



WMSC Inspection Report 20250903A

ISSUED 9/5/2025

Inspection Details

Title: New Carrollton Yard (D99) Carwash Re-inspection

Location: New Carrollton Yard (D99)

Date of Inspection: 9/3/2025

Time of Inspection: 8:00am to 9:00am

Unannounced

Risk-Based (Corrective Action Plan, TOC-OTR-15-006; [Inspection 2025-4-11A](#))

Functional Area: Life Safety

Hazard Rating: 2D

Overview

On September 3, 2025, WMSC Inspectors visited New Carrollton Rail Yard (D99) to follow-up on defects identified during the [April 11, 2025 Vehicle Carwash Warning System Inspection](#).

The April 11, 2025, inspection identified an immediate safety concern: At the vehicle carwash facility, three of the four emergency exit doors (installed for Metrorail personnel to use for emergency egress inside the carwash building) were open so any person could enter the carwash and would be at risk of collision or electrocution. One of the doors was noted as broken because it would not close or lock in the closed position. Another door was wedged open. In accordance with the [WMSC Program Standard section 6.D.7.b](#), WMSC Inspectors stopped the inspection and immediately notified the Metrorail Safety Information Official of the door defects and the danger of collision or electrocution. The Safety Information Official conveyed this would be fixed as soon as possible. WMSC Inspectors also called the emergency safety hotline and conveyed the safety concerns.

In addition to the unsecured doors, the April 11, 2025 inspection identified that the vehicle carwash facility warning system was malfunctioning in a constant alarm state, meaning the alarm that identifies when vehicles are approaching, inside, or leaving the carwash facility, was constantly alerting employees that a vehicle was present at or near the carwash whether there was actually a vehicle present or not. The alarm serves as a mitigation for the hazard of train movement and malfunctioning in this way makes that mitigation ineffective.



The purpose of this September 3, 2025, re-inspection was to verify that the previously identified hazards were addressed by Metrorail.

This is a risk-based inspection based on a finding from [Federal Transit Administration Safety Directive 16-2](#) and the April 11, 2025, inspection. FTA Directive 16-2 stated “WMATA must install a Train Movement Indication system in all carwash facilities.” This corrective action was closed by the WMSC after Metrorail confirmed funding availability and provided the Task Order (FQ 17044-19-031) for the installation of the carwash warning systems at the six (6) identified locations (West Falls Church Rail Yard (K99), Alexandria Rail Yard (C99), Greenbelt Rail Yard (E99), Branch Avenue Rail Yard (F99), New Carrollton Rail Yard (D99), and Glenmont Yard Rail (B98) Facilities.)

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

The three emergency exit door hazards that were identified in the April 11, 2025, inspection (three emergency exit doors were either open, broken, or wedged open) are now closed, secure, and functioning properly.

Original Hazard Rating: 2D

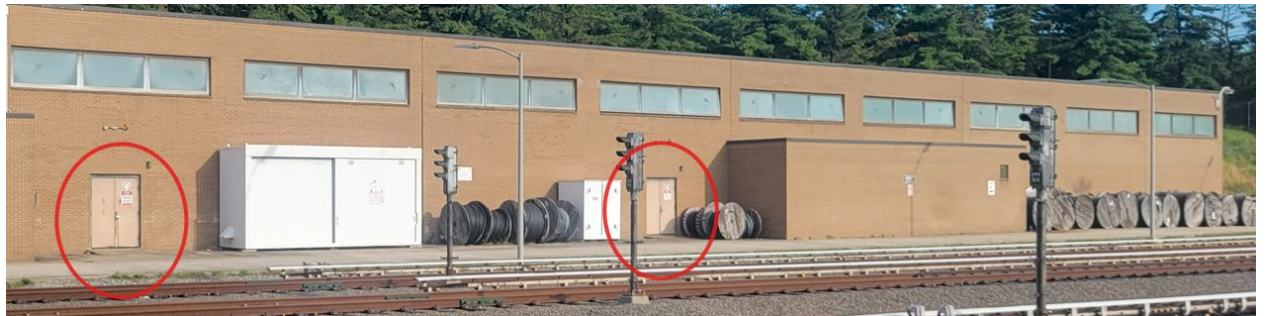


Photos:

Before



After



Mitigated Defect 2

The April 11, 2025, inspection identified the car wash alarm system was in a constant state of alarm and thus malfunctioning, ineffective, and a hazard. The September 3, 2025, inspection confirmed the carwash alarm system was repaired and thus not in a constant state of alarm. The alarm system is properly working, only activating when a vehicle poses a safety hazard when it is approaching, in the carwash, or exiting the carwash.

Original Hazard Rating: 2D

Mitigated Defect 3

The April 11, 2025, inspection identified the operational signs posted for rail vehicle operators at the entrance and exit of the carwash were faded or damaged so that the signs were not legible. The September 3, 2025, inspection confirmed the signs were replaced and now legible to rail vehicle operators at both locations.

Original Hazard Rating: 3D



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Photos:

Before



After





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Before



After





WASHINGTON METRORAIL SAFETY COMMISSION

This inspection confirmed all mitigations were in place and the Inspection did not identify any new defects based on information known to the inspector at the time of the inspection.

Next Steps

Please respond **by Monday, September 8, 2025**, to acknowledge receipt.