



## WMSC Inspection Report 20250625B

ISSUED 6/30/2025

### Inspection Details

Title: Shady Grove Yard (A99) Service and Inspection Shop Bonding Cables Re-inspection

Location: Shady Grove Yard (A99) Tracks 2N and 3N

Date of Inspection: 6/25/2025

Time of Inspection: 10:00am to 1:00pm

Unannounced

Risk-Based (Corrective Action Plan FTA-17-1-10)

Functional Area: Power, Track

Hazard Rating: 2D

### Overview

On December 9, 2016, the Federal Transit Administration, during the period of Federal WMATA Safety Oversight (FWSO), issued [Special Directive No. 17-1](#) related to the traction power electrification system. This directive included finding 5 that stated “WMATA does not implement a consistent program regarding the testing, inspection, and maintenance of its negative return system.”

On June 25, 2025, WMSC inspectors visited Shady Grove Yard (A99) Service and Inspection Shop to re-inspect the bonding cables of A99 shop tracks 2N and 3N. The initial inspection on February 4, 2025 (see WMSC Inspection Report [20250204](#)), revealed missing and deteriorated bonding cables, as well as temporary clamps used to support a wheel chock. The purpose of bonding cables is to provide a complete electrical circuit for the power used to operate trains, ensuring efficient and safe operation. Properly functioning bonding cables prevent electrocution, stray current from affecting signaling or other systems, and protect infrastructure from corrosion caused by stray current.

A damaged or missing bonding cable poses a safety hazard because it is an incomplete electrical circuit, which could result in electrocution. Therefore, the WMSC identified five locations at the Shady Grove Service and Inspection Shop that exhibited either missing, damaged, or temporarily repaired cables for Metrorail to address. During this re-inspection, it was found that Metrorail had addressed all the previously identified defective cables.

No defects or safety issues were observed during this inspection.



After concluding the inspection, WMSC inspector conducted a debrief with S&I Supervisor 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

### Mitigated Defect 1

Track 2N, replacement bonding cable.

**Hazard Rating: 2D**

#### Photo

Before



After



Photo 1: Showing the missing bonding return cable and the installed bonding cable on track 2N



## WASHINGTON METRO RAIL SAFETY COMMISSION

### Mitigated Defect 2

On Track 3N, a deteriorated bond cable was replaced.

**Hazard Rating: 2D**

#### Photo

Before



After



Photo 2: Bonding cable with insulated cover showing deterioration and replacement bonding cable on track 3N.

### Mitigated Defect 3

On track 3N, bond cable with clamps showing that wheel chocks were removed.

**Hazard Rating: 3D**

#### Photo

Before



After



Photo 3: Wheel chocks were removed from cable on track 3N



## WASHINGTON METRORAIL SAFETY COMMISSION

### Mitigated Defect 4

Track 3N, a different location with replacement bonding cables.

**Hazard Rating: 2D**

#### Photo



Photo 4: Replacement of second missing cable on track 3N

### Mitigated Defect 5

Track 3N, a different location with replacement bonding cables.

**Hazard Rating: 2D**

#### Photo



Photo 5: Replacement of third missing cable on track 3N

## Next Steps

Please respond by **Thursday, July 3, 2025**, to acknowledge receipt.