



WMSC Inspection Report 20250602

ISSUED 6/5/2025

Inspection Details

Title: TCR (TCR) Inspection

Location: B01, F01, F02, F03, C07, C08, C09, C10, C11, C12, C13

Date of Inspection: 6/2/2025

Time of Inspection: 9:00 AM to 1:30 PM

Announced (via phone and email to Assistant Director and Signaling Maint.)

Risk-Based (CAP C-0213)

Functional Area: Automatic Train & Controls

Hazard Rating: 3B

Overview

On June 2, 2025, a WMSC Inspector conducted an announced inspection of multiple train control rooms. This WMSC inspection was focused on the cleanliness of Train Control Rooms (TCR) and the vital equipment housed therein. The purpose of the inspection was a follow-up inspection based on observations and defects outlined in WMSC Inspection Report [20250314](#) and [20241205B](#) to determine if proper mitigations had been implemented as described by WMATA and if any new defects were present within the WMATA system. The WMSC inspector visited and reviewed the conditions of Train Control Rooms at 11 locations (B01, F01, F02, F03, C07, C08, C09, C10, C11, C12, C13).

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.](#))

Since the December 5, 2024 train control room inspection, there have been a number of reoccurring defects identified at multiple train control rooms on the B-line of the Metrorail system. The purpose of this inspection was to determine whether these defects were present at train control rooms in a different section of the system.



After concluding the inspection, the WMSC inspectors conducted a debrief at C13 King St-Old Town Station with the Assistant Director, ATC 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, a lead acid battery was found that did not have the metallic leads guarded and was stored within metal lockers often neighboring accelerants such as paper and chemicals. Such batteries that encounter other metals can cause sparks that could lead to a fire. This condition was observed at C07 Pentagon Station and immediately reported to ATCM Assistant Director who was on site during the inspection. At the time of discovery, the battery was removed from the metal cabinet and the leads taped, and the battery removed for proper disposal from the TCR.

Hazard Rating: 3B

Photo:





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Defect 2

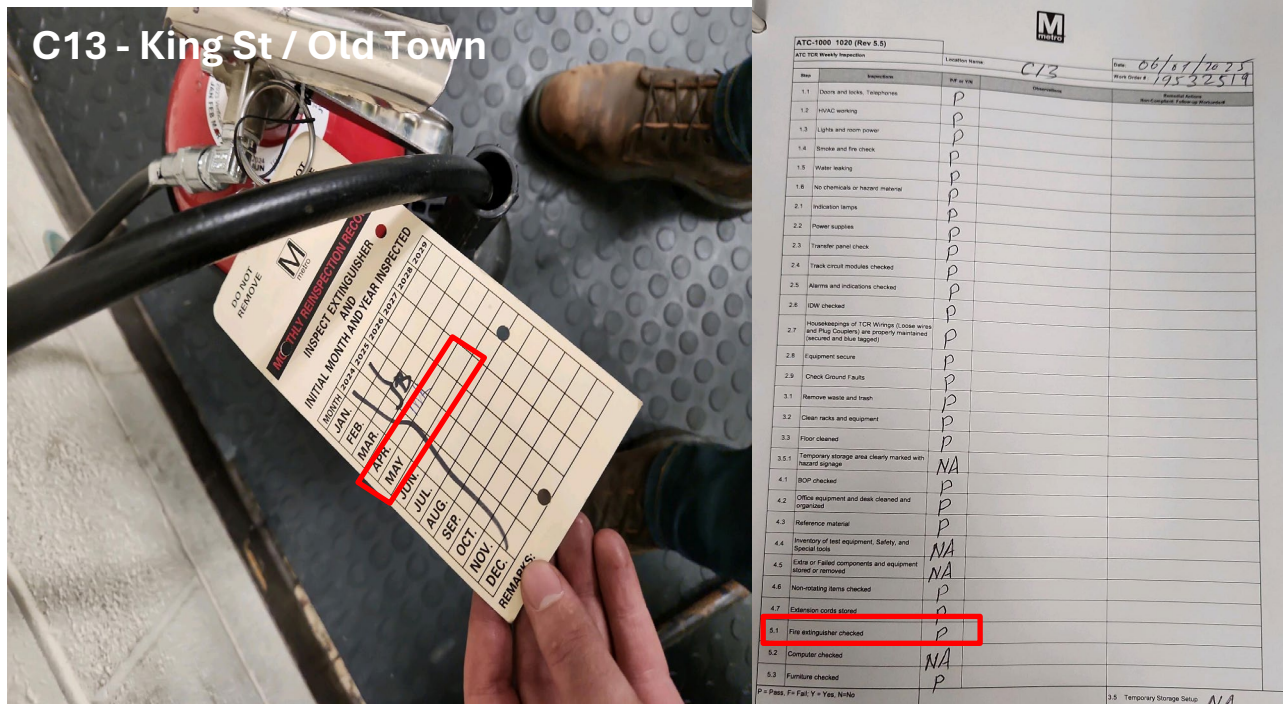
ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System) 1020 Procedure for Train Control Room (TCR) Weekly Inspections Procedure, Step 5.1.4 instructs that WMATA mechanics performing this preventative maintenance must “verify the extinguishers has an inspection tag and that tag 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 three TCR locations, the present fire extinguisher’s hang tag had not been initialed as having the condition checked/confirmed for the month of May. Upon review of the 1020 TCR inspection forms, each location’s most recent check indicated “Fire Extinguisher checked” as “P” passing, but the extinguisher’s tag had not been signed off. The locations in question were C13 King St – Old Town (last inspected 6/1/2025), C12 Braddock Rd (last inspected 5/31/2025), and C08 Pentagon City (last inspected 5/28/2025).

Hazard Rating: 3B

Photos:

C13 - King St / Old Town





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C12 - Braddock Road

DO NOT REMOVE

DO NOT REMOVE

M metro

MONTHLY REINSPECTION RECORD

INSPECT EXTINGUISHER AND INITIAL MONTH AND YEAR INSPECTED

MONTH	2024	2025	2026	2027	2028	2029
JAN.						
FEB.						
MAR.						
APR.						
MAY						
JUN.						
JUL.						
AUG.						
SEP.						
OCT.						
NOV.						
DEC.						

REMARKS:

ATC TCR Weekly Inspection

Location Name: C12

Work Order #: 19516948

Item	Inspection	Pass or Fail	Observations	Responsible Person
1.1	Doors and locks, telephones	P		
1.2	HVAC working	P		
1.3	Lights and room power	P		
1.4	Smoke and fire check	P		
1.5	Water leaking	P		
1.6	No chemicals or hazardous material	P		
2.1	Indication lamps	P		
2.2	Power supplies	P		
2.3	Transfer panel check	P		
2.4	Track circuit modules checked	P		
2.5	Alarms and indications checked	P		
2.6	IDW checked	P		
2.7	Housekeeping of TCR Wings (Loose wires and Plug Couplers) are properly maintained (secured and flow tagged)	P		
2.8	Equipment secure	P		
2.9	Check Ground Faults	P		
3.1	Remove waste and trash	P		
3.2	Clean racks and equipment	P		
3.3	Floor cleaned	P		
3.5.1	Temporary storage area clearly marked with hazard signage	N/A		
4.1	BOP checked	P		
4.2	Office equipment and desk cleaned and organized	P		
4.3	Reference material	P		
4.4	Inventory of test equipment, Safety, and Special tools	N/A		
4.5	Extra or failed components and equipment stored or removed	P		
4.6	Non-rotating items checked	P		
4.7	Extension cords stored	P		
5.1	Fire extinguisher checked	P		
5.2	Computer checked	N/A		
5.3	Furniture checked	P		

P = Pass, F = Fail, Y = Yes, N = No

Additional:

Signature: [Redacted]

Technician: [Redacted]

Supervisor Approval, Exp No & Date: 05/31/25

3.5 Temporary Storage Setup Equipment or Tool: N/A

C08 - Pentagon City

DO NOT REMOVE

DO NOT REMOVE

M metro

MONTHLY REINSPECTION RECORD

INSPECT EXTINGUISHER AND INITIAL MONTH AND YEAR INSPECTED

MONTH	2024	2025	2026	2027	2028	2029
JAN.						
FEB.						
MAR.						
APR.						
MAY						
JUN.						
JUL.						
AUG.						
SEP.						
OCT.						
NOV.						
DEC.						

REMARKS:

ATC-1000 1020 (Rev 5.5)

Location Name: C08

Date: 5/28/25

Work Order #: 19516948

Item	Inspection	Pass or Fail	Observations	Responsible Person
1.1	Doors and locks, telephones	P		
1.2	HVAC working	P		
1.3	Lights and room power	P		
1.4	Smoke and fire check	P		
1.5	Water leaking	P		
1.6	No chemicals or hazardous material	P		
2.1	Indication lamps	P		
2.2	Power supplies	P		
2.3	Transfer panel check	P		
2.4	Track circuit modules checked	P		
2.5	Alarms and indications checked	P		
2.6	IDW checked	N/A		
2.7	Housekeeping of TCR Wings (Loose wires and Plug Couplers) are properly maintained (secured and flow tagged)	P		
2.8	Equipment secure	P		
2.9	Check Ground Faults	P		
3.1	Remove waste and trash	P		
3.2	Clean racks and equipment	P		
3.3	Floor cleaned	P		
3.5.1	Temporary storage area clearly marked with hazard signage	N/A		
4.1	BOP checked	P		
4.2	Office equipment and desk cleaned and organized	P		
4.3	Reference material	P		
4.4	Inventory of test equipment, Safety, and Special tools	N/A		
4.5	Extra or failed components and equipment stored or removed	N/A		
4.6	Non-rotating items checked	P		
4.7	Extension cords stored	P		
5.1	Fire extinguisher checked	P		
5.2	Computer checked	N/A		
5.3	Furniture checked	P		

P = Pass, F = Fail, Y = Yes, N = No

3.5 Temporary Storage Setup Equipment or Tool: N/A



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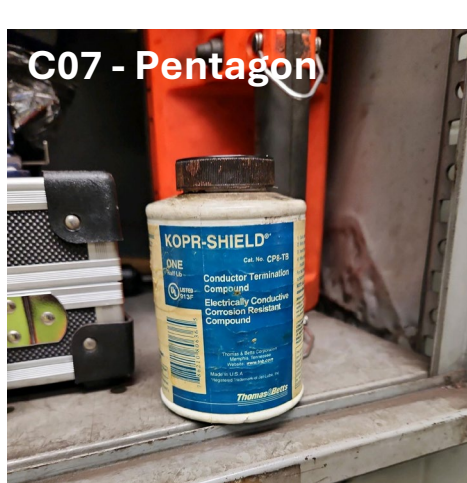
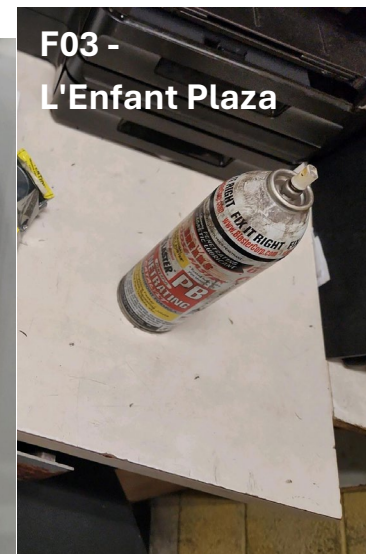
Defect 3

ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System) 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 5 of the 11 TCRs (F01, F02, F03, C07, C08) hazardous material or chemicals were observed in the room that included combustibles, flammables, and corrosives.

Hazard Rating: 3B

Photos:





Defect 4

Various model power amplifier and printed circuit boards were found at the F01 – Gallery Place, F03 – L’Enfant Plaza, C07 – Pentagon, C12 – Braddock Road, and C13 – King St-Old Town Train Control Rooms. These power amplifiers and printed circuit boards are vital pieces of equipment that are used during testing, verification, and repairs to the train control system. The power amplifier and circuit boards were not in anti-static jackets, not tagged, and were not removed from the TCR as required by ATC-2000 System Integrity Maintenance Practices for defective and unused equipment. The boards found during this inspection were removed by ATCM Assistant Director.

ATC-2000 System Integrity Maintenance Practices 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 unused 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.

2018 Electrostatic Discharge (ESD)

2018.1 Storage and Transport

- Electronic modules or sensitive components must be completely enclosed in suitable conductive anti-static jackets during storage or transportation.

Hazard Rating: 3B

Photos:



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Defect 5

Several TCR locations were identified as having cable jumpers and various copper interconnect cable heads hanging from racks that were improperly tagged or missing the required blue tag to indicate their status at B01, F01, F02, F03, C07, C08, C10, C12, and C13.

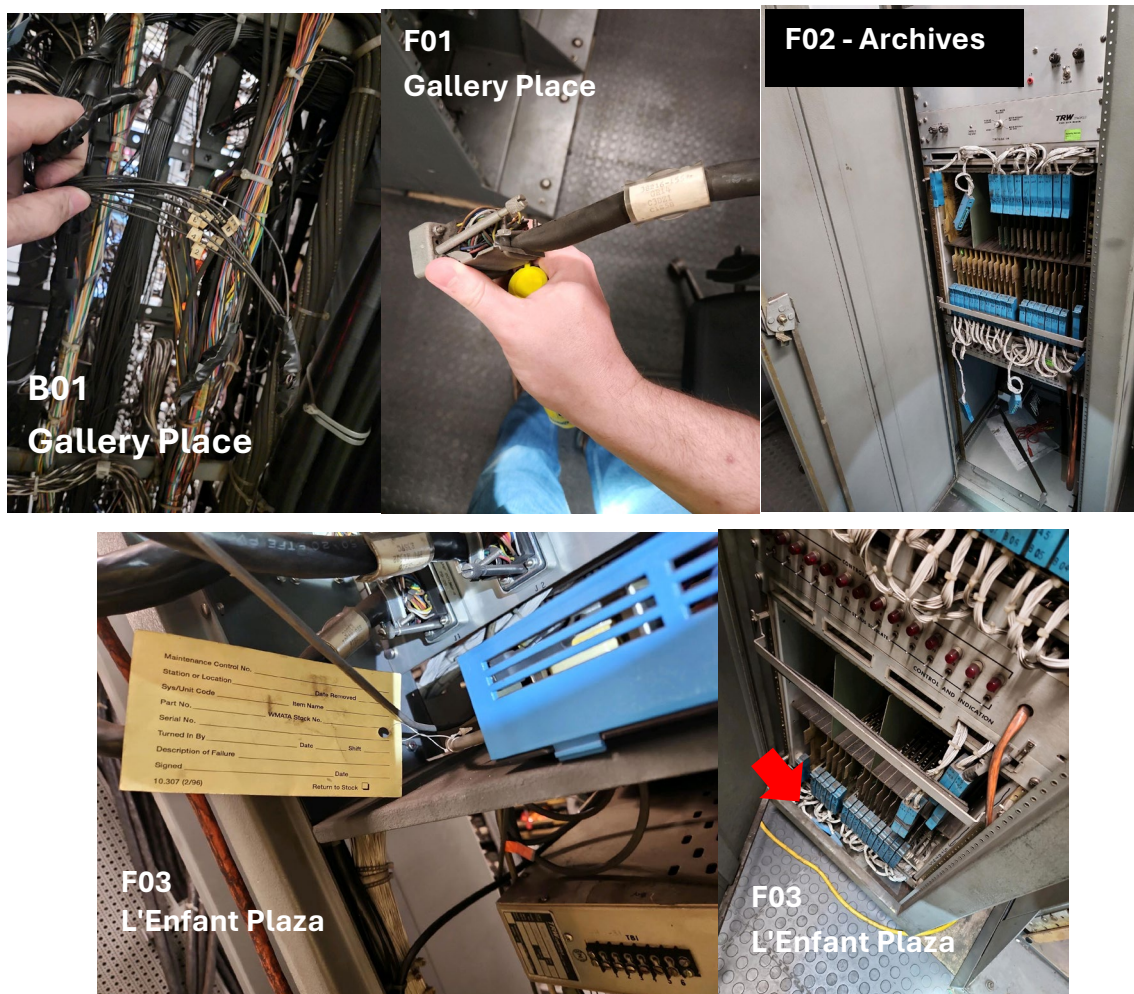


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As outlined in the ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System) the 1020 Procedure for Train Control Room (TCR) Weekly Inspections Procedure, Step 2.7.2 instructs that WMATA mechanics performing this preventative maintenance 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.”

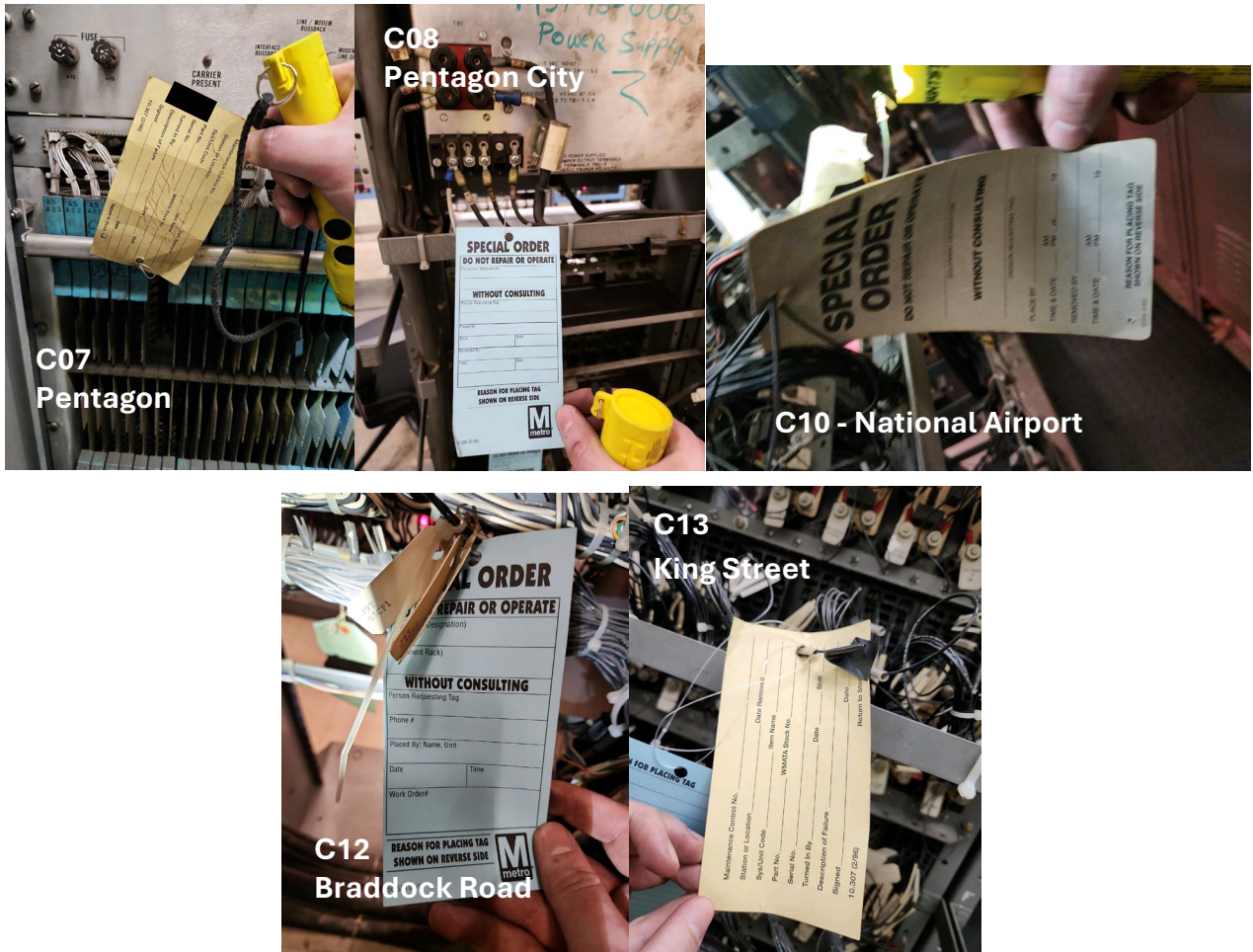
Hazard Rating: 3B

Photos:





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Defect 6

Upon arrival at C10 Ronald Reagan Washington National Airport Station it was observed that the door to the Train Control Room was not secured. The door was left ajar while unoccupied by any personnel. This room houses not only ATC equipment but fire life safety and communications equipment at this station which was left unprotected.

From the ATC 2000:

2008 Security

2008.1 Locked Equipment

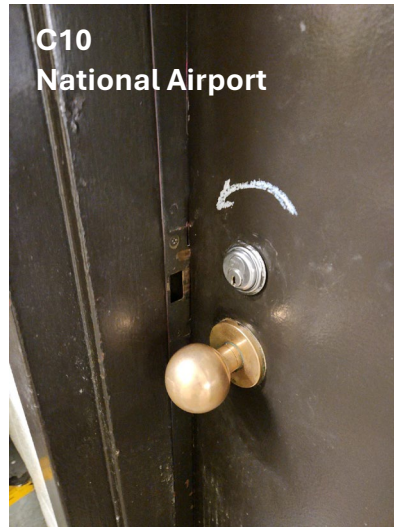
All train control rooms, bungalows, wayside signals, switch machines and junction boxes that contain vital circuit conductors or vital components must be locked or sealed closed to prevent unauthorized entry. Evidence of forced or unauthorized entry into any of these enclosures shall be reported to ATCM supervision immediately.

Hazard Rating: 3B



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Photos:



Next Steps

Please respond **by Monday, June 9, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.