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## **MTA to Begin Rail Grinding Project, December 3, to Improve Metro Gold Line Ride, Reduce Noise From Rails**

Metro Rail crews will begin a two-week rail grinding project, Dec. 3, aimed at improving the ride for Metro Gold Line commuters while reducing the noise from trains along an approximately five-mile section of tracks between Lincoln Heights, Los Angeles and the Glenarm crossing in Pasadena.

The rail grinding work will be scheduled from 9 a.m. until 3 p.m. each weekday until Friday, Dec. 12. No work will be performed on weekends. The project will commence with the southbound tracks in the vicinity of the Southwest Museum Station.

Morning and afternoon peak-hour schedules will remain unchanged with trains running at 10-minute intervals. Mid-day intervals will be lengthened from the normal 12 minutes to 20 minutes because trains must be "single-tracked" through the work area.

Although all stations along the line will experience mid-day delays, the Lincoln Heights/Cypress Park, Heritage Square/Arroyo, Southwest Museum, Highland Park and Mission stations will be most affected by the rail project.

Southbound platform 2 at the Lincoln Heights and Heritage Square stations will be out of service during the first work period, Dec. 3. Northbound platform 1 will be out of service, Dec. 4, at those stations.

Similar platform closures will be in effect at Mission station during the last few days of the rail project. Metro Rail ambassadors or Sheriff's deputies will be posted at the stations to assist passengers.

"We regret the short notice to our customers and neighbors, but this is a high-noise area due to the many curves in the track and the work needed to be done," said Robert Chappell, deputy executive officer, Metro Rail Operations. "This work wasn't completed before opening the line in July and we had to book a special contractor with limited opportunities to schedule this work."

The Metro Gold Line has a unique rail "profile" that is designed for a smooth ride with a minimum noise level, Chappell said.

Rail grinding is required to maintain the proper interface between the rails and the train wheels and to extend the life of both the rails and train wheels. MTA must schedule grinding work on all its rail lines as normal maintenance.

MTA usually performs rail grinding with its own grinding machine, but the agency's machine needs major repairs. A request for \$1.3 million to rebuild the machine will be presented to the MTA Board of Directors at its Dec. 4 meeting.

MTA has taken other measures to reduce wheel and rail noise along the Metro Gold Line. In September, Metro Rail crews began hand-applying a "friction modifier" on a section of tracks north and south of the Southwest Museum station. The ultra-thin liquid coating reduces friction – and, thus, noise – between train wheels and rails. Since then, two automatic machines have been installed on that section of track to apply the coating.

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