



WMSC Inspection Report 20260114B

ISSUED 1/20/2026

Inspection Details

Title: Train Control Room (TCR) B Line Reinspection

Location: A01, B01, B02, B03, B04, B05, B06, B07, and B35

Date of Inspection: 1/14/2026

Time of Inspection: 10:00am to 2:00pm

Announced (Via email on 1/13/26 to Sr. Director, Comm. and Signaling Maintenance)

Risk-Based (Corrective Action Plan C-0213)

Functional Area: Automatic Train Control

Hazard Rating: 3B

Overview

On January 14, 2026, a WMSC Inspector conducted an announced risk-based inspection of multiple train control rooms on the Red line (A and B Lines). This WMSC inspection was focused on the operational condition of the vital equipment housed in the Train Control Rooms (TCR) as well as the cleanliness therein. The purpose was to conduct a follow-up inspection based on observations and defects outlined in WMSC Inspection Report [20241205B](#), to verify if proper mitigations had been implemented as described by Metrorail and if any new defects were present in these TCRs within the Metrorail system. The WMSC Inspector visited and reviewed the conditions of Train Control Rooms from Metro Center (A01) to Takoma (B07). Specifically, inspections took place at the A01, B01, B02, B03, B04, B05, B06, B07, and B35 locations. This inspection was also to verify work underway to address corrective action plan C-0213.

Corrective action plan C-0213 addresses 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 initial [December 5, 2024, B Line TCR Inspection](#), there have been several reoccurring defects identified at multiple train control rooms on the Metrorail system. (see Inspection Reports [20250602](#) and [20250314](#)) The purpose of this inspection was to determine the mitigation durability of the changes made after the [December 2024 Inspection Report](#).



After concluding the inspection, the WMSC Inspectors conducted a debrief with the Assistant Director, ATC, 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 (Mitigated)

At the NoMa – Gallaudet U Station (B35) lead acid batteries were stored without required safety mitigations. Specifically that the battery terminals were not taped. As outlined in Metrorail's Environmental Standard Operating Procedure (ESOP) #5-3, Hazardous Material Storage (February 2025), "Non-leaking batteries **less than or equal to 9 volts** can be placed in the plastic container with terminals uncovered. (EXCEPT LITHIUM AND LEAD-ACID BATTERIES. THESE BATTERIES MUST HAVE THEIR TERMINALS TAPED NO MATTER THE VOLTAGE)"

The batteries were removed by Metrorail personnel during the inspection.

Hazard Rating: 3B

Photos:



Photo 1 (left) and 2 (right): Lead-Acid batteries stored without required mitigations at B35.

Defect 2 (Ongoing Defect)

At the Metro Center Station (A01), the missing TCR flooring tiles have not been reinstalled after their discovery during the [2024 inspection](#) of this room. Currently, multiple layers of flooring are exposed in the room with different finishes and slight changes in elevation, which present a slip, trip, or fall hazard.



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Hazard Rating: 3B

Photos:



Photo 3: The 2024 Metro Center Station (A01) TCR room flooring in December 2024.



Photo 4: 2025 Metro Center Station (A01) Missing TCR flooring in January 2026.



Defect 3 (Ongoing Defect)

At Rhode Island Ave – Brentwood (B04), Brookland (B05), Fort Totten (B06), and Takoma (B07) Stations there were wiring connections (jumpers, loose wires, and couplers) found without proper blue tagging to indicate why these abnormal conditions exist.

ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System), Rev 6.0 (December 2025), 1020 - Train Control Room (TCR) Weekly Inspections instructs:

2.7. * Ensure that a proper housekeeping of TCR wirings is always maintained as follows(?):

2.7.1. Installed temporary Jumpers must be properly secured, and blue tagged. The blue tag should be properly filled out. Jumpers without blue tags must be reported to the ATC Supervisor for investigation and documentation. Any deficiency must be corrected as soon as possible.

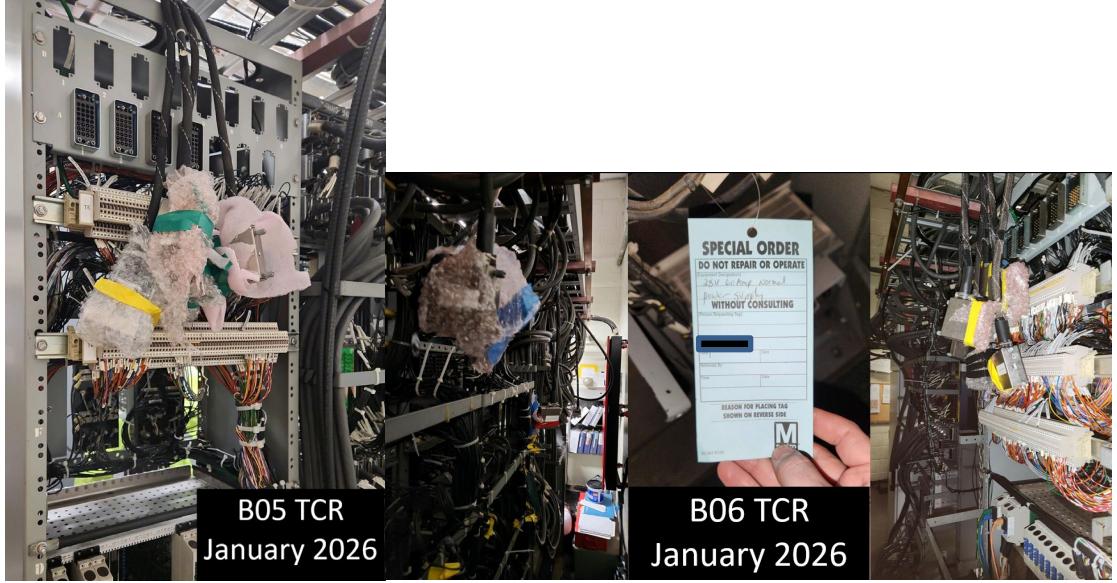
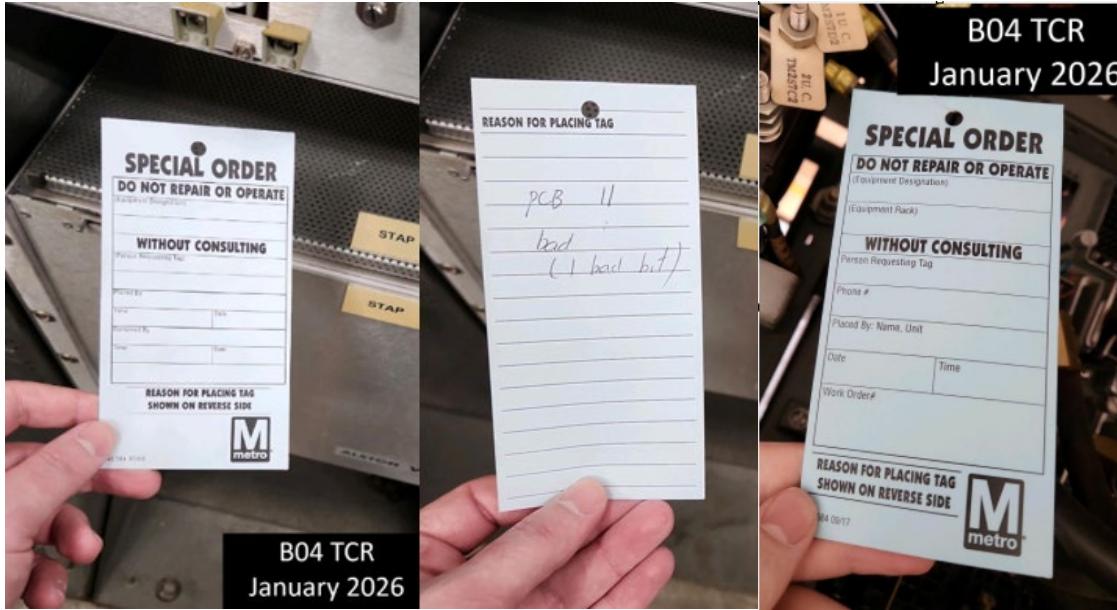
2.7.2. Unterminated loose wires must be properly secured, and blue tagged. The blue tag should be properly filled out. Unterminated Loose wires without blue tags must be reported to the ATC Supervisor for investigation and documentation. Any deficiency must be corrected as soon as possible.

2.7.3. Unused Plug Couplers must be properly secured, and blue tagged. The blue tag should be properly filled out. Unused plug couplers 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:



Photos 5 to 9: Improper blue tagging.

Defect 4 (Mitigated)

Various model printed circuit boards were found improperly stored and in unknown functional condition at Fort Totten Station (B06). The boards were removed by Metrorail personnel during the inspection for reconditioning.

ATC-1000 (Instructions for Testing and Inspection of ATC Apparatus and System), Rev 6.0 (December 2025), 1020 - Train Control Room (TCR) Weekly Inspections instructs:



4. TCR Reference Materials and Equipment

4.5. * Return any failed or unknown status equipment (e.g., pc boards or modules) to the Field Office for return to ETL (Electronic Testing and Locksmiths) for testing. Any spare parts or equipment kept in the TCR shall be stored and retained in an organized fashion. Temporarily stored equipment shall not be haphazardly placed along the wall; it must be clearly tagged and staged to prevent trip hazards.

Hazard Rating: 3B

Photos:



Photo 10: Improperly stored various model printed circuits.

Defect 5 (Mitigated)

Outdated roadway worker protection documents were found at Metro Center (A01) and Union Station (B03) TCR locations. Metrorail's Safety Bulletin SB 25-04-B, Elimination of Obsolete Roadway Worker Protection Documents (Version #1, April 18, 2025), states, "All departments must remove obsolete materials from circulation and discontinue use to ensure compliance with current safety procedures."

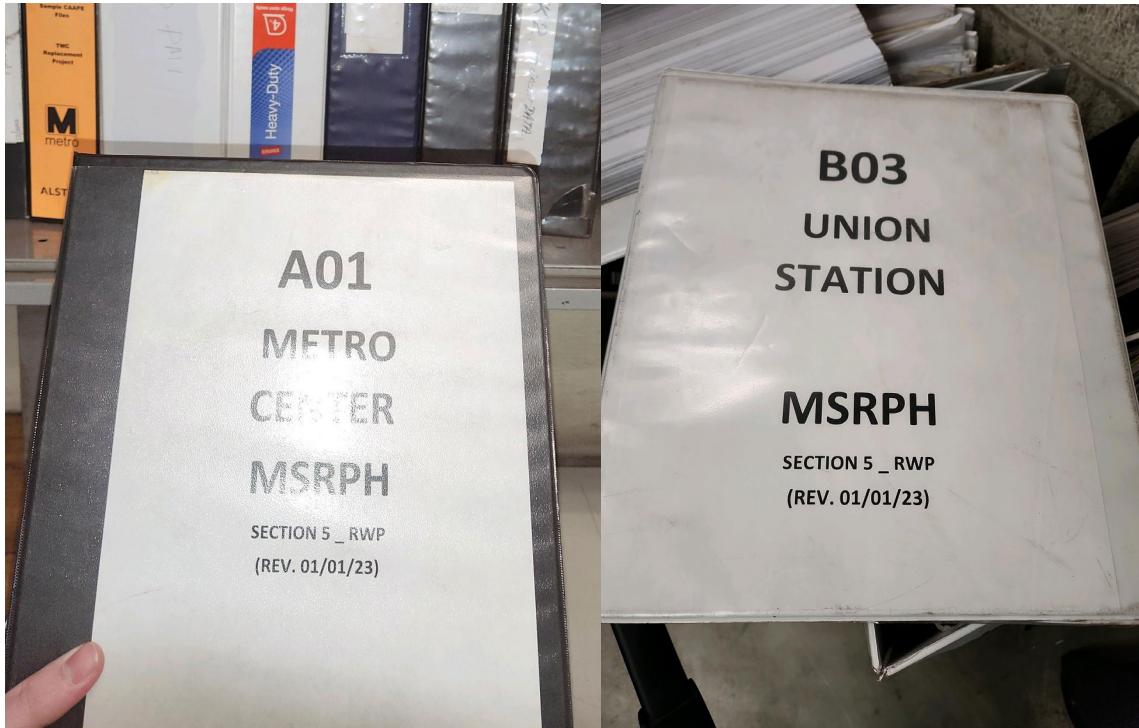
Obsolete materials were removed by Metrorail personnel during the inspection.

Hazard Rating: 4C



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Photos:



Photos 11 (left) and 12 (right): Outdated roadway worker protection documents were found at A01 and B03 TCR locations

Observation 1

As of December 12, 2025, the new Revision (6.0) of the ATC – 1000 Instructions for Testing and Inspection of ATC Apparatus and Systems became effective across the Metrorail system. During this inspection, Inspectors noticed that all train control rooms visited contained the previous revision (5.2) copy of the procedures for maintaining the train control systems. Inspector discussed with Metrorail personnel that consideration should be given to replace these outdated materials and track that all onsite documents are brought to the current standard.

Next Steps

Please respond by **Friday, January 23, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.