

[Metro.net](#) (web)

Resources

[Safety](#)
[Pressroom](#) (web)

[CEO Hotline](#)
[Metro Projects](#)
[Facts at a Glance](#) (web)

[Archives](#)
[Events Calendar](#)
[Research Center/ Library](#)
[Metro Cafe](#) (pdf)

[Metro Classifieds](#)
[Retirement Round-up](#)

Metro Info

[Strategic Plan](#) (pdf)

[Org Chart](#) (pdf)

[Policies](#)
[Training](#)
[Help Desk](#)
[Intranet Policy](#)

Need e-Help?

Call the Help Desk
at 2-4357

[E-Mail Webmaster](#)

Industrial hygienist Collins Kalu, at right, managed project that enclosed interceptor tanks on P-1 and installed a negative pressure ventilating system that controls emanating odors.



Ventilating System Circumvents Interceptor Scent

Trouble was brewing in the sewers beneath the City of the Angels but an amendment to the Industrial Waste Control Ordinance of the Los Angeles Municipal Code (LAMC 64.30) came to the rescue:

"To further control the waste grease discharges from food service establishments, these regulations shall serve to prevent sewage spills caused by grease related blockages in the sewer system."

Therefore, by decree of the Los Angeles Municipal Code, it was determined that a grease interceptor shall be installed at the Gateway Building.

And so it came to be, in the year 2002, that two interceptor tanks, each with the capacity of 1,000 gallons, stood sentry at the entrance to P-1.

But it wasn't long until the Metro employees and townsfolk began to wonder about the bitter air and downwind aroma that seemed to emanate from the cauldrons that burbled and boiled just outside the entrance to the elevators.

Suddenly, Collins Kalu, Sr. Industrial Hygienist in the Office of Systems Security and Safety, developed a plan to circumvent and thwart the permeating odor.

"We have enclosed the interceptor in a room and disconnected the vent that leads to the roof," he said.

"Then, we installed a negative pressure system that pumps the air in the room into an exhaust duct that

Interceptor air takes circuitous route to freedom:



leaving the room under pressure...



over the driveway...



down the hall...

winds along the ceiling of P-1 for 350 feet to the loading dock and ends midway around the bend, where the treated air can be safely discharged."

And so, the sad tale of the "*eau de metro*" comes to a happy resolution: Metro has complied with the regulation, the townsfolk are free to walk P-1 and the sewers are, for the most part, better off than they were four years ago. – *from Gayle Anderson*



across to the loading dock...



outta here.