750 First St. NE • Ste. 900 • Washington, D.C. 20002 Office: 202-384-1520 • Website: www.wmsc.gov

WMSC Inspection Report 20260310B

ISSUED 3/13/2026

Inspection Details

Title: New Carrollton Yard (D99) Car Wash Inspection

Location: New Carrollton Yard (D99)

Date of Inspection: 3/10/2026

Time of Inspection: 8:30am to 10:30am

Unannounced

Risk-Based (Corrective Action Plan TOC-OTR-15-006)

Functional Area: Life Safety

Hazard Rating: 2D

Overview

On March 10, 2026, WMSC Inspectors carried out an inspection of the car wash facility at New Carrollton Yard (D99).

This is a risk-based inspection based on findings from the Federal Transit Administration's Safety Directive 16-2. Directive 16-2, TOC-OTR-15-006, stated "WMATA must install a Train Movement Indication system in all car wash facilities." This corrective action was closed by the WMSC after Metrorail confirmed funding availability, the associated task order (FQ 17044-19-031), and for the installation of the car wash warning systems at the six identified locations (West Falls Church Yard (K99), Alexandria Yard (C99), Greenbelt Yard (E99), Branch Ave Yard (F99), New Carrollton Yard (D99), and Glenmont Yard (B98)). At the time this directive was issued (December 15, 2015) and at the time the WMSC closed this CAP (January 30, 2020), the Dulles Yard was not yet in existence.

Rail vehicle car washes represent a complex set of risks and is, therefore, a unique area of the Metrorail system. The rail vehicle car wash is considered part of the Metrorail roadway.[1] That means the same hazards that are present on the roadway exist in the car wash, but the car wash also presents additional hazards. Adherence to Metrorail's roadway worker protection rules are essential to keeping workers safe from injury or death; however, because of the additional hazards associated with the washes, additional mitigations are required to keep personnel safe. The unique

[1] "Carwash tracks, including their associated cleaning tank tracks, are considered part of the roadway." (Metrorail Operating Rulebook, definition of roadway, p. 233.)

hazards of the car wish include industrial cleaning fluids that require special protection and location-specific hazards. For example, on the location-specific hazards: Car washes are directly connected to the Service and Inspection (S&I) shops located in various rail yards. This means a worker could open a door without awareness of the hazards of train movement and third rail high-voltage electricity immediately on the other side of the door. To mitigate these unique hazards, all car wash facilities in the Metrorail system (except Dulles (N99)) have a train motion detector and alarm system that visually and audibly notifies workers in the area that a rail vehicle is moving in, out, or through the car wash and poses a serious threat to the safety of workers in proximity.

The WMSC is in the process of conducting a comprehensive set of car wash inspections at all such locations to assess the operating environment and hazards of each facility present. The WMSC initiated these inspections as a result of an outstanding action to have a "train motion detection/safety enhancement system" installed at the Dulles Yard (N99) Car Wash (W-RY-9, WMSC Pre-revenue Service Review of Silver Line, Phase 2). The collective goal of these inspections is to assess the car wash facilities across the Metrorail system.

After concluding the inspection, the WMSC inspectors conducted a debrief with the supervisor onsite 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

Several third rail cover boards were missing or damaged on the end approach (south end) of the car wash.

Hazard Rating: 2D

Photos:

Photo 1: Missing or damaged third rail coverboards.

Defect 2

The exit signs within the car wash were not illuminated.

Hazard Rating: 2D

Photos

Photo 2: Non-illuminated Exit sign in car wash interior.

Defect 3

Two plumbed eye wash and/or body decontamination stations were not functional: one did not function; the other was missing a handle.

Hazard Rating: 2D

Photos

Photo 3: One of the two out of service plumbed decontamination stations.

Defect 4

Near the plumbed wash station is signage for a fire alarm where no alarm is located.

Hazard Rating: 2D

Photos

Photo 4: Missing fire alarm.

Defect 5

This same location that is missing a fire alarm is also missing a fire extinguisher.

Photos

Photo 5: Missing fire extinguisher.

Observation 1

Doors from the car wash into ancillary rooms within the car wash facility lacked signage (i.e., Electrical Room, Chemical Room, Restroom, etc.). The reverse side of these doors leading to the car wash interior all had clear warning signage "Danger Look for Trains in Either Direction." The doors from the car wash into these rooms have no signage.

Photos

Photo 6 (left) no signage to ancillary rooms from car wash interior and Photo 7 (right) danger sign clearly visible from the interior side of these spaces off the main car wash interior.

Observation 2

The quality of radio communications at New Carrollton Yard (D99) was poor. WMSC Inspectors inquired and learned that tower operations had already submitted a Maximo[2] work order (WO) to resolve the radio issues which were worked on and closed March 10, 2026. (Maximo WO 20242176). Radio communication issues are a known hazard throughout the Metrorail system, with radio signal strength and quality being varied by location. Corrective Action Plans C-0100 and C-0293 were created to address this hazard.

> C-0100 states, "Metrorail is not maintaining a fully functioning radio communications system in all rail yards and shops."
>
> C-0293 states, "Metrorail does not have a reliable communication system for operations or emergencies." Additionally, the CAP requires Metrorail to "…identify all

[2] Maximo is the Washington Metropolitan Area Transit Authority's (WMATA) database for asset management. Maximo tracks, manages, and reports all maintenance activity for WMATA.

radio communication deficiencies (inability to transmit or inability to clearly understand the transmission) and establish both long-term infrastructure solutions and short-term mitigations for the identified radio communication deficiencies. Personnel, including rail traffic controllers, rail vehicle operators, and roadway personnel must be made aware of the locations of area outages through regular documented notifications. Metrorail must establish an ongoing process that maintains the radio system in a reliable state systemwide."

Observation 3

While onsite, WMSC Inspectors noted the top aspect of signal D99-60 was dark. However, while onsite, WMSC Inspectors observed an Automatic Train Control (ATC) work crew present and working to fix the dark signal.

Photos

Photo 8: Dark signal (Top aspect).

Observation 4

The tower operator informed WMSC Inspectors that a track circuit (94T) had been down for several days. There is currently an open work order in place to fix this circuit (see Maximo WO 20234618).

Next Steps

Please respond **by Monday, March 16, 2026,** to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.