



## WMSC Inspection Report 20251222

ISSUED 12/24/2025

### Inspection Details

Title: Metrorail Winter 2025 Shutdown Site Inspection

Location: U Street (E03) to Georgia Ave-Petworth (E05)

Date of Inspection: 12/22/2025

Time of Inspection: 9:00 am to 11:00 am

Announced: (via email on 12/19/25 with Senior Vice President of TRST)

Non-Risk-Based

Functional Area: Track, Vehicles, Occupational Health

### Overview

On December 22, 2025, WMSC inspectors conducted an announced inspection of the Metrorail Green and Yellow (E) line winter shutdown worksite. The inspection location spanned from U-Street Metrorail Station (E03) to Georgia Avenue-Petworth Metrorail Station (E05) on Track 1. The WMSC inspectors were accompanied by representatives from WMATA's Metrorail Track and Structures (TRST) Department. The winter shutdown includes the following work by various Metrorail departments, including Track and Structures, Communication and Signaling, Facilities Maintenance, and Low Voltage Power:

- Removal of existing restraining rail in two curves,
- Installation of new fasteners,
- Installation of new running rails, new plates where required,
- Installation of new 3<sup>rd</sup> rail insulators,
- Increasing track gauge in the straight sections of track (56 1/2) inches (curved sections are already 56 1/2 inches),
- Cleaning station platforms,
- Replacing lamps and light fixtures as necessary,
- Sealing of water leaks in tunnel walls and in train control rooms,
- Replacing bonds and adjusting track circuits where necessary.



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- As the shutdown work is completed, TRST will clean the worksite of track materials and scrap materials.
- At the conclusion of this work, the Track Geometry Vehicle (TGV) will test the track to ensure that the track was properly installed.

Once the inspection was completed, the WMSC inspectors conducted a debrief at the Metrorail Columbia Heights station (E04) with the Track and Structures Senior Vice President and Senior Directors in accordance with WMSC 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 identified two 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

#### Positive Practices

##### Observation 1

WMSC inspected seven Warning Strobe and Alarm Device (WSAD) and found that all seven were within calibration.

##### Photos:



Photo 1: WSAD shown to be in compliance.



### Observation 2

WMSC inspected one pair of insulated gloves. The gloves noted a testing date of November 7, 2025, and an expiration date of May 2026. These gloves were within calibration.

#### Photos:



Photo 2: Insulated Third Rail Glove in compliance.



### Defect 1

Rail welders were using hand grinders without the proper guards in place. Metrorail's Standard Number: 4443-2-01/00, Machine Guarding Program (Rev. 0, November 1, 2024), section 6.7.1.1 states "If tools are designed with a guard, the guard shall not be removed or modified." Safety guards protect personnel from injury (both the workers and those nearby) because of hazards such as flying debris, sparks, and broken wheel fragments if the grinder wheel shatters.

**Hazard Rating:** 2C

#### Photos:



Photo 3: Grinder shown with no guard.

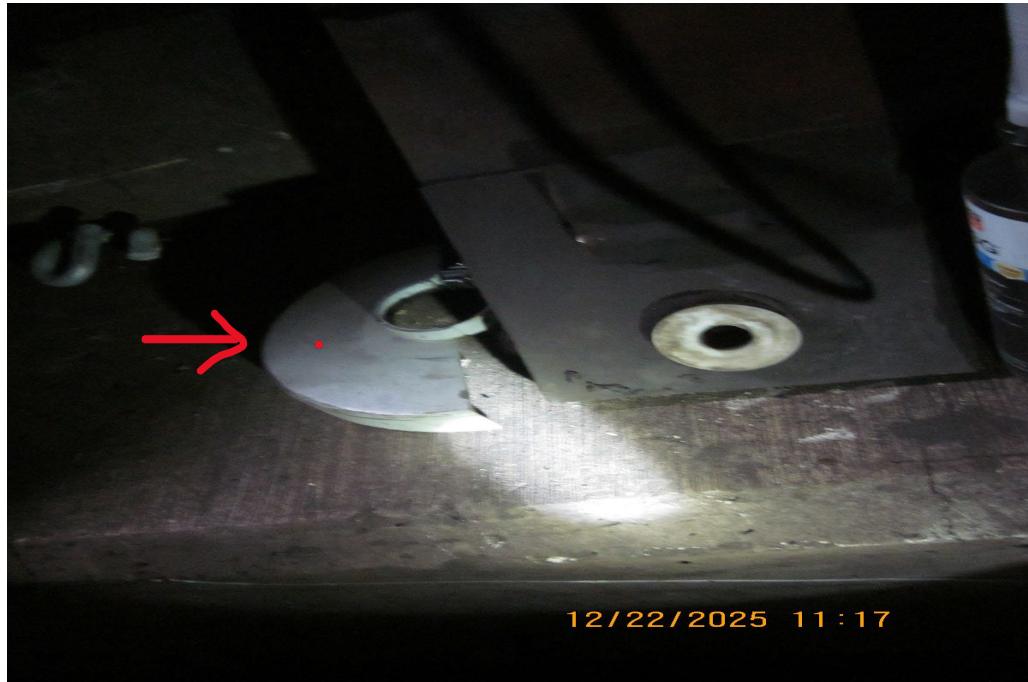


Photo 4: Shows the guard detached from the grinder.

### Defect 2

For the duration of the WMSC inspection, several trains operating in the single-track area were observed not complying with Metrorail Operating Rulebook (MOR 8.3) Reverse Movement on Controlled Tracks rule, which states:

“8.3.1 When trains are operated against the normal direction of traffic, the Rail Vehicle Operator shall alert customers on the platform by sounding the horn in a series of short blasts prior to station entry and until the train is berthed in the station.”

### Hazard Rating: 2C



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### Photos:



Photo 5: Train #1 was observed at 10:33 am, not sounding the horn at U Street Station.



Photo 6: Train #2 was observed at 10:48 am, not sounding the horn at U Street Station.

### Next Steps

Please respond by **December 29, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.