



# Rail Fleet Services News

January 2019

Happy  
New Year!



## RAIL FLEET SERVICES BLUE AND GREEN LINE VEHICLES

## RFS Makes Adjustments for Blue Upgrade and Green Line Crenshaw Connection

Work to modernize the Blue Line — Metro's oldest and busiest light rail line — has been underway since 2014 as part of a \$1.2-billion project called "The New Blue." The idea is to bring the Blue Line up to the specifications of Metro's more recently-built rail lines and to make it faster and more reliable.

As part of the work, there will be extended closures of parts of the Blue Line starting this month. The southern half of the line will be closed while the northern half remains open and then the northern half will be closed while the southern half resumes train service. A variety of bus shuttles will replace rail service during the closures, including express and local bus service.

The closures are designed to get this much-needed work done as quickly as possible and have it complete by October 2019 before the Crenshaw/LAX Line opens. The alternative would be repetitive closures on the Blue Line over two to three years.

There will also be an extended closure of the Blue Line's Willowbrook/Rosa Parks Station, which is being completely rebuilt with a new public plaza (including a Metro Customer

Service Center), bike hub, transit court, brighter LED lighting and new bus bays.

Work to be done on the Blue Line includes adding four new switches so that trains can move between tracks in more locations, signal system upgrades, improvements to the Washington-Flower junction of the Blue and Expo Line, overhead wire refurbishment, rail replacement in downtown Long Beach and power system upgrades, among other items.

These projects require Rail Fleet Services to adjust its maintenance operations, including the staging of Blue Line vehicles normally at Division 11 to Division 14 (Expo facility), where the Blue Line vehicles will be cleaned, inspected, and undergo running repair and preventative maintenance, among other routine activities. In addition, the Green Line has suspended rail service between the Crenshaw station and Redondo Beach station to complete work to connect the future Crenshaw/LAX Line. Work is expected to be completed by Sunday, January 20, 2019. Metro bus shuttles will replace rail service between the Crenshaw station and Redondo Beach station and all stations in between. Regular Green Line service will remain between Norwalk and Crenshaw Stations, where passengers will transfer to buses to continue their trip. This is an important and necessary step towards an integrated and more connected Los Angeles County.

Thanks to you, we in RFS are demonstrating our ability to be flexible all while maintaining our diverse fleet.∞



## Bob's Corner

# New Cleaning Technology at Work

### Greetings,

Hope all of you had a blessed holiday season. I know this year will be as great if not better than last year. For this edition of RFS News, I am introducing a new technology we have started to use for the cleaning of our rail vehicle fleet. "Monofoil" product technology is a new approach to

cleaning. Monofoil is a non-toxic, hypo-allergenic, odor and microbe-eliminating, micro-polymer technology that creates a protective barrier that safely bonds to any surface (paint, concrete, glass, stainless steel, fabric, plastic, etc.). Monofoil dries on contact to create a protective layer on all surfaces by killing odors, germs, microbes for as long as 90 days, depending on the amount of passenger traffic and body friction. The use of this singular product will eliminate seven (7) current not-so environmentally friendly chemicals that RFS uses to clean the rail vehicles on a daily basis. RFS tested the Monofoil product on both the Red and Blue Line rail vehicles with significant results in both odor prevention and microbe elimination on all surfaces where applied, such as: seat frames, stanchions, flooring, cab area, etc.). The table below is a small sample of test results taken from the first two rail vehicles used in the product evaluation:

**In addition to both cars smelling remarkably better...  
The Results - ATP TESTING DATA**

Red Line Car#520	Baseline ATP 11/20	Treated 11/20	Percent Decrease	One Week Later - 11/29	Percent Decrease After One Week
Right Corner Seat Frame	2185	17	-99%	43	-98%
Hand Rail Exit	206	37	-82%	7	-97%
Conductor Area	449	21	-95%	19	-96%
Middle Handrail	994	109	-89%	118	-88%
Blue Line Car#166	Baseline ATP	Treated 11/20	Percent Decrease	One Week Later - 11/28	Percent Decrease After One Week
166A Rear Seat	190	15	-92%	9	-95%
166A Middle Vertical Handrail	328	65	-80%	25	-92%
Middle Exit Button	458	24	-95%	144	-69%
Conductor Area	988	21	-98%	45	-95%

12/7/2018

Based on these results, RFS will continue to train staff and implement Monofoil fleet-wide over the next several months until ALL rail vehicles have been exposed to this new and promising cleaning approach. ∞

# Safety

The following article was adapted from the National Safety Council.



## Take it Easy – Your Body will Thank You

Whether it happens at work or on the golf course, overexertion continues to be a leading cause of injury over all age groups. It was the second leading reason (after falls) that adults age 25-64 ended up in emergency departments in 2013, and the third leading cause for kids ages 10 and older, often from too-heavy backpacks, computers and gaming, and poor posture. Overexertion causes 35% of all work-related injuries and is, by far, the largest contributor to workers' compensation costs – more than \$15 billion, or 25% of the total cost in 2012, according to Injury Facts 2016®. It also is the main reason for lost work days. More

than 322,00 people missed work that year due to overexertion. Here are some injury statistics by industry for 2014:

- Construction – 19,070
- Manufacturing – 46,040
- Wholesale trade – 21,100
- Retail trade – 42,720
- Transportation and warehousing – 38,960
- Professional and business services – 23,410
- Education and health services – 68,720
- Government – 72,050

Over all age groups, whether work-related or off-the-job, hospitals treated 3,132,271 overexertion-related injuries in 2014, and the trend doesn't seem to be going downward. What gives?

## It's Really About Ergonomics

Ergonomic injuries are disorders of the soft tissue, specifically of the muscles, nerves, tendons, ligaments, joints, cartilage, blood vessels and spinal discs caused by:

- Excessive lifting, lowering, pushing, pulling, reaching or stretching
- Repetitive motion
- Working in awkward positions
- Sitting or standing for prolonged period of time
- Using excessive force
- Vibration, resting on sharp corners or edges
- Temperature extremes

Whether you become injured on an assembly line or typing on a computer, playing video games or helping someone move, it's important to know the signs. Ergonomic injury is cumulative. Symptoms can include everything from posture problems and intermittent discomfort, to tendonitis, chronic pain and disability.

## Overexertion can be Prevented

Regular exercise, stretching and strength training to maintain a strong core all are beneficial in preventing injury. Following are some additional tips for work and home:

- Plan a lift before you begin, keep your back straight and lift with your legs
- Limit the amount of time you spend doing the same motion over and over
- Take frequent breaks from any sustained position every 20-30 minutes
- If you work at a desk, move frequently used items close to you, use a footrest and adjust the height of your computer
- Report pain, swelling, numbness, tingling, tenderness, clicking or loss of strength to your doctor before it becomes a full-blown injury

Realizing your limitations can not only prevent overexertion, but also reduce your risk of injury.

## Let's Hear From You!

The Rail Fleet Services team combined spends many hours per week maintaining our diverse vehicle fleet. Each person has a unique perspective that could contribute to more efficient and effective maintenance operations. The RFS Newsletter is your forum for ideas and stories of achievement.



Submit your thoughts and ideas to Arnold Huntley at [huntleya@metro.net](mailto:huntleya@metro.net)

# Rail Fleet Services Welcomes Two New Managers

## Jesse Contreras, Blue Line

Jesse Contreras comes to Metro from the heavy freight and transportation industry. In his previous work he was able to gain experience in multiple levels of management during his time in the heavy freight industry. He managed multiple locomotive repair shops, providing oversight on repairs/projects/overhauls, designing training packages, and providing a safe work environment for all employees. While in the industry, he was fortunate enough to be able to travel the country and provide consulting and guidance to other repair shops in the rail network.

Lean practices, dwell time, spot organization, process analysis/improvement, tooling relocation, and overall productivity were just a few of the areas he was responsible for when providing assistance to the various shops. Before his previous management roles, he was able to gain experience on the craft side while working as a railroad electrician. He will assist Blue Line Director Rick Wurtele in sustaining Blue Line vehicle maintenance.

Jesse is also a major sports fan, with his primary focus being baseball and the LA Dodgers, but he says that he is a fan of just about any sport. Jesse is looking forward to meeting everyone and is excited to contribute to the LA Metro team!

## Tom Lingenfield, Division 16

Tom Lingenfield comes to Metro with 29 years of experience in rail transit and will be the manager of rail fleet maintenance at Division 16 (Crenshaw – Southwest Yard) once it is open for business. He will assist Dennis Gibo, the Division Director. Ironically, several of those 29 years was with Los Angeles Metro, therefore Tom is a bit of a come-back kid. Prior to coming back to LA Metro, Tom worked in Portland, Oregon on the Commuter Rail for TriMet for 5 years.

Before going to Portland Tom worked for Siemens in Sacramento at its railcar manufacturing facility. He worked as the Aftermarket Manager of Railcar Maintenance for nearly three years. He went to Sacramento from Charlotte Area Transit, where he was the Rail Equipment Maintenance Manager in Charlotte, North Carolina and helped with the startup of that system. For the last two years he was with Charlotte Area Transit System (CATS) working on Wayside Systems.

However, Tom considers his fondest experience to be his fifteen years working at LA Metro. He has the distinction of being the

first Maintenance Specialist hired on the Metro Blue Line, starting on October 29, 1989 along with 10 other maintenance specialists. While working for LA Metro, Tom worked on the Blue, Green and Gold Line startups. He started as a Maintenance Specialist, and when he left in December of 2004, he was the RFS Manager at the Red Line for his last year here.

Prior to coming to work for LA Metro, it was known as the Rapid Transit District then, and Tom worked for the Hughes Aircraft Company as a Research and Development Electronics Technician for 6 years. Tom joined Hughes after his enlistment in the US Navy, where he was a Gunner's Mate Missile 2<sup>nd</sup> Class Petty Officer aboard the USS Virginia CGN-38 stationed out of Norfolk, Virginia. Tom says that he is happy to be back at LA Metro.∞



## Notable Online Learning Resources

by Arnold Huntley

*The availability to access online courses that can enhance employee knowledge and skills sometimes go unknown. Therefore, I am mentioning a couple of online learning resources that may be of interest. First, the Metro Talent Development intranet site (under "Learning Resource Center") lists several online training sites that offer free online learning, albeit some may require you to submit a request for access to Talent Development staff.*

*One of the most robust sources of learning is **Linkedin Learning**. Metro is making Linkedin Learning available to Metro employees upon request. Linkedin Learning uses the renowned Lynda.com learning content, which provides literally over 5000 courses in a vast array of topics. You can also customize your learning preferences and experiences. However, you will need to contact the Metro Talent Development Department to gain access and to set up an online Linkedin Learning account.*

*The second resource is offered by the US Department of Transportation. The **Transportation Safety Institute (TSI)** offers courses (free and fee-based) that directly applies to the transportation industry. Most of the courses are in-residence courses held at different locations around the country; however, there are a few online courses.*

*Although these and other online resources are available to Metro employees, it is important to note that any courses completed through such online sources do not automatically grant Metro training credit for programs such as the Operations' Department 101. Successfully completed courses can be petitioned for credit by using the Rail Fleet Services Petition for Workforce Development Credit form.*