



WMSC Inspection Report 20250427A (Corrected)

ISSUED 05/12/2025

Inspection Details

Title: Single Tracking Rules Compliance, Grosvenor-Strathmore Station (Correction)

Location: Grosvenor-Strathmore Station (A11) [A1 562+72 to A1 568+72]

Date of Inspection: 4/27/2025

Time of Inspection: 9:00am to 10:00am

Unannounced

Risk-Based (Permanent Order- 25-08 Single Track Operations)

Functional Area: Operations

Hazard Rating: 2D

Overview

On Sunday, April 27, 2025, Metrorail conducted a Full-Scale Exercise at Grosvenor-Strathmore (A11) Station, inbound, Track #1 of the Red Line (A Line). At the time of the inspection, Metrorail's Red Line was operating in Automatic Train Operation. However, the Full-Scale Exercise involved the shutdown of third rail power on Track #1, at Grosvenor-Strathmore Station, under a Red Tag Outage (Red Tag #2025116511-A) that covered the station platform A1 – (Chain markers 562 + 72 to 568 + 72). Additionally, Track #1 was protected under the Roadway Worker Protection (RWP) – Inaccessible Track (IT). IT protection, as defined in Metrorail's Quick Access Guide, is "the authority issued to the Roadway Worker-in-Charge (RWIC) by the Rail Traffic Controller to control specific work limits. A barrier or derail renders the track physically inaccessible to railway vehicles at every possible entry or exit point within the working limits." A test train was held on track #1 at the A11 platform and was used during the Full-Scale Exercise by emergency responders to simulate a person struck by a train. The outbound Track #2 serviced the station via single tracking. Metrorail Operating Rulebook (MOR) defines single tracking as, "The operation using only one (1) mainline track for trains traveling in either direction by alternating the direction of traffic when vacant."

The WMSC Inspectors performed an inspection at station platform A11 Track #2 of the Red Line. The inspection was conducted to verify and confirm that Rail Vehicle Operators were adhering to



operating rules while single tracking. The following operating rules were monitored for their proper use:

1. MOR 8.3 Reverse Movement on Controlled Tracks.
2. MOR 8.3.1 When trains are operated against the normal direction of traffic, the Rail Vehicle Operator (RVO) shall alert customers on the platform by sounding the horn in a series of short blasts prior to station entry and until the train is berthed in the station.
3. Permanent Order (PO)-25-08 Single Track Operations - When single tracking is established, all Class 1 rail vehicles that operate through the affected area must switch to Manual mode of operation prior to entering the area.

The WMSC Inspectors observed three rail vehicles entering the station. The WMSC Inspectors visually confirmed the Rail Vehicle Operator's (RVO) operating mode by observing the RVO's hand position on the Master controller as the train traversed the platform length, and the RVO positioned the head end of the lead car at the 8-car marker. (See table.)

Lead Car /Train ID	Number of Cars in Consist	Entering/Exiting Station	Train Operating Mode
3137 - 117	8	Entering	Manual
7042 - 121	8	Entering	Manual
3209 - 125	8	Entering	Manual
3133 - 138	8	Exiting	ATO

Table 1 – Shows rail vehicle information and operation mode entering and existing the station.

After concluding the inspection, the WMSC Inspectors conducted a debrief with the WMATA Shady Grove Superintendent, 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

Every rail vehicle observed during the inspection did not sound its horn as it entered the platform and berthed at the 8-car marker as RVOs are required to do per the MOR. WMSC Inspectors shared their findings during the debrief with the Shady Grove Superintendent.

Remediation: Upon hearing this information, the Superintendent remediated the situation by informing the Terminal Supervisor at Grosvenor-Strathmore (A11) and the Metrorail Integrated Command and Communications Center (MICC) to instruct the RVOs to sound their horns when entering the Grosvenor-Strathmore Station (A11). The WMSC Inspectors confirmed that the correction was made because the next trains entering the station properly sounded their horns.

Hazard Rating: 2D

Defect 2

One rail vehicle was observed departing the station during the single tracking event and was operated in Automatic Train Operation (ATO). Per PO-25-08 Single Track Operations, the RVO should have been departing the station in manual mode.

The WMSC Inspectors inquired about the application of PO-25-08 while at the Grosvenor-Strathmore Station. Metrorail personnel contacted did not agree on the interpretation of PO-25-08. While at the Grosvenor-Strathmore Station, the WMSC Inspectors were told that the mode of operation departing the station during the single tracking event was ATO. The WMSC Inspectors followed up with the WMATA Director of Operating Practices on April 28, and he confirmed that all vehicles departing Grosvenor-Strathmore Station should have been operating in manual mode. The WMSC requests that Metrorail provide a mitigation to address the gap in understanding and interpretation of PO-25-08

Hazard Rating: 2D



Next Steps

Please respond **by Monday, May 5, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.