



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information

Inspection Date	YYYY	MM	DD	Report Number	20200706-WMATA-KEK-09		
	2020	07	27				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ATCM & RTRA	Sub- Department	ATCIN - VT
Rail Agency Department Contact Information	Name		Email	Office Phone		Mobile Phone	
	WMATA-ROCC & WS EMP's		N/A	N/A		N/A	
Inspection Location	WMATA RAIL SYSTEM – ROCC - OPS 1						

Inspection Summary

Inspection Activity #	1	2	3	4	5	6
Activity Code	COMM-GEN-OBS	COMM-GEN-OBS				
Inspection Units	1	1				
Inspection Subunits	0	0				
Defects (Number)	0	0				
Recommended Finding	NO	NO				
Remedial Action Required¹	NO	NO				
Recommended Reinspection	NO	NO				

Activity Summaries

Inspection Activity #	01	Inspection Subject	Radio Monitoring of OPS 1				Activity Code		COMM	GEN	OBS
Job Briefing Employee Name/Title	N/A – Monitoring Radio Comm		Accompanied Inspector?	N/A	Out Brief Conducted	N/A	Time	9:00a – 11:22a	Outside Shift	N/A	
Related Reports	N/A		Related CAPS / Findings		N/A						
Related Rules, SOPs, Standards, or Other	Ref		Rule or SOP		Standard		Other / Title		Checklist Reference		
	MSRPH						CODE #34		MSRPH		
Inspection Location	Main Track	Yard	Station	OCC	RTA Facility	WMSC Office	Track Type	At-grade	Tunnel	Elevated	N/A
	X		X							X	
Line(s)	Red Line		Track Number	1, 2 and 3		Chain Marker and/or Station(s)	From		To		
							SYSTEM		SYSTEM		
Vehicles	Head Car Number		Number of Cars		Equipment	WMATA - Radio Communication System					
	N/A		N/A								

¹ The rail transit agency must provide WMSC with the necessary evidence (e.g. maintenance work order system records, photos, documentation, records, data, or other evidence) to close out the Remedial Action. Closeout of Remedial Actions may also be subject to ongoing WMSC verification inspections to ensure corrections are sufficient and effective.

Inspector in Charge – Signature	Date
KEMMERY E. KENDRICK	JULY 27, 2020
Inspector in Charge – Name	Inspection Team
KEMMERY E. KENDRICK	WASHINGTON METRO SAFETY COMMISSION



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Description	<p>Inspection: July 27, 2020 – System Communication Monitoring Looking for proper radio communication between WMATA ATC & RTRA Activity #1 – 10:00am – 10:30am – Red Line – B-08 Silver Spring Station Monitored communication between OPS 1/ROCC/Talk Group #32784 & Train Operator #201. Train operator positioned at Signal #34, Tk #3 (pocket). Train #201 has a Stop Signal. Train #201 request permission for ROCC to gain entry pass Stop Signal #34 to cross over to Track #1 to gain entry to Silver Spring Station Stop with 8 cars. The area has a Permissive Block because of Interlocking Inspections being performed by ATCM work crew members performing Interlocking inspection at CM: 446 + 74 to CM: 443 + 38, and 449 +90 to 440 + 25. Tracks #2 Monitored communication between ROCC Controller of OPS 1 to train operator’s announcing 5 MPH Speed Restrictions due to Permissive Block restriction.</p> <ul style="list-style-type: none"> • Observed communication use for compliance with Federal Communications Commission Rules and Regulations, and for compliance with WMATA Rules, Procedures and General Notices; MSRPH Cardinal Rule 1.69. • Observed personnel’s proper use of Radio Procedure MSRPH Cardinal Rule 1.79; where transmission or reception are heard, fully understood and acknowledged and repeated by the receiver and transmitters of 100 percent word for word repeat back. • All radio communications between ROCC and Train #201 were performed in accordance with the above rules with identification of switches and signal governance at appropriate location of train. <p>Activity #2 – 10:57am to 12:44pm Monitored communication between OPS 1/ROCC/Talk Group #32784 & ATCM Work Crew, Call #2367.</p> <ul style="list-style-type: none"> • MSRPH Cardinal Rules Compliant 1.78, 1.79, 3.22, 3.79, SOP #1/1a, and SOP #34. • Monitored work crew members corresponding at different intervals with the ROCC Controller, Ops #1. The work was taking place between CM: 451 +00 and 440 + 25. • ATCM work crews were performing Interlocking inspection. • All roadway procedures, “Permissive Block” and communication procedures were adhered to at B08 for clamping and unclamping of switches for proper alignment. • All parties involved exhibited the utmost professionalism. You could clearly see that the ROCC and Work Crew members performed exceptional radio communication practices with respect to the MSRPH guidelines. • Good inspection overall. 	Number of Defects	0
		Recommended Finding?	NONE
		Remedial Action Required?	NO
		Recommended Reinspection?	NO
Remedial Action	NO remedial action required. All WMATA Staff members were in compliance with rules governing the Rail System.		

Photos:..