



MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
MONTGOMERY COUNTY, MD.

INFORMATION BULLETIN

NUMBER: 12-04

June 14, 2012

TO: All MCFRS Personnel

FROM: Richard Bowers, Fire Chief

A handwritten signature in cursive script, appearing to read "Richard Bowers".

**SUBJECTS: METRO *Fire/Life Safety Line Bulletin #2012-01*,
METRO Rail Facility Inspection, and
Fire/Life Safety Line Bulletin #2012-02, Wheel Chocks**

The Washington Metropolitan Area Transit Authority (WMATA), Office of Emergency Management, has published two new ***Fire/Life Safety Line Bulletins***.

Please review the attached **METRO *Fire/Life Safety Bulletins #2012-01***, and **#2012-02** for specific instructions.

Issued by: Assistant Chief Scott Goldstein, MCFRS Special Operations Section



Washington Metropolitan Area Transit Authority
Office of Emergency Management



Fire/Life Safety Line

F/LSL #2012-01

February 13, 2012

Metro Rail Facility Inspections

This purpose of this bulletin is to clarify the proper procedure for conducting a Metro Rail facility inspection. This bulletin is for your protection. FLSL 2008-01 is rescinded in its entirety.

For the purposes of this document a Metro Rail facility includes stations, vent/fan/egress shafts, roadway (track bed/right of way), remote buildings (traction power facilities, etc.) and rail yards.

Metro Rail Facility Inspections by the Fire Department are an important function and need to be conducted on a regular basis to familiarize responders with knox box locations, keys, standpipe connections, hydrants, ancillary rooms, station layout and the fire map location. WMATA encourages Fire Department personnel to become familiar with stations and other facilities.

Metro Stations

The proper procedure for conducting a station familiarization:

- Give advance notice by calling Customer Operations at 202-962-1970.
- Choose an Off Peak hour (not during rush hours)
- Check-in with the Station Manager and explain that you are conducting a station familiarization and will be checking your keys, ancillary rooms, standpipes, radio communication, etc.
- Understand that the knox box keys do not open all rooms such as; Police, Automatic train Control, Communication, High voltage power and revenue rooms.
- Do Not charge the standpipe system as part of your familiarization.
- Do Not stand on the granite platform edge, trains enter stations at 30 mph.
- **Do Not go beyond the platform end gate without a Metro escort. Access is prohibited without an escort.**
- Do not interrupt passenger flow
- Do not leave any elevator pit/manhole unguarded in the open position
- Check out with the Station Manager when finished.

Vent/Fan/Egress Shafts, Roadway (track bed/right of way), Remote Buildings (traction power facilities, etc.), Rail Yards and Rooms Past Station Platform End Gates

To visit any of these areas/facilities, an escort is required. **Do not access any of these areas/facilities without an escort.** Contact the Office of Emergency Management to arrange for an escort.

For additional information, clarification or to schedule an escort, please contact one of the Office of Emergency Management Fire/Life Safety Officers:

Denton Rourke	(202) 591-6483	drouke@wmata.com
Robert Joy	(202) 329-7654	rjoy@wmata.com
Scott Dunn	(202) 253-3514	sdunn@wmata.com
Charlie Biro	(202) 384-2353	cbiro@wmata.com
Tom Jones	(202) 236-1292	tomjones@wmata.com



Fire/Life Safety Line

F/LSL #2012-02

February 13, 2012

Wheel Chocks

WMATA has experienced safety concerns as it relates to the application of wheel chocks on Metro incidents. Failure to follow the recommended actions below could result in train damage, train derailment and possibly injury or death to personnel.

Roadway (Track Bed/ROW) Safety. Personnel shall not enter the roadway until all of the following provisions have been met:

Confirm from Metro ROCC that all Third Rail Power has been removed from incident site location.

Confirm from Metro ROCC that all train movement in the incident area or associated track has been stopped.

Confirm the Incident Commander has granted permission for personnel to access the roadway incident area.

Confirm the Third Rail Power has been tested and confirmed de-energized by fire department personnel by using an approved hot stick. Personnel must verify that each section of Third Rail that they pass or operate around is tested with an approved Hot-Stick to confirm Third Rail Power it has been de-energized and continually test the Third Rail until Warning Strobe Alarm Device (WSAD) can be properly set in place.

Once Third Rail Power is confirmed de-energized, a Warning Strobe Alarm Device shall properly installed at each end of the incident site, or as directed by the Incident Commander.

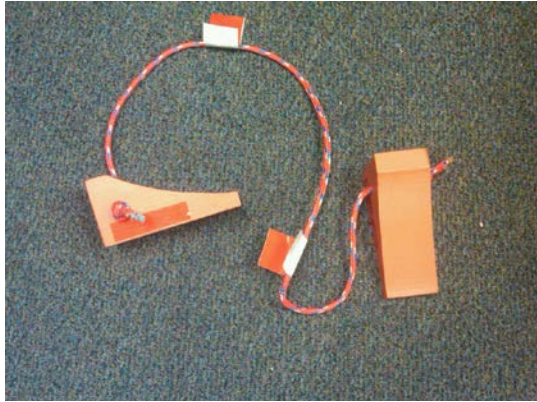
Ensure that train wheels are chocked.

Chock the wheels on the first car, leading truck-first axle only, **away from the Third Rail side**. A second set of wheels chocks maybe set on the last car of the train consist, last truck-last axle, **away from Third Rail side**. There should be a maximum of two (2) sets of chocks down, one at each end of the train consist.

Inform the incident commander of the WSAD(s) and wheel chocks are in place and their respective locations(s).

The Incident Commander is responsible for accountability of all personnel and equipment. At the conclusion of the incident, the Incident Commander shall ensure all equipment and personnel are retrieved and accounted for prior to returning the incident over to a Metro representative.

In effort to make the wheel chocks visible when in place, it is recommend to install a 6' lanyard with reflect tape on the chock and lanyard.



If you have any questions about the Wheel Chocks please contact a member of the Office of Emergency Management:

Denton Rourke	drouke@wmata.com	202-591-6483
Robert Joy	rjoy@wmata.com	202-329-7654
Tom Jones	tomjones@wmata.com	202-236-1291