WMSC inspectors noted several shims of the third rail insulators on the east end of the flyover (before chain marker D1 563+00) have come out from under the insulators. WMSC requests Track and Structures (TRST) to review the third rail geometry in this section and confirm that the insulators are secure. In typical service, these insulators are on the downhill portion of the flyover when eastbound trains would not necessarily be using power. However, should a situation require single tracking in this location there may be issues with westbound trains if these insulators are not properly supporting the third rail. (See figs 5 through 8)

## Photos



Fig 5 and 6 – shims detached from under the insulators





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Fig 7 and 8 – detached shims

### Observation 1

WMSC Inspectors noted during the track inspection, there were some broken screw spikes, some broken studs on the direct fixation section, some loose screw spikes, but none of these were in large enough clusters to consider a defect.

### Observation 2

There were some chain markers that were knocked down (See fig 9 and 10) and these damaged chain markers were reported and logged in Maximo by the track inspectors.

### Photos



Fig 9 and 10 – knocked down chain markers

### Observation 3

WMSC Inspectors noted a number of third rail coverboards were knocked off, removed or damaged, but again not clustered enough to warrant a defect. There were a number close together as Inspectors approached the Landover station. (See fig. 11 through 14) The TRST track inspectors confirmed that all of these items have been previously reported. There is no defect to report.



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### Photos



Fig 11 and 12 - damaged or removed third rail coverboards.



Fig 13 and 14 - more damaged or removed third rail coverboards.

### Observation 4

WMSC was unable to determine if these ETS boxes were functional, but the boxes were obviously damaged; D1- ETS Box D157 CM 554+94 and D1- ETS Box D159 CM 562+94; (See fig 15 and 16)

### Photos



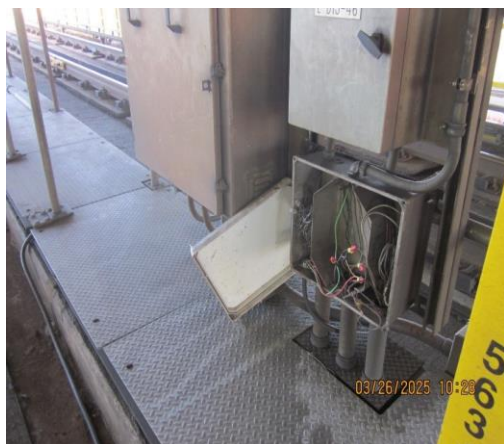


Fig 15 and 16 – damaged ETS boxes

## 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.