



WMSC Inspection Report 20260312A

ISSUED 3/16/2026

Inspection Details

Title: Alexandria Yard (C99) Roadway Maintenance Machine (RMM) Storage Inspection

Location: Alexandria Yard (C99)

Date of Inspection: 3/12/26

Time of Inspection: 10:00am to 11:30am

Unannounced

Non-Risk-Based

Functional Area: Roadway Worker Protection, Track, Vehicles

Hazard Rating: 2C

Overview

On March 12, 2026, WMSC Inspectors performed an unannounced roadway maintenance machine (RMM) rail vehicle storage inspection at Alexandria Yard (C99).

The inspection was regarding the new Metrorail RMM storage rule (Metrorail Permanent Order 25-21), which includes new requirements for the storage of roadway maintenance machines (RMM). The goal of this inspection was to confirm Metrorail's adherence to these new rules. The new permanent order intends to reduce the probability of the occurrence of unintended rail vehicle movement.

PO-25-21 went into effect on Monday, February 9, 2026, and applies to all Metrorail personnel and contractors who operate roadway maintenance machines (RMM) on the Metrorail system.

The new updated rule language states:

9.9.5 When storing Roadway Maintenance Machines, Operators shall:

- a) Set parking brakes on all wheeled units in the consist,
- b) Place chocks on one axle at each end of the car. Chocks should be placed on the same side of the vehicle whenever possible.
- c) Perform a "walk-around" inspection to ensure brakes are properly applied, chocks are in place, and no equipment is fouling any other tracks.



This inspection resulted in an immediate safety concern being communicated to Metrorail as the defect observed posed a clear and present risk to Metrorail workers and contractors (see defect 1). The RMMs inspected were being secured and stored utilizing the previous rule requirements of 9.9.5 (b). “Apply wheel stops or chocks to both sides of one (1) axle of each truck in the consist.” The updated 9.9.5 requires “chocks on one axle at each end of the car.”

After concluding the inspection, the WMSC Program Operations Safety Manager conducted a debrief with a Track and Structures Senior Manager 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

WMSC Inspectors identified that all RMM stored at Alexandria Yard (C99) were not in compliance with PO-25-21. Specifically, rule 9.9.5 (b) which states, when storing RMMs, workers must “Place chocks on one axle at each end of the car. Chocks should be placed on the same side of the vehicle whenever possible.”

This list of RMMs inspected that were out of compliance with PO-25-21, rule 9.9.5(b) were as follows:

- PM-57
- PM-42
- PM-26
- PM-59
- ST-04
- F-605
- F-509
- F-514
- F-528
- F-603
- F-535



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- F-519
- F-506

The listed RMM vehicles were secured with a wheel chock only on one axle at each end of the consist, but 9.9.5 (b) clearly states workers must “Place chocks on one axle at each end of the car. Chocks should be placed on the same side of the vehicle whenever possible.” Therefore, all the RMM in the consist represent a car that needs individual chocks added to the front and rear axle or the car. There were no sets of chocks (front and rear axle) present on all RMM cars inspected.

Hazard Rating: 2C

Photos:



Photo 1 (left): Flat car F506 without chocks. Photo 2 (right): Prime Mover 57 without chocks.



Photo 3: Prime Mover 42 without chocks.



Next Steps

Please respond **by Thursday, March 19, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.