



WMSC Inspection Report 20250826

ISSUED 8/28/2025

Inspection Details

Title: Single Tracking Automatic Train Operation Inspection

Location: U Street (E03) to Mount Vernon Square (E01), OPS 3

Date of Inspection: 8/26/2025

Time of Inspection: 10:00am to 1:00pm

Unannounced

Risk-Based (Safety Certification Oversight, Automatic Train Operation)

Functional Area: Automatic Train Control & Signals, Operations

Hazard Rating: 2D

Overview

On August 26, 2025, a WMSC Inspector conducted an inspection of the OPS 3 radio recording and Advanced Information Management System (AIMs) playback from an August 25, 2025, single tracking event from U Street (E03) to Mt Vernon Sq (E01) on track one. The radio playback targeted one hour from 11:00am to 12:00pm when trains were single tracking due to a down track circuit at Shaw-Howard U (E02) track two on August 25, 2025.

This is a risk-based inspection based on the WMSC's May 20, 2025, 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, 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.

This inspection focused on compliance with rail vehicle mode of operations in accordance with Metrorail Operating Rulebook section 8.17.13.

After concluding the inspection, the WMSC Inspector conducted a debrief with the assistant operations manager (Rail 2) for the control center 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

Metrorail Operating Rulebook section 8.17.13 requires that “when single tracking is established, all Class One (1) rail vehicles that operate through the affected areas must switch to manual mode of operation prior to entering the area.” There is also a related radio component: MICC-ALL-PRO-06 MICC Rail Operations 6.8.4.1, “Radio RTCs shall notify train operators of return to normal service and any updates of single tracking operations by making announcements over the radio.” The WMSC Inspector verified that the correct radio procedures were used by the rail traffic controllers and rail vehicle operators in this single tracking area.

The single tracking began at 11:00am and normal operations resumed at 11:39am. During that time of single tracking, five trains traveled inbound on track number one between U Street (E03) and Mt Vernon Sq (E01) stations. All five trains switched from Automatic Train Operation (ATO) to manual mode before entering single tracking in accordance with Metrorail Operating Rulebook section 8.17.13.

This was verified through AIMS playback and the system performance on-time summary (SPOTS).¹

Train ID	Time	Location- Inbound	ATO or Manual	Confirmed via AIMS and Spots
518	11:00am	Departed U Street	Switched to manual	Yes
520	11:07am	Departed U Street	Switched to manual	Yes
522	11:14am	Departed U Street	Switched to manual	Yes
524	11:23am	Departed U Street	Switched to manual	Yes
526	11:26am	Departed U Street	Switched to manual	Yes

Table 1. Identifies five trains that passed through the single tracking area. The WMSC Inspector confirmed via the AIMS playback and the SPOTS report that the rail vehicle operators switched to manual mode as required by Metrorail Operating Rulebook section 8.17.13.

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).



WASHINGTON METRO RAIL SAFETY COMMISSION

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

Next Steps

Please respond **by Tuesday, September 2, 2025**, to acknowledge receipt.