



WMSC Inspection Report 20260402

ISSUED 4/6/2026

Inspection Details

Title: Greenbelt Yard (E99) Car Wash Inspection

Location: Greenbelt Yard (E99)

Date of Inspection: 4/2/2026

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

Unannounced

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

Functional Area: Roadway Worker Protection, Life Safety

Hazard Rating: 2D

Overview

On April 2, 2024, WMSC Inspectors carried out an inspection of the Greenbelt Yard (E99) car wash.

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 roadway¹. 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

¹ Any “Land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles.” (Metrorail Operating Rulebook, Glossary of Terms, Definition of Roadway.)



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, WMSC Inspectors conducted a debrief with the Interlocking Operator and 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.

Defect Observations and Determinations

Observation 1

The Greenbelt car wash is located on track 1 and is attached to the Service and Inspection (S&I) Building. The car wash alarm and lights were observed above all doors, both interior and exterior of the wash facility. The warning alarm system could not be activated to verify functionality due to ongoing repairs from a plumbing issue. During the winter season, plumbing within the car wash was damaged causing pooling of water under the third rail inside the facility. (See photo 1.) The interlocking operator confirmed that third rail was deenergized in the car wash and prohibit exits were installed on the signal in approach to the car wash facility. A Maximo² work order number (20150656) was provided for the out of service conditions, and all exterior and interior signage were installed and verified. Work order 20150656 shows plumbing and fire tech support arriving first to fix an assumed burst

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.



pipe. Metro technicians identified one water intrusion issue coming from a fire sprinkler line and were able to eventually access the valve room to resolve the sprinkler water intrusion. Additionally, techs identified a broken and leaking fire line pipe that is causing water to get into the car wash. The work order is still open, and Metrorail continues to carry out work to fix the water ingress issue at the Greenbelt car wash.

Photos



Photo 1: Interior of the Greenbelt Yard (E99) car wash.

Defect 1

All personnel access doors were observed secured with the proper signage, but the roll-up door between the S&I shop and the car wash was open and not secured, allowing unfettered access to the facility.

Hazard Rating: 2D



Photos



Photos 2 and 3: Unsecured roll-up door between the S&I shop and the car wash facility.

Defect 2

At eye wash station #1, there was no installation or expiration sticker on the installed cartridge. In addition, the replacement fluid containers did not have expiration dates on the three-replacement cartridges.

Hazard Rating: 2D

Photos



Photos 4 and 5: Eye wash station 1.



Defect 3

At eye wash station #2, there was no installation or expiration sticker on the installed cartridge. The eye wash fluid container installed was empty, and the replacement fluid containers did not have an expiration date on the one replacement cartridge.

Hazard Rating: 2D

Photos



Photo 6: Eye wash station 2.

Defect 4

At Eye Wash Station #2, Access to the emergency eye station is obstructed due to the storage of chemical containers.

Hazard Rating: 2D



Photos



Photo 7: Obstructed access to eye wash station. (See Defect 6 for more information regarding the chemical container hazard.)

Defect 5

Eye wash station #3 was not connected to the wall of the car wash facility and was not operable. The fluid replacement containers were without labeling indicating installation, replacement, and inspection dates.

Hazard Rating: 2D



Photos



Photos 8 and 9: Eye wash station 3.

Defect 6

Improper chemical storage with leaking of potentially corrosive liquids as evidenced by substance seeping out of barrels.

Hazard Rating: 2D

Photos



Photos 10 and 11: Improper chemical storage with leaking exposure hazard.



Defect 7

The emergency trip station (ETS)³ box No.1A S&I FDR #2 located inside the Greenbelt car wash is not illuminated. All ETS telephones inside the wash facility were checked and are functioning.

Hazard Rating: 2D

Photos



Photos 12 and 13: Unilluminated ETS blue light.

Next Steps

Please respond **by Thursday, April 9, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.

³ 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.)