



WMSC Inspection Report 20260318B

ISSUED 3/23/2026

Inspection Details

Title: Glenmont Yard (D98) Car Wash Inspection

Location: Glenmont Yard (D98)

Date of Inspection: 3/18/26

Time of Inspection: 8:30am to 11:00am

Unannounced

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

Functional Area: Life Safety

Hazard Rating: 2D

Overview

On March 18, 2026, WMSC Inspectors carried out an inspection of the car wash facility at Glenmont Yard (B98). This car wash is currently not in use by Metrorail.

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 wash 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 presented at each facility. 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 Interlocking Operator and the Operations Superintendent 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.

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Defect Observations and Determinations

Defect 1

On approach to the car wash facility, WMSC Inspectors noted missing end approach cover boards on storage tracks 1 and 2.

Hazard Rating: 2D

Photos



Photos 1 (upper left), 2 (upper right), and 3 (bottom center): missing third rail cover boards.

Defect 2

WMSC Inspectors found a signal aspect covered with duct tape. This signal indicates to the train operator that the wash is activated and that the train operator may bring the train into the wash.

Hazard Rating: 2D



Photos



Photo 4: Signal covered by duct tape.

Defect 3

WMSC Inspectors identified three fire extinguishers within the car wash. Two were up-to-date and compliant with inspection standards while the third extinguisher was last inspected in January 2026 (that is, not inspected in February 2026 as required).

Hazard Rating: 2D

Photos



Photo 5: Fire extinguisher that requires inspection.



Defect 4

The telephone at emergency trip station (ETS) box² B231 is inoperable with no dial tone.

Hazard Rating: 2D

Photos



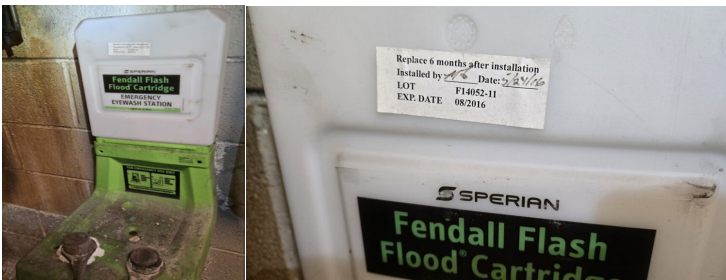
Photo 6: Inoperable phone on ETS box B231.

Defect 5

Inside room D110 (the rinse equipment room), adjacent to the car wash, the emergency eye wash station needs inspection, and the fluid cartridge replaced.

Hazard Rating: 2D

Photos



Photos 7 (left) and 8 (right): Expired 2016 fluid cartridge at an eye wash station.

² Sometimes referred to as “blue boxes” or “blue light stations,” Metrorail’s version of a blue light station are termed emergency trip station (ETS) boxes which are defined by Metrorail as “A facility for emergency deenergization of the third rail, marked by a blue light, and located every 800’ along the right-of-way.” (Metrorail Operating Rule Book (MOR), Glossary of Terms, p. 212.)



Observation 1

The two double doors that lead directly into the car wash lack any warning signage.

Photos:

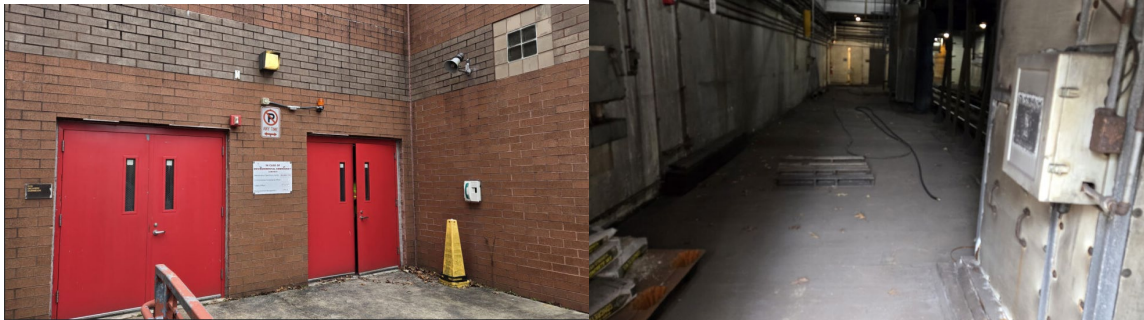


Photo 9 (left) Double doors without signage and Photo 10 (right) shows what is on the immediate other side of where the doors directly lead.

Next Steps

Please respond **by Thursday, March 26, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.