



## WMSC Inspection Report 20260617B

ISSUED 6/22/2026

### Inspection Details

Title: Elevator Water Ingress Inspection; Corrective Action Plan C0199

Location: Fort Totten (B06)

Date of Inspection: 6/17/26

Time of Inspection: 2:00pm to 4:00pm

Announced (via email on 6/16/26 to SAFE)

Risk-Based (Corrective Action Plan)

Functional Area: Elevators, Escalators, Stations

Hazard Rating: 4C

### Overview

On June 17, 2026, a WMSC inspector carried out a risk-based inspection at Ft. Totten Station (B06).

This is a risk-based inspection based on Corrective Action Plan (CAP) C0199. This an open CAP based on finding 1 from the [2022 Audit of Station Maintenance, Elevators, and Escalators](#). Finding 1 states, "Metrorail has not developed and implemented a comprehensive water intrusion and remediation program covering stations, elevators and escalators, which contributes to damage and deterioration of structures and other assets, to electrical hazards and to other safety risks."

The B06E06, elevator #1, at Ft. Totten Station (B06) is one of two locations that Metrorail rated as highest priority for mitigation due to the significant water intrusion. The goal of this inspection was to reinspect this location to assess the water intrusion situation since this CAP remains open and the water ingress at this location is not mitigated and still represents a risk.

After concluding the inspection, the WMSC Inspector conducted a debrief with the Metrorail Representatives 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 new findings or recommendations and therefore does not require an additional WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

## Defect Observations and Determinations

A WMSC inspector met with representatives of the Metrorail Safety Department (SAFE) and the Elevator and Escalator Department (ELES) to view the condition of the pit for elevator #1 at Fort Totten Station (elevator unit B06E06).

This elevator is a three-floor hydraulic elevator with access to the Red Line platform, the mezzanine, and the Green/Yellow Line platform.



Photo 1: Elevator B06E06 at Ft. Totten Station (B06).

## Observations

The ELES technicians that were on-site were not the maintenance techs responsible for repairs to this elevator unit. The ELES representatives onsite were the second ELES shift of the day who are solely on-call at Metrorail for responding to elevator or escalator breakdowns during service. The regular maintenance techs that worked on repairs to this unit were unavailable during this inspection. The maintenance supervisor was also unavailable.



The elevator repair log included two pages of maintenance for this elevator from March 2026 to June 17, 2026. Earlier records had been removed to be stored at the Carmen Turner Facility (CTF) in New Carrollton, Maryland, according to the ELES service technicians that were on site. The SAFE representative is obtaining the missing records located now at CTF to be provided to WMSC as soon as possible.

**Defect 1 (partially mitigated)**

The ELES technicians operated the elevator to open the doors on the Green/Yellow Level platform with the elevator locked out at the Mezzanine level in order to view the elevator pit unobstructed. (See photo 2)

The seal on the hydraulic jack was leaking hydraulic oil, so the maintenance technicians onsite wrapped an absorbent towel around the jack cylinder in order to absorb the hydraulic fluid. This only works until the towel is saturated, then the oil will leak into the floor of the elevator pit again. (see 16.10 Electrical and Hazardous Materials Safety – Metrorail Operating Rulebook, 16-7)

**Hazard Rating: 4C**

**Photo**



Photo 2: Overall view of the pit of elevator #1.



### **Additional Observations**

There is significant water in the pit area of the elevator unit, and there is no obvious inlet for the water from above, so the water is most likely seeping into the pit. The water is mixing with the leaking hydraulic fluid.

The water intrusion into the pit risks mechanical reliability, electrical safety, and structural integrity.

The elevator is fully operational and shows no indications of any issues. The WMSC, ELES, and SAFE representatives rode the elevator and did not experience any adverse operations. Numerous passengers also rode the elevator and did not offer any comments on the behavior of the elevator.

Although there are significant fluids in the pit area, there is little or no corrosion visible on the elevator's structure components.

### **Next Steps**

Please respond **by Thursday, June 25, 2026**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.