



WMSC Inspection Report 20250804A

ISSUED 8/5/2025

Inspection Details

Title: Advanced Mobile Flagging with Automatic Train Operation Inspection

Location: Georgia Ave-Petworth (E05) to U Street (E03), OPS 3

Date of Inspection: 8/4/2025

Time of Inspection: 10:00am 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 August 4, 2025, a WMSC Inspector conducted an inspection of the OPS 3 radio recording and Advanced Information Management System (AIMs) playback from a July 29, 2025, Metrorail walking track inspection from Georgia Ave-Petworth (E05) to U Street (E03) on track number one. The radio playback targeted one hour from 9:45am to 10:45am during the track walk on July 29, 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 Operations Manager (Rail 1) for the Metro Integrated Command and Communications Center (MICC), 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 that the correct radio procedures were used between the rail traffic controllers, rail vehicle operators, the roadway worker in charge (RWIC), and the advanced mobile flagger. Through the Advanced Information Management System 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.

The walking track inspection began at 9:57am after the track crew received permission for a train drop-off between Georgia Ave-Petworth (E05) and Columbia Heights (E04) stations at chain marker E1 144+00. The track crew reported they were clear of the roadway and on the Columbia Heights Station (E04) platform at 10:07am. Two trains traveled between Columbia Heights (E04) and Georgia Ave-Petworth (E05) stations while the track crew was performing a walking track inspection using advanced mobile flagging protection. The walking track inspection resumed between Columbia Heights (E04) and U Street (E03), track number one, at 10:31am after another train drop-off at chain marker E1-100+00. Two trains traveled between U Street (E03) and Columbia Heights (E04) stations before the crew cleared the roadway at 10:43am. All four trains switched from Automatic Train Operation (ATO) to manual mode after speaking with the advanced mobile flagger (AMF) 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 AIMs playback and the system performance on-time summary (SPOTS)¹ report. The full summary is below.

Train ID	Time	Line	Track	Location (Outbound)	ATO or Manual Operations Through Workzone	Confirmed via AIM and SPOTS
539	9:56am	E	1	Columbia Heights	Switched to Manual	Yes
541	9:59am	E	1	Columbia Heights	Switched to Manual	Yes
501	10:31am	E	1	U Street	Switched to Manual	Yes
503	10:34am	E	1	U Street	Switched to Manual	Yes

Table 1. Identifies four 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.

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

¹ A 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 Friday, August 8, 2025**, to acknowledge receipt.