



## WMSC Inspection Report 20250530

ISSUED 6/3/2025

### Inspection Details

Title: ATO Inspection Red, Blue, Green and Yellow Line

Location: Red, Green, Yellow, and Blue lines

Date of Inspection: 5/30/2025

Time of Inspection: 7:00am to 12:00pm

Unannounced

Risk-Based (WMSC ATO Concurrence on Green and Yellow Lines)

Functional Area: Automatic Train Controls & Signals; Operations

Hazard Rating: 4D

### Overview

On Friday, May 30, 2025, two WMSC Inspectors conducted a risk-based Inspection on the Red, Green, Yellow, and Blue Lines. The focus of the inspection was to verify rail vehicle operators' training and rule compliance on the Yellow and Green Lines following the activation of Automatic Train Operation (ATO) on those lines. All rail vehicle operators on the Red, Yellow, and Green Lines are required to complete Automatic Train Operations training and have affixed to their Metro One Badge a sticker confirming successful completion. Blue Line trains share tracks with Yellow Line trains from Pentagon Station through King St-Old Town Station; however, ATO is not permitted on the Blue Line at the time of this report.

On May 20, 2025, the WMSC issued a Letter of Concurrence for Automatic Train Operation (ATO) & Return to Design Speeds on the Green and Yellow lines. This permitted Metrorail to operate passenger trains in automatic mode at higher speeds on the Green and Yellow Lines (automatic mode has been allowed on the Red Line since December 9, 2024). Metrorail then reinitiated Automatic Train Operations on the Yellow and Green Lines on Friday, May 23, 2025.

As Metrorail reintroduces Automatic Train Operations to the Yellow and Green lines, the WMSC is verifying Metrorail's adherence to established rules for Automatic Train Operations, including that all rail vehicle operators operating in automatic mode are doing so with the required training and on the proper line for such operation.

The inspection confirmed that all rail vehicle operators encountered on this inspection had completed the required ATO training



After concluding inspections, the WMSC inspectors conducted debriefs with the rail vehicle operators, 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

WMSC Inspectors observed rail vehicle operators performing their job functions from outside the rail vehicle operator's cab—either from on the train or from outside the rail vehicle operator's window on the platform. This included monitoring radio communications between the control center and rail vehicle operators. The WMSC Inspector confirmed that each rail vehicle operator who was encountered had the required ATO qualification sticker. WMSC Inspectors also confirmed the train ID (identification number) of the rail vehicle with each rail vehicle operator encountered to ensure that only ATO-qualified rail vehicle operators were operating in automatic mode on a line that such was allowed on—Red, Yellow, or Green Lines (denoted by their Train ID).

Train ID	Lead Car #	Line	Boarding Location	Exiting Location	ATO or Manual Operations
507	7546	Green	Branch Ave	Anacostia	Automatic
509	6025	Green	Anacostia	Gallery Place	Automatic
101	3283	Red	Rhode Island	Fort Totten	Automatic
535	7590	Green	Fort Totten	Gallery Place	Automatic
513	6176	Green	Gallery Place	Georgia Ave	Automatic
517	7596	Green	Georgia Ave	Greenbelt	Automatic
515	6103	Green	Georgia Ave	Greenbelt	Automatic
536/530*	6160	Green	Greenbelt	Fort Totten	Automatic
532	6160	Green	Fort Totten	Gallery Place	Automatic
534	7460	Green	Fort Totten	Gallery Place	Automatic



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344	7304	Yellow	Gallery Place	Pentagon City	Automatic
404	7712	Blue	Pentagon City	King Street	Manual
406	3052	Blue	Pentagon City	King Street	Manual
415	6174	Blue	King Street	Pentagon City	Manual
313	6044	Yellow	Pentagon City	Gallery Place	Automatic
522	6040	Green	L'Enfant Plaza	Branch Ave	Automatic

*Table 1: Shows the number of rail vehicles observed on the respective lines and the mode of operation. \*The train ID on the console was different than the ID given by the rail vehicle operator.*

### **Defect 1**

One rail vehicle operator was observed drinking from a container while operating a rail vehicle. The Metrorail Operating Rulebook lists this as a prohibited behavior.

#### **Details:**

Train ID - 101

Lead Car - 3283

Location - Rhode Island Ave Station

Time - 0800

Mode of operation - Automatic (ATO)

#### **MOR Rule Book Violations**

##### **1.8 Prohibited Behaviors**

1.8.2.2 Eating or drinking in trains, train cabs, station kiosks, or in the paid areas of stations, as well as any other areas where these actions are prohibited

**Hazard Rating: 4C**



**Photos:**



*Fig 1: RVO with open container*

**Defect 2**

Inspectors observed one station overrun by Train ID #348, outbound, at Ronald Reagan Washington National Airport Station, at 10:23am.

**Hazard Rating: 4D**

This WMSC Inspection verified that rail vehicle operators were compliant with Automatic Train Operations training and were following MOR rules for Automatic Train Operations.

**Next Steps**

Please respond **by Friday, June 6, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.