



WMSC Inspection Report 20260403B

ISSUED 4/6/2026

Inspection Details

Title: Branch Ave Yard (F99) Car Wash Inspection

Location: Branch Ave Yard (F99)

Date of Inspection: 4/3/2026

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

Unannounced

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

Functional Area: Life Safety, Roadway Worker Protection

Hazard Rating: 2D

Overview

On April 3, 2026, WMSC Inspectors carried out an inspection of the Branch Ave Yard (F99) car, which is located on track 2 in a standalone building. According to the interlocking operator on duty, the car wash facility is not in operation as a car wash, but the tracks are still in use for rail vehicle movement. No Maximo¹ work order number was provided for the out of service conditions. The car wash alarm and lights were observed above all doors, both interior and exterior of the wash facility, and as a rail vehicle came through, all warning lights and alarms were observed as operating

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.

¹ Maximo is the Washington Metropolitan Area Transit Authority's (WMATA) database for asset management. Maximo tracks, manages, and reports all maintenance activity for WMATA.



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 roadway². 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 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.

Defect Observations and Determinations

Defect 1 (mitigated)

Branch Ave Yard electrical equipment room A103 was observed to be open and unsecured, exposing personnel to an electrical high voltage hazard. WMSC Inspectors were unable to

² 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.)



secure Room A103 and reported the condition to Metrorail as an immediate safety concern. A hazard ticket (2836) was opened and the WMSC received an Origami report stating:

- On 4/3/2026 - Power crew and Locksmith have confirmed that the issue at F99 Branch Avenue Carwash (Room A103) has been resolved.
- Locks have been repaired and confirmed operational
- Door has been secured and is properly latching and the location is now safe and secure
- Work Order Number 20308042

Hazard Rating: 2D

Photos



Photos 1 and 2: The unsecured A103 electrical equipment room that has since been fixed.

Defect 2

At the eye wash station, the expiration date on the installed container lapsed in 2016. The four replacement fluid containers have an expiration date ranging from 2016 to 2017.

Hazard Rating: 2D



Photos



Photo 3: Eye wash station at issue.

Defect 3

Additionally, the signage above the eye wash station denoting its location is missing.

Hazard Rating: 2D

Photos



Photo 4: Eye wash station missing signage.



Defect 4

The emergency fire extinguisher location is blocked by equipment that limits its access during an emergency.

Hazard Rating: 2D

Photos



Photo 5: Equipment stored directly in front of the fire extinguisher.

Defect 5

The first of two fixed eye wash stations painted yellow, that were identified as nonfunctional during testing performed by the WMSC.

Hazard Rating: 2D



Photos



Photo 6: Non-functioning eye wash station.

Defect 6

A second yellow fixed eye wash stations was also identified as nonfunctional during testing performed by the WMSC. (not pictured)

Hazard Rating: 2D

Observation 1

During the car wash alarm verification inspection, a Metrorail employee was observed walking inside of the carwash building. The employee was not wearing a Metrorail approved safety vest. WMSC Inspectors were informed that there is an office located inside the car wash building used by Metrorail staff. **The WMSC requires more information on the office space being used in the car wash. Specifically:**

1. The WMSC requests risk assessment for using the car wash for office space.
2. If not captured in the risk assessment, what safety mitigations are in effect for employees who use or visit that office space?

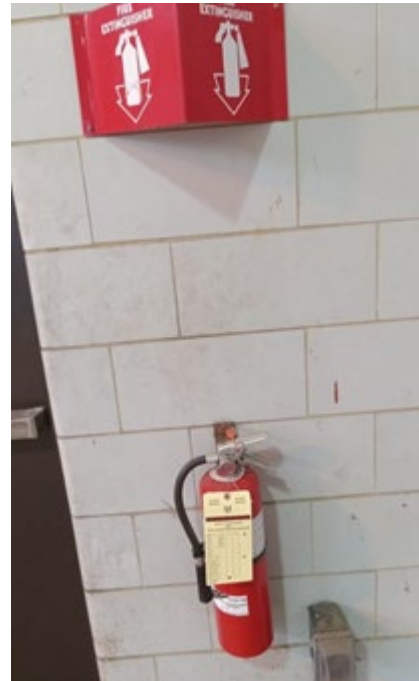
Observation 2

Six fire extinguishers were inspected by the WMSC. Three were inspected in March 2026 and three are due for inspection during April 2026.

Hazard Rating: 2D



Photos



Photos 7 and 8: Fire extinguishers that need to be inspected in April 2026.

Next Steps

Please respond **by Thursday, March 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.