



## WMSC Inspection Report 20250528

ISSUED 6/3/2025

### Inspection Details

Title: Car Maintenance Tool Inventory Inspection

Date of Inspection: 5/28/25

Time of Inspection: 8am to 12pm

Unannounced

Risk-Based (CAP C-0270 – Action Item #4)

Functional Area: Vehicles

Hazard Rating: 2D

### Overview

On May 28, 2025, a WMSC Inspector requested inventory documentation to verify that Metrorail is maintaining proper crimping tools for the sealing of Vehicle Monitoring Systems (VMS) and Vehicle Monitoring and Diagnostic System (VMDS) switches.

Switch sealing ensures the integrity of the rail vehicle's monitored data and prevents manipulation. Metrorail places seals on switches such as those controlling automatic train protection cutout, vehicle monitoring system functionality, operating mode selection, and door mode selection. Practically, Metrorail seals railcar switches by placing a small metal bar, through the switch guard and placing a wire through that bar that has a lead seal. The lead seal is then crimped. Manipulating the wire to access the switch breaks the seal. Metrorail rules require permission from a rail traffic controller to break a seal when the train is operating on the mainline (outside of rail yards). The [2024 Revenue Vehicles \(Railcar\) Program Audit](#) identified, as part of a broader finding 1 ("Metrorail is not carrying out railcar maintenance and inspection tasks as specified by its procedures"), that the crimping tools necessary to properly seal VMS/VMDS switches were not available or in use.

To address finding 1, several actionable items were approved as part of Corrective Action Plan (CAP) C-0270. Most relevant to this inspection is C-0270 actionable item 4: "Car Maintenance, Rail Fleet will submit inventory reports showing brass bars, seals, and crimping tools needed for proper sealing of switches are in stock at applicable yards."

After concluding the inspection, the WMSC inspectors conducted a debrief with the Manager of Strategic Initiatives at Metrorail, 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

On May 28, 2025, a WMSC Inspector requested documentation of inventoried crimping tools for switch sealing from Metrorail. The purpose of the inspection was to verify that the crimping tools and other related equipment necessary for proper VMS/VMDS switch sealing were available to maintenance personnel. Metrorail's Car Maintenance team responded with a comprehensive list of three documents detailing the current inventory levels of brass bars, seals, and crimping tools. Metrorail stated that "Each technician has their own crimper. These are considered common hand tools and are not inventoried or tracked with the exception of 'Vehicle Monitoring System' (VMS) seal crimpers. We (Metrorail) have a total of 9 VMS lead seal crimpers. One for each facility".

This inspection did not identify any defects.

## Next Steps

Please respond **by Friday, June 6, 2025**, to acknowledge receipt.