



WMSC Inspection Report 20250715

ISSUED 7/17/2025

Inspection Details

Title: Advanced Mobile Flagging with Automatic Train Operation Inspection

Location: Anacostia (F06) to Southern Ave Station (F08), OPS 3

Date of Inspection: 7/15/2025

Time of Inspection: 11:00am to 1:00pm

Unannounced

Risk-Based (Safety Certification Oversight, Advanced Mobile Flagging with Automatic Train Operation)

Functional Area: Automatic Train Control & Signals, Roadway Worker Protection

Hazard Rating: 1B

Overview

On July 15, 2025, a WMSC Inspector conducted an inspection of the OPS 3 radio recording and Advanced Information Management System playback from a July 9, 2025, Metrorail walking track inspection (Track 1) from Anacostia Station (F06) to Southern Ave Station (F08). The radio playback focused on one hour from 10:30am to 11:30am during the track walk on July 9, 2025. This is a risk-based inspection based on the WMSC's May 20, 2025, concurrence that Metrorail may activate Automatic Train Operation and Return to Design Speed on the Green and Yellow Lines.

This inspection focused on compliance with roadway worker protection advanced mobile flagging (mobile work crew) procedures in accordance with Metrorail Operating Rulebook (MOR) sections 8.10 and 17.22.

After concluding the inspection, the WMSC Inspector conducted a debrief with the control center's rail 1 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

The WMSC Inspector verified the correct radio procedures between the rail traffic controllers, rail vehicle operators, the roadway worker in charge, and the advanced flagger. Through the Advanced Information Management System (AIM) playback, the WMSC Inspector verified that the blue block, human form, and prohibit exits were placed correctly in accordance with MICC-ROC-PRO-13 section 6.1.5.1.

Eight trains traveled between Southern Ave and Anacostia stations on track one while the track crew was performing a walking track inspection using advanced mobile flagging protection. All eight trains switched from Automatic Train Operation (ATO) to manual mode after speaking with the advanced mobile flagger in accordance with Metrorail Operating Rulebook section 8.10.2, "When operating through areas where Advanced Mobile Flagging is in effect, all Class One (1) rail vehicles must switch to Manual mode of operation prior to departing the station where the Advanced Flagger is encountered." This was verified through AIM playback and the system performance on-time summary (SPOTS)¹ report. A summary is below.

Train ID	Time	Line	Track	Location (Inbound)	ATO or Manual Operations Through Workzone	Confirmed via AIM and SPOTS
507	10:27am	F	1	Congress Heights	Switched to Manual	Yes
509	10:37am	F	1	Congress Heights	Switched to Manual	Yes
511	10:40am	F	1	Congress Heights	Switched to Manual	Yes
513	10:44am	F	1	Congress Heights	Switched to Manual	Yes
515	10:50am	F	1	Congress Heights	Switched to Manual	Yes
519	11:01am	F	1	Southern Ave	Switched to Manual	Yes
812	11:05am	F	1	Southern Ave	Switched to Manual	Yes
521	11:10am	F	1	Southern Ave	Switched to Manual	Yes

Table 1. Shows the eight trains that passed through the work zone. The WMSC Inspector confirmed via the AIM playback and the SPOTS report that the rail vehicle operator switched to manual mode as required by MICC-ROC-PRO-13 6.1.5.1. The track inspection crew cleared the roadway at 11:14am.

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

¹A SPOTS report shows the following: the identification, destination, and length for each train moving through a station platform; the train's mode (ATO or Manual), the time the head of the train arrived and the rear of the train left the station; whether doors were opened, including first door opened and the last door closed; and whether door operation was detected through TWC (train-wayside communication).



Next Steps

Please respond **by July 21, 2025**, to acknowledge receipt.