



Inspection Form

Form WMSC-IR-1

Washington Metrorail Safety Commission

Agency/Department Information Activity #2 -

Inspection Date	YYYY	MM	DD	Report Number	20200903-WMATA-KEK-19		
	2020	09	03				
Rail Agency Name	Washington Metropolitan Area Transit Authority			Rail Agency Department	ROCC, Comm & RTRA	Sub- Department	GEN-IN (Radio)
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, 2, & 3						

Inspection Summary

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

Activity Summaries

Inspection Activity #	02	Inspection Subject	Radio Monitoring of OPS 1, 2, & 3				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	2:00(p)	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	X	
Line(s)	All Lines		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	SEPTEMBER 3, 2020
Inspector in Charge – Name	Inspection Team
KEMMERY E. KENDRICK	WASHINGTON METRO SAFETY COMMISSION



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Description	<p>Monitoring work groups for proper radio communication with ROCC, requesting and relinquishing Foul Time Activity #1 – 2:40(pm) – Red Line – CM: 569 + 00, Track #2, Work Group A-11.</p> <ul style="list-style-type: none"> • Monitored communication between OPS 1/ROCC/Talk Group #32784 & COMM Work Crew, Call #A11. Request Foul Time (FT) for escort of Contractors from Radio Room #110 to return to Platform. CM:569+00, End Gate. • 2:48(pm) ROCC to wayside personnel granting FT to return to the platform. • 2:49(pm) wayside personnel reported clear (on Platform) with 2 contractors, and returned FT to ROCC Operator, Ops 1 – Red Line. <p>Communication between ROCC and Work crew members A-11 included clear and concise communication between wayside and ROCC, repeating information as in SOP and MSRPH.</p> <p>Activity #2 – 2:55(pm) – ATCM work crew member #2274 requested a Radio Check from the ROCC, Ops 2, Blue/Orange/Silver Lines.</p> <ul style="list-style-type: none"> • 2:55(PM) #2274 requested permission to take control away from ROCC (by way of Local Control Panel in TCR) and operate the territory by way of the Control Panel in the TCR room. Crew member attempting to isolate area for inspection due to Bobbing Track Circuit in the area. • 2:56(pm) ROCC Controller denied permission to work crew member due to lack of additional personnel for added track protection. #2274 informed ROCC that the rest of the crew members were elsewhere in a meeting. #2274 informed ROCC Controller that he would contact by way of Land Line if necessary. ROCC Controller repeated denial to grant permission to remove control away from ROCC. • Location or chain marker location not mentioned in transmissions. <p>ROCC Operator adhered to all SOPs and the MSRPH with respect to granting remote-control transfer to work crews without proper wayside protections in place.</p>	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:..