MONTGOMERY COUNTY FIRE AND RESCUE SERVICE
DRIVER/OPERATOR TRAINING PROGRAM

Practical **A**pplication **G**uide **S**heet

Aerial Unit –WMATA (Metro) Safety Control Unit

Candidate Name: _____

Candidate Performance Competency: The Candidate will demonstrate their knowledge and skills proficiency functioning as the Safety Control Unit during an incident in the WMATA system.

Task	Value	Score
1. Candidate will describe the responsibilities of the first due aerial company functioning as the safety control unit on a WMATA right-of-way incident. *(status of 3rd rail power, chock train wheels, place the WSAD, communicate with IC, monitor personnel safety, secure ROW at termination)*	10	
2. Candidate will describe the equipment deployed by the Aerial Company personnel when operating in a WMATA right-of-way. *(radio, Metro jump bag, WSAD, forcible entry tools, portable flood light with reel, other equipment as appropriate for the incident*)	10	
3. Candidate will verify proper operation of the volt probe and WSAD prior to engaging them with the 3rd rail. **(CFP)**	10	
4. Using the props provided, Candidate will demonstrate the application of the volt probe to verify 3rd rail power. a. Kneel between the running rails with the knee furthest from the 3rd rail touching the ground. **(CFP)** b. Ground the volt probe by placing the smaller probe in contact with the running rail before contacting the 3rd rail with the larger probe. **(CFP)** c. Reverse the order to remove the volt probe. **(CFP)**	15	
5. Candidate will demonstrate the application of the WSAD to monitor 3rd rail power. Candidate will describe the alarm modes of the WSAD as they relate to voltage. *(50v audible, 400v visual)* a. Kneel between the running rails with the knee furthest from the 3rd rail touching the ground. **(CFP)** b. Place the device with the handle up in a location that the paddles will reach the necessary rails. c. Detach the white paddle, extending the wire fully, and attach to the side of the running rail. i. Candidate will demonstrate or describe the integral scraper provided on the paddle. ii. Candidate will describe the reason for attaching the paddle to the side of the rail versus the top *(ETEC)*. d. Detach the red paddle, extending the wire fully, and attach to the top of the 3rd rail. e. Arm the WSAD by laying the WSAD down between the running rail and 3rd rail with the strobe light up. **(CFP)**	15	

Task	Value	Score
6. Using the props provided, Candidate will demonstrate application of the wheel chocks to the train. This must be done on the side opposite of the third rail. **(CFP)**	10	
7. Candidate will describe the notifications necessary following placement of the WSAD and wheel chocks.	5	
8. Candidate will describe the normal and emergency methods for ventilation within the WMATA below-grade facilities.	5	
9. Candidate will demonstrate proper sequence of removal of all applied equipment following an incident.	10	
10. Candidate will verbalize when the simulated right-of-way has been cleared.	10	
Total Points	100	

Critical Fail Points

Failure to successfully perform any of the following components will result in an automatic failure of this evolution regardless of total score.

a) Failure to test equipment prior to entering right-of-way

b) Failure to follow the proper sequence during entry into the right-of-way

c) Failure to follow the proper sequence while using the volt probe to check the 3rd rail

d) Failure to follow the proper sequence while applying the WSAD at the 3rd rail

e) Failure to use proper body position while testing the 3rd rail and/or placing the WSAD

f) Chocking the railcar wheels on the side closest to the 3rd rail

g) Incorrect operation or orientation of the WSAD

h) Contact with the 3rd rail by anything other than the volt probes or WSAD paddles

i) Ineffective application of the volt probe and/or WSAD

Evaluator: Initial beside the final outcome of the exam below.

____ PASS ____ FAIL – Overall Points ___ FAIL – Critical Failure Point

_____ _____

Evaluator Name **Date**

Evaluator Signature