

Crews Pass Milestone



Above, Newly poured concrete glistens in the blue light of the "tail track" at the 7th/Metro station. Below, Wooden forms hold the wet concrete in place to form a plinth, or footing, for the reconstructed tracks. PHOTOS BY RODERICK PATES



Above, large metal doors seal off the tail track construction area from the passenger platforms at the 7th/Metro station. Below, a double crossover, taken up earlier by construction crews, awaits installation on the new track bed. PHOTOS BY BILL HEARD



in Modifying Metro Blue Line 'Tail Track'

(Sept. 4, 2001) Construction crews poured 122 cubic yards of concrete, Friday, passing a major milestone of a project to modify the 7th/Metro station to accommodate three-car Metro Blue Line trains.

By realigning the double crossover in the "tail track" just beyond the station platforms, the MTA saved some \$17 million it otherwise would have spent to tunnel out extra footage, according to Engineering and Construction's Tom Lee.

Reconstructing the track bed and moving the double crossover 53 feet south of its original location will cost about \$1.2 million. Lee, the resident engineer, will complete the project the last week of September.

Once completed, the reconstructed tail track will permit the 270-foot, three-car trains to easily switch from one track to the other.

Metro Blue Line trains arriving at 7th/Metro generally discharge passengers on Platform 1, make a switch-over in the tail track and board passengers on Platform 2. During reconstruction of the tail track, however, arriving trains are alternating between Platforms 1 and 2.

In August, Lee's group also completed a year-long platform extension project on the Metro Blue Line system. LADOT currently is testing signals in downtown sections of the line to ensure that three-car trains can operate safely.

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