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Press Release

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IMMEDIATE

MTA Metro-North Railroad Selects Design Contractor For New Inspection and Repair Shop at Harmon

The rebuilding of MTA Metro-North Railroad's oldest and largest maintenance facility took another step forward today with the selection of Gannett Fleming Inc. to assess the existing conditions of the century-old Harmon Shop and how it functions.

The information gathered will be used in designing a facility that improves the efficiency of maintenance procedures for the railroad's 21st century fleet. Members of the project team will be visiting rail maintenance facilities in order to incorporate the industry's best practices into the design of the new inspection and repair shop for electric train cars.

Actual construction of the new electric car shop will be under a separate design-build contract, which is planned for the next capital program.

Design and phasing of demolition also is included in this 69-month contract, which is valued at \$6.9 million. The selection of Gannett Fleming must be approved by the board of the Metropolitan Transportation Authority, which meets next Wednesday. Construction will be performed in two stages, with the first phase making way for the new electric car shop, which will accommodate two, 12-car trains in a building of 90,000 square feet, including a second floor for component repairs and employee welfare facilities.

The tracks where electric cars currently are maintained are too short to accommodate any train longer than six-car lengths and the aisles between the two tracks are too narrow to efficiently access the equipment from all sides. The roof, windows and exterior walls also are in bad shape. The new shop, in addition to being clean and modern, will incorporate sustainable design including for example, high efficiency lighting and Energy Star equipment.

Currently all fleet maintenance - electric cars, diesel-hauled coaches and locomotives - is done under one 260,000-square-foot roof. But two separate shops, one for coaches and one for locomotives, are under construction and are expected to be completed in 2009.

Earlier, the entire 100-acre rail yard was reconstructed with a new track configuration, drainage improvements, high mast lighting, paved service aisles, wayside power and locomotive fueling pad. A signal and communications hub was built and utilities were relocated. Work has been underway at the Harmon facility for more than a decade.