

Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY/MM/DD	Report Number	20230308-WMSC-DLB-1			
Inspection Date	2023/03/08	Report Number				
Rail Agency Name	Washington Metropolitan Area Transit Authority	Rail Agency Department	Name			
Rail Agency Department	Safety	Contact Information				
Inspection Location	Potomac Yard	•				

Inspection Summary

Inspection Activity #	1
Activity Code	SAFE-PI-QAI
Inspection Units	1
Inspection Subunits	0
Defects (Number)	1
Recommended Finding	Yes
Remedial Action Required ¹	Yes
Recommended Reinspection	Yes

Activity Summaries

#	1	Ins	pection Subj	ect	ETS Push	Buttons	Operation		Activity Code			SAFE-PI-QAI			
Job Briefing Employee Name/Title	N/A			Accompani	ied Inspecto	or?	Yes	Out Brief Conducted	I Vac I Time			1 05:00 PM 1		side nift	
Related Reports	No			Related CA	PS / Finding	gs		No	•						
Related Rules,	Ref		Rule	or SOP			Standard		Other /	Γitle		Cl	Checklist Reference		
SOPs, Standards, or Other	No		N/A				N/A		N/A		N	N/A			
Inspection Location	Main Track	Yard	Station	occ	RTA Fa	acility	WMSC Office	Track Type	At-g	rade	Tunne	el E	levated	N/A	
		Х												Х	
Line(s) & Track	Potomac Yai	rd			Chain Ma	rker and/	or Station(s)		From	l			То		
Number								N/A				N/A			
Vehicles	Head Car		N	umber of C	ars	Equipm	ent	N/A							
	N/			N/A											
				d the WMSC of a safety issue involving recently installed exes at the Potomac Yard. Metrorail has identified a					Number of Defects				1		
	manufacturing issue with the red push button for the new ETS's located at Potomac Yard.							Recommended Finding?				Yes			
	The issue is described best by the fact that the red push button does not function									Remedial Action Required? Yes					
Description	The issue is described best by the fact that the red push button does not function properly to deenergize third rail power. Metrorail described that the push buttons may not depress when pressed. Metrorail determined that turning the button slightly allows the button to be depressed and deenergizes third rail power as intended. All ETS push buttons at Potomac Yard will be replaced with proper functioning buttons before the station opens, but the safety concern remains since the same ETS design exist on the newly opened Silver Line Phase 2 extension. The number of similar push button units are above seven hundred installed and in used on the Silver Line Phase 2 extension. Metrorail's Safe and Power Departments shared the following plan with the WMSC via email as to the following sequential mitigation plan: - Immediate Mitigation TODAY. In the event that the red push button does not depress, the button must be turned - like a dial - until it is able to be fully pushed in. Once the push button has been turned to the proper position and fully depressed, it will work normally and de-energize third rail power. Metrorail will draft a Safety Bulletin for review and circulation by Safety today, to alert personnel to the issue Short-Term Mitigation Traction Power Maintenance (TRPM) will place placards inside each affected ETS box. The placards will detail the issue and the proper method to fully depress the push button. A picture (with the appropriate markings) or diagram will also be included as a visual reference. TRPM will install markings on the push button and interior faceplate to visually communicate the exact alignment for the push button to work properly. A second Safety Bulletin will be circulated once completed Long-Term Mitigation / Permanent Solution For each affected ETS box, TRPM will replace the red push button with a suitable replacement that will depress upon initial push. Due to the official communication of this safety issue from Metrorail, the WMSC will provide oversight as the issue is resolve					Recommended Reinspection?									



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Photos:

 $Potomac_Yard_ETS__mn__Push_Button_Static_Picture_030823.jpeg$



1 The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial

Action. Closeout of Remedial Actions may also	be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.	
Inspector in Charge's Signature		Date 2023/03/08
Inspector in Charge's Name Darrell Braxton	Inspection Team N/A	