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WMSC Inspection Report 20250805

ISSUED 8/8/2025

Inspection Details

Title: Woodley Park AC Power Room Inspection

Location: Woodley Park Zoo Station (A04)

Date of Inspection: 8/5/2025

Time of Inspection: 1:15pm to 3:00pm

Announced (via email and phone call to infrastructure project manager)

Risk-Based (Data Review)

Functional Area: Power

Hazard Rating: 1D

Overview

On August 5, 2025, WMSC Inspectors visited Woodley Park Station (A04) AC Power Rooms AC1 and AC2 to inspect the motorized equipment (such as for air ventilation) to confirm that such was operating properly and in the intended direction.

This is a risk-based inspection based on Maximo[1] data that indicated three-phase motorized equipment was operating in the wrong direction. Each day, Metrorail sends the WMSC a list of all rail incidents from the previous day. From this daily incident list, the WMSC noticed July 1, 2025, Maximo Incident Tracking entry 8921021 stated "A04, ALL PLANT STATION EQUIPMENT ARE RUNNING BACKWARD (AIR HANDLER SEWER EJECTER, [sic] UPE, AIR Condition." Metrorail personnel opened work order 19633838 to report and address the problem. This entry and work order led the WMSC to search for similar incidents. Since June 2025, there were three additional, similar power work orders on the three-phase wiring at Woodley Park Station (A04).

Date entered in Maximo	Maximo Work Order Number	Description (from Maximo entry)
6/5/25	19570326	A04 HM electrical panel tied in with MCC – MP, Lost power to MP and HM.

[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.

6/10/25	19582848	FA6, FAN SHAFT, 3 PHASE ABC ROTATION IS IN REVERSE AND NEEDS TO BE CORRECTED TO THE NORMAL ROTATION
6/17/25	19598773	A04 Separate Feed for Electrical Panel's MP/HM
7/1/25	8921021	A04, ALL PLANT STATION EQUIPMENT ARE RUNNING BACKWARD (AIR HANDLER SEWER EJECTER, UPE, AIR CONDITION , ...)

As a result, the WMSC scheduled and conducted this risk-based inspection.

In this case, improper wiring of a ventilation fan is a risk to life safety because, in an emergency, the control center may be instructed by jurisdictional emergency services to run the fan in a certain direction, but if the fans are not properly wired, the fans may operate in an unintended direction leading to—for example—smoke entering a station.

After concluding the inspection, the WMSC inspectors conducted a debrief with the Metrorail infrastructure project manager 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

This inspection did not identify any defects based on information known to the inspector at the time of the inspection.

WMSC Inspectors arrived at Woodley Park along with seven Metrorail Power Department employees who are responsible for maintaining AC Power Rooms and all related functions. WMSC Inspectors learned that Metrorail had already identified the root of the hazardous power issue that was causing some station equipment to run in the wrong phase (that is, to run backwards or in reverse direction).

Having identified the cause, Metrorail mitigated this hazard before WMSC Inspectors arrived. During switch-gear replacement, a tie breaker allowed one AC room to supply the second AC room with power. Metrorail stations have two AC rooms, designed for redundancy, each supplying power

to various electrical distribution panels which then power other energized machinery in the Metrorail system. In this case, the AC1 room was shut down and not operational. The entire station was running off power from the AC2 room. When this happened, three-phase equipment powered originally by AC1—now powered by the AC2 unit—began running out of phase causing three phase motors to operate in the wrong direction. Metrorail mitigated the issue by rewiring each motor to match the correct phases being supplied by the power company, thus ensuring the energized machinery is properly aligned to run in the intended phase or direction.

Next Steps

Please respond **by Monday, August 11, 2025,** to acknowledge receipt.