

The Metro Gold Line Midway Yard consists of three separate buildings that provide a place for the cleaning and maintenance of light-rail vehicles and office space.



PHOTOS BY ADRIENNE FIGUEROA

Metro Gold Line Midway Yard Construction Completed

By ADRIENNE FIGUEROA

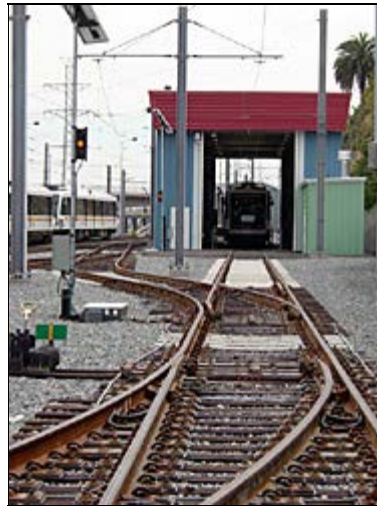
(June 3, 2003) After more than a year of operating on a bare-bones system that included the absence of telephone hookups and other small luxuries, Metro Gold Line crews finally witnessed the completion of the Midway Yard last month.

Located just off North Spring Street between the Los Angeles River and Elysian Park, the Metro Gold Line Midway Yard is substantially completed, with the exception of a few touch-ups on the signaling systems, SCADA system and power lines.

The Midway Yard has been under construction since January 2002. During that time, supervisors and team members had to conduct their work in an environment without accommodations.

"We had no amenities," said Rail Fleet Services Manager Tom Lingenfield. "People were carrying around lunchboxes and bottled water, but everyone had a great attitude about it. They were there to do a job."

Metro Gold Line Operator Michael Lespron didn't consider the lack of amenities as a condition that



Metro Gold Midway Yard is located just off North Spring Street between the Los Angeles River and Elysian Park.



couldn't be handled. As a member of the Metro Green Line construction team, he had worked in a similar atmosphere.

"I don't mind getting a little dirty," he said. "That's what Start-Up is all about."

The Midway Yard consists of three separate buildings that provide a place for the cleaning and maintenance of light-rail vehicles, as well as office space and break areas for those who work on the line.

Other than its brightly colored exterior, a few aspects of the Midway Yard set it apart from the Metro Red, Blue and Green Line yards.

The 14,927-square-foot shop was initially supposed to be about two times larger. The smaller size means that when Metro Gold Line cars require heavy rail repairs, paint or body work, the cars will be transported to other rail yards.

"Creativity and planning will have to come into play," says Lingenfield.

[Back to Bulletin Board](#)