1.0 PURPOSE

This Standard Operating Procedure defines the procedure King County Metro (KCM) Rail Operation staff should follow in the event of a two-way radio failure.

2.0 DEFINITIONS

E-TEL – Emergency Telephone

LCC – Link Control Center

Manual Block - Bi-directional movement of rail vehicles over a defined section of track while operating within the defined limits on the main track controlled by a Pilot Flag, or LCC direction.

ROW – Right of Way

Two-Way Radio - Includes both car-borne and hand-held portable radios unless specifically stated otherwise.

WPS – Way, Power & Signals
3.0 REQUIREMENTS

All Rail employees who use a two-way radio when conducting Rail business shall adhere to this procedure in the event of a two-way radio failure.

4.0 PROCEDURES

In the event of a two-way radio failure, it is assumed that employees will realize that they are no longer in two-way radio communication with LCC.

4.1 Rail Operators:

Rail Operators shall carry a two-way radio at all times. If a Rail Operator cannot get a response from LCC, the Operator should move the train a short distance, if safe to do so, and try to re-establish two-way radio communication. If two-way radio communication is not re-established, the Operator shall switch the two-way radio to an alternate Rail channel. Operators shall continue in service adhering to the schedule, Operating Rules, SOPs, and to any Train Orders or special operating conditions. If the two-way radio failure involves a single piece of equipment, the Operator will continue to monitor the operational radio until the failed radio/vehicle can be exchanged with an operational one.

If an accident/incident occurs during a radio failure the Operator will make every reasonable effort to contact LCC via other communication methods that may include, but are not limited to, flagging another train or using a phone in the immediate vicinity of the train.

4.2 Field Supervisors:

Field Supervisors should telephone LCC as soon as possible for instructions.

4.3 Link Control Center (LCC):

In the event of a system wide two-way radio failure, LCC must coordinate with the appropriate KCM Radio Technician or contracted service provider to restore the radio system as soon as possible.
LCC must pay special attention to WPS/Contractor's employees who may be working in the ROW. LCC should direct Supervisors and Rail Operators, as instructed by telephone, to inform the WPS/Contractor's employees of the two-way radio condition and ask them to maintain communications with LCC by use of the E-TEL at station platforms or substations. If communication with LCC is not able to be maintained a determination will be made regarding the continuity of work.

If LCC is in charge of a Manual Block, and communication is lost, Operators must follow the instructions of the Field Supervisor or designated employee in control of the Manual Block and maintain communication by telephone.

5.0 RESPONSIBILITIES

The KCM Rail Operations Training Chief shall instruct Rail employees on this procedure during training. All Rail employees are responsible for, and expected to have full knowledge and understanding of, this SOP and to adhere to its provisions once trained.

Rail Operators shall carry a two-way radio at all times.

6.0 APPENDICES

None

7.0 SUMMARY OF CHANGES

None