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CEO Roger Snoble joins Giancarlo Fantappié, chairman and CEO of AnsaldoBreda, Board Member Pam O'Connor, Deputy CEO John Catoe, Rail GM Gerald Francis and Rail Operations DEO Dave Kubicek to greet the new Rail car on display at the Metro Gold Line platform of Union Station.



Photos by Juan Ocampo

Metro Greet New 2550 Rail Car During Union Station Event

By DAVE SOTERO

(July 29, 2005) Metro officials and executives from Italian rail car manufacturer AnsaldoBreda, Inc. officially welcomed the new 2550 light rail vehicle during a Thursday afternoon event at Union Station.

The rail car is the first of 50 Metro has ordered from the manufacturer at a cost of \$2.9 million each. They will be placed into service on the Metro Gold Line in late 2005 or early 2006 and on the Eastside Extension when it opens in December 2009.

"The 2550...is the most technologically advanced light rail vehicle yet in Los Angeles County," said CEO Roger Snoble in remarks prior to taking local media for a short demonstration ride. "These vehicles will enhance Metro's ability to better manage its rail fleet and will give us more capability than we've had before."

The 76-passenger, 54-ton, 90-foot long vehicles contain the



CEO Roger Snoble leads news conference before taking official ride in waiting train.

latest in rail car technology, from advanced propulsion system and diagnostic equipment to greater accessibility for Metro patrons. They have a life span of at least 30 years.

Two 50-car options

The 2550 contract with AnsaldoBreda includes two 50-car options to meet the growing needs of the rail system, Snoble said.

"Today is a celebration of partnership and teamwork," said Giancarlo Fantappiè, chairman and CEO of AnsaldoBreda. "Metro, the consultants and AnsaldoBreda have tirelessly worked together to reach a common goal – a state of the art vehicle, delivered on time and on budget for the good of all Los Angelenos."

The new vehicle provides many improvements that will directly benefit Metro riders.

Automated announcements on an interior and exterior public address system will announce approaching stops. Seats are cantilevered, which opens up floor space for faster boarding and alighting.

Four wheelchair areas are conveniently located at each entrance of the train. Multiple destination signs are strategically placed to make it easy for all patrons to view their stop information.



Board Member and Santa Monica Mayor Pam O'Connoris flanked by Metro CEO Snoble and AnsaldoBreda CEO Fantappiè on short train ride back to Union Station.



The new 2550 rail car features a stainless steel structure and composite body components.

'A first-class vehicle'

"AnsaldoBreda has answered our call for a first-class vehicle that meets the needs of all three Metro Rail light rail lines," said Snoble.

Some of the 2550 car's other new features include:

- Stainless steel structure and composite body components that increase the vehicle's lifespan while reducing maintenance costs.
- Camera security system that films interior and exterior views.
- Global Positioning System.
- Event Recorder (Black Box) that captures and records events and conditions of the vehicle in the case of incidents.
- On-board hardware and software that improves fleet management capabilities.
- Improved control and interior communication for train operators.
- An improved regenerative braking system that feeds electrical power back into the overhead catenary system.

"Tomorrow and in the years to come," said Board Member Pam O'Connor, "Metro Rail will play an increasingly important role as we move to solve the mobility challenges throughout the county."

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