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Exercise Shows Employees What to do When Train De- Rails

(Aug. 19, 2004) When a Metro Rail car goes off the tracks, what do you do? Metro Gold Line employees answered that question, recently, during a mock derailment exercise.

The scenario: A single car train entering the yard runs over a large piece of wood that has fallen off a truck crossing an overpass. It derails near a switch.

First, a transportation team investigated the "accident." Next, the Traction Power crew went to work, locking out and grounding the overhead contact wire.

The Rail Fleet Services group then moved in to lift the front of the train, which weighs about 25,000 pounds, and move it with specially designed hydraulic jacks.

Keeping the car level

Large body jacks, meanwhile, were deployed at the sides of the car to keep it level during the simulated re-railing.

To move the car back onto the rails, the crew used an aluminum re-railing "bridge" supplemented with hardwood blocks. The main support jack is fitted with a moveable carriage equipped with a hydraulic displacement jack that allowed the crew to move the car sideways.

The entire re-railing process takes about two hours. Rail Fleet Services Senior Instructor Russell

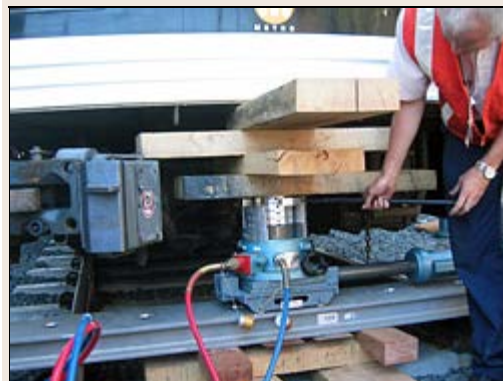
PHOTOS: DUANE MARTIN AND RUSSELL BRADSHAW



The Metro Gold Line team practices repositioning a train during a derailment exercise.



Maintenance Specialist Randy Mittan signals to the operator of the hydraulic jack as the Metro Gold Line train is set back on the tracks.



Senior Instructor Russel Homan demonstrates how to raise a 66-ton multistage jack during the derailment exercise. Hardwood blocks are used to increase the lift of the jack, which is mounted on a roller carriage that allows the car to be moved sideways.

Homan supervised the procedure.

Participating in the re-railing exercise were Dave Bonzell, Robert Dimerin, Jason Lam, Sonny Dang, Randy Mittan, Thanapon Satit, Sean Lopez, Steven Dang, Henry Ponce, Russell Bradshaw and Ernie Campos.

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