Final adjustments to the placement of a pedestrian bridge are made by Dulles Corridor Metrorail Project crew members. Pedestrians will use the bridge to access the Silver Line’s Reston Town Center Station from the north side of the Dulles Toll Road and Dulles International Airport Access Highway. (Courtesy of Jennifer Alcott, Capital Rail Constructors.)
**Truck Turntables Installed at Dulles Airport’s Rail Yard**

Metrorail trains will undergo repairs and regulatory system checks at the new Rail Yard and Maintenance Facility now under construction by Hensel Phelps. Located on Dulles Airport property, this rail yard will open upon completion of Phase 2 of the Dulles Corridor Metrorail Project.

To perform maintenance on the Metro cars, a car hoist system can be used to remove a truck assembly from the car body. Upon raising the railcar on the car hoist and supporting it with body stands, the truck assembly is disconnected from the car body. This assembly is then pushed onto a truck turntable, rotated and transferred to the Truck Repair Facility.

While in the facility, the assembly can be elevated on a truck repair hoist to allow shop personnel safe access to the underside of the truck. Once maintenance is completed, the truck assembly is returned to the car hoist and reconnected to the car body. The railcar is ready for another day of safely transporting commuters across Washington, D.C., Maryland and Virginia.

The facility will function similarly to the West Falls Church Rail Yard. A total of 20 truck turntables and 4 truck hoists are planned for the rail yard located along Old Ox Road (Route 606).

A rail heater car destresses the Metrorail track at the yard leads along the Dulles Greenway. This is an effective rail-laying technique used during track installation by the Dulles Corridor Metrorail Project crew members. (Staff photo)