



# WMSC Inspection Report 20260319

ISSUED 3/23/2026

## Inspection Details

Title: Shady Grove Yard (A99) Car Wash Inspection

Location: Shady Grove Yard (A99) Car Wash

Date of Inspection: 3/19/26

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

Unannounced

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

Functional Area: Life Safety

Hazard Rating: 2D

## Overview

On March 12, 2026, WMSC Inspectors carried out an inspection of the car wash facility at Shady Grove Yard (A99). Prior to the inspection, the WMSC team was briefed by the Shady Grove Interlocking Operator. The car wash facility is not in service but was in service as recently as March 6, 2026. There are four work orders pertaining to this facility in Maximo<sup>1</sup>. The Shady Grove car wash is located on track 4 which is directly attached to the Service and Inspection (S&I) shop.

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.

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<sup>1</sup> Maximo is the Washington Metropolitan Area Transit Authority's (WMATA) database for asset management. Maximo tracks, manages, and reports all maintenance activity for WMATA. The relevant Shady Grove car wash tickets that are open are work orders 20242211, 20242225, 20236637, and 20250187.



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<sup>2</sup>. 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 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 Shady Grove Interlocking Operator 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**

One exterior door on the south side of the car wash appears to be unsecured (missing doorknob or lock mechanism) and was propped open at the time of the inspection.

### **Hazard Rating: 2D**

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<sup>2</sup> “Carwash tracks, including their associated cleaning tank tracks, are considered part of the roadway.” (Metrorail Operating Rulebook, definition of roadway, p. 233.)



## Photos



Photo 1: Exterior door without knob or lock mechanism and propped open.

## Defect 2

Inside the car wash, three Emergency Trip Stations<sup>3</sup> (ETS) blue lights were not illuminated. All ETS telephones were checked and are operational (dial tone present).

**Hazard Rating: 2D**

## Photos



Photos 2 (left) and 3 (right): two of the three ETS boxes without blue lights illuminated.

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<sup>3</sup> 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.)



### Defect 3

The plumbed eye wash decontamination station located on the south end of the car wash is broken and filled with debris.

**Hazard Rating: 2D**

### Photos



Photos 4 (left) and 5 (right): Disconnected decontamination station filled with debris.

### Defect 4

The fire alarm manual pull station adjacent to the emergency exit door on the north end of the carwash was covered with blue tape. The tape had writing on its surface that read “Out of service”. Additionally, the signage above the pull station on how to use the fire alarm system was not legible.

**Hazard Rating: 2D**



## Photos

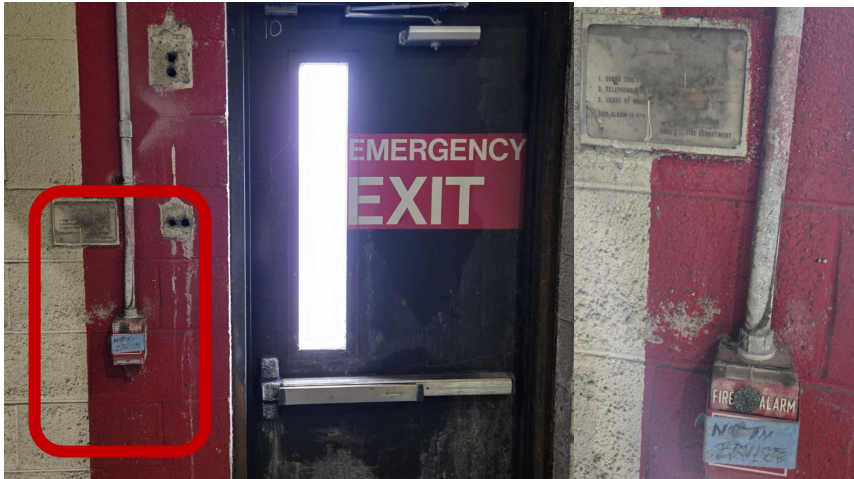


Photo 6 (left) and 7 (right): fire alarm covered with blue tape and illegible signage.

## Defect 5

The eye wash station on the wall adjoining the S&I shop is not functioning. It is covered with a white substance that obstructs the eye flushing liquid from freely flowing.

**Hazard Rating: 2B**

## Photos

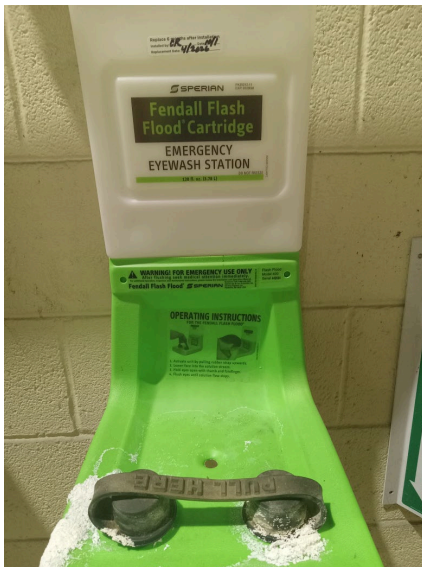


Photo 8: obstructed eye wash station.



### Defect 6

Door signage is missing on the inside of the S&I shop interior car wash door located at the north end of the S&I shop. The door signage is not consistent with all other doors leading into the car wash facility.

**Hazard Rating: 2D**

### Photos

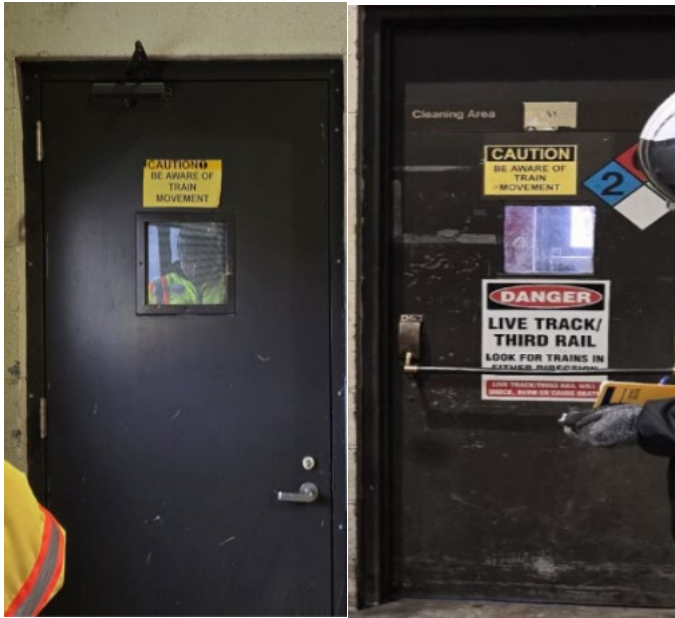


Photo 9 (left): door leading to car wash facility lacking warning signage.

Photo 10 (right): Consistent warning signage on all doors leading into car wash facility.

### Defect 7

The stairwell leading from the lower-level pit inside the S&I shop leading up to the car wash is loose with broken material creating a slip, trip, or fall hazard condition.

**Hazard Rating: 2D**



**Photos**



Photo 11: hazardous condition on car wash steps.

**Defect 8 (mitigated)**

At the conclusion of the inspection, WMSC Inspector identified employees working on a train located within the S&I shop on track 9 south. The workers failed to properly install required blue flag protection (SOP 301.20 - Blue Signal Protection Program). WMSC Inspectors contacted the S&I shop supervisor, and the flags were installed.

**Hazard Rating: 2D**

**Photos**



Photo 12 (left) and 13 (right): work being done on the vehicle before and after the blue flag mitigation.



## 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.