

# Keeping High-Speed Rail Moving

**To keep the 500-mile California High-Speed Rail system running smoothly, a number of operations and maintenance facilities will be located along the route between San Francisco and Los Angeles/Anaheim. These facilities will support more than 1,000 high-skilled jobs.**

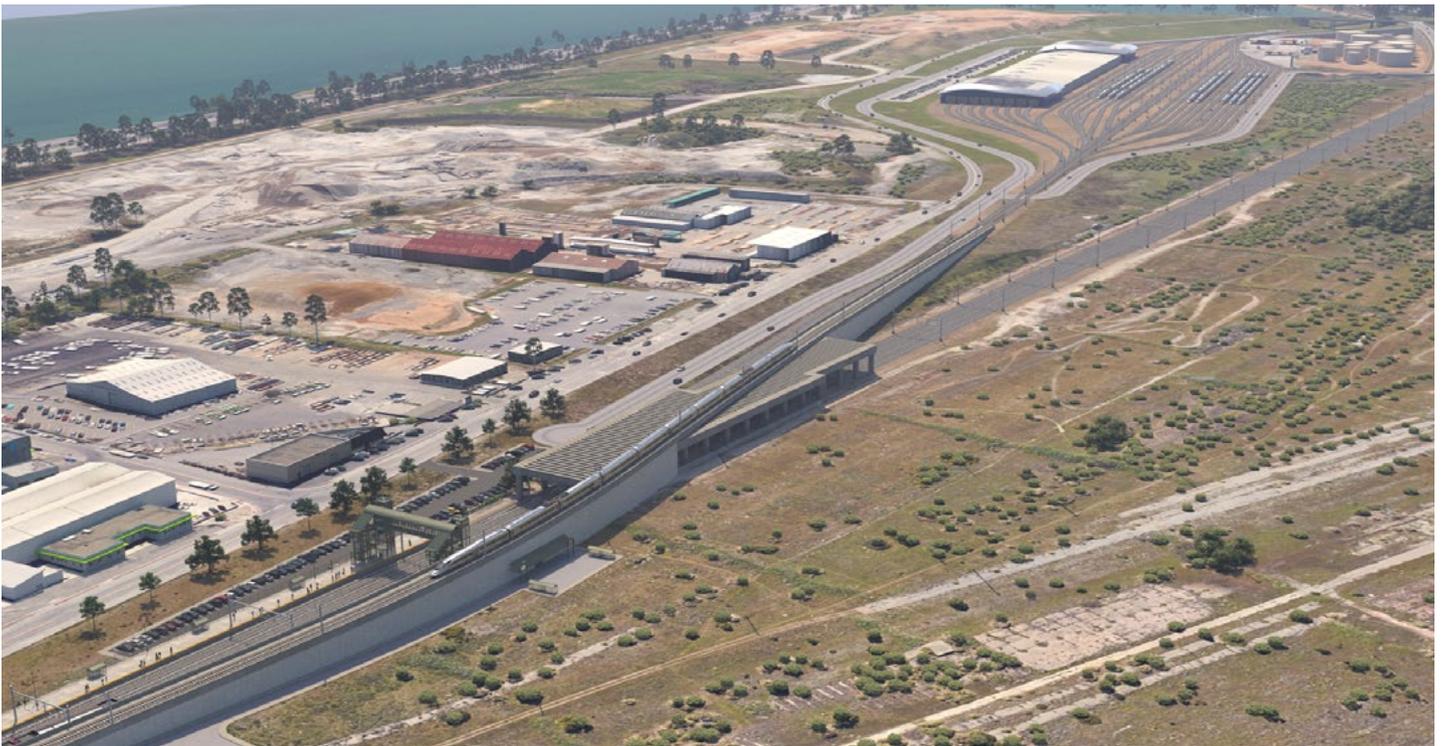
Keeping with our sustainability goals, facilities will be designed, constructed and operated with LEED® Gold Certification—being energy-efficient and environmentally sensitive. With high-speed trains running throughout the day and night, three overlapping work shifts will keep maintenance activities operational 24 hours per day. To minimize effects on train operating schedules, most major maintenance activities would take place overnight, between 10 p.m. and 6 a.m.

## **MAINTENANCE OF WAY FACILITIES**

Four Maintenance of Way Facilities (MOWFs) built along the 500-mile system will initially provide for track and systems construction and then for maintaining the rail infrastructure. Between 400 to 500 jobs will be located at these facilities, including warehouse staff, welders, machinists, signaling and communications technicians, electricians/linemen for the overhead catenary system and electricians for traction power facilities.

## **LIGHT MAINTENANCE FACILITIES**

Three Light Maintenance Facilities (LMFs) located along the system will provide regular maintenance and operations for high-speed trains. LMFs are where trains are inspected, cleaned, serviced and stored, providing a service point for any trains in need of emergency repair services. LMFs will also supply trains and crews to the local terminal station at the start of the day. Between 125 to 150 jobs will be located at these three facilities, including mechanical technicians, cleaners and inspectors.



Conceptual Rendering: Light Maintenance Facility (Brisbane, California)

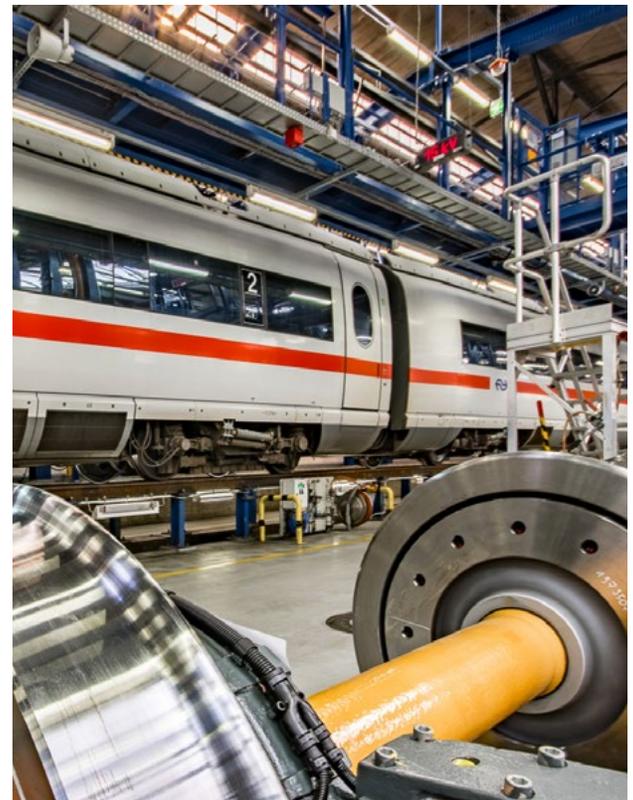
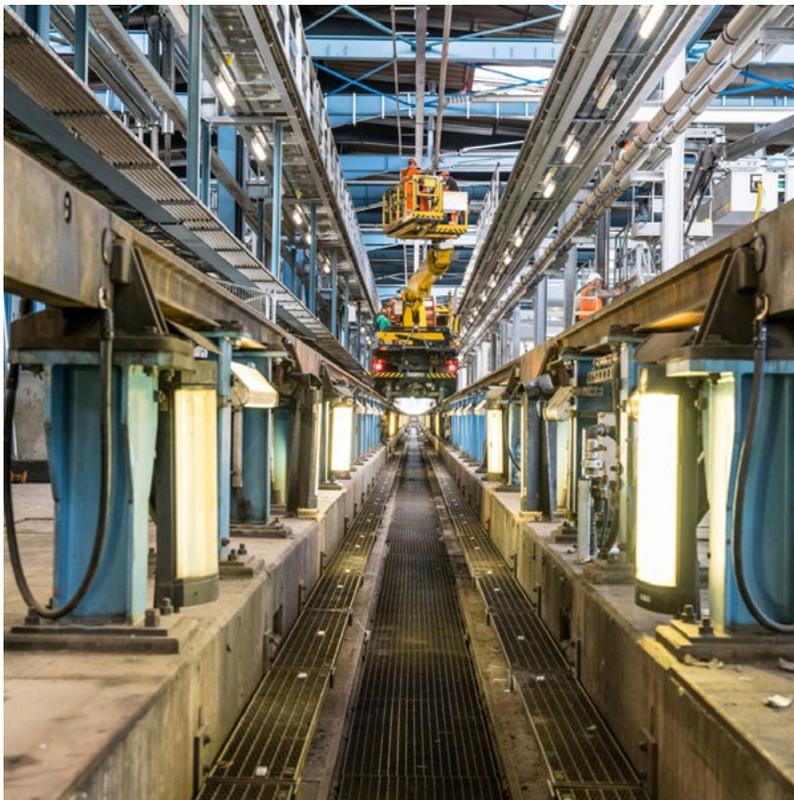
**HEAVY MAINTENANCE FACILITY**

A Heavy Maintenance Facility (HMF) will provide in-depth maintenance and overhaul, including periodic major inspections and major component replacement. Initially, the HMF will receive trains and ready them for passenger service, which includes testing, commissioning and acceptance. The HMF will require 150 to 160 staff, including specialist technicians-machinists and electronic technicians/welders.

**OPERATIONS**

Approximately 500 other staff members will be required along the San Francisco to Los Angeles/Anaheim alignment to keep the system running smoothly. This includes staff for 12 stations, drivers, onboard conductors and security.

| Type of Facility            | Number and Location                                 | Number of Jobs  | Type of Staff   |
|-----------------------------|---|-----------------|---|
| Maintenance of Way Facility | Four located along the system                       | 400 to 500 jobs | Warehousing, welders, machinists, signaling and communications technicians, electricians, linemen |
| Light Maintenance Facility  | Three located along the system (one in each region) | 125 to 150 jobs | Mechanical technicians, cleaners, inspectors  |
| Heavy Maintenance Facility  | One located in the Central Valley                   | 150 to 160 jobs | Specialist technicians-machinists, electronic technicians/welders                                 |
| Operations                  | Along the system                                    | 500 jobs        | Staff for 12 stations, drivers, onboard conductors, security                                      |



Maintenance Facility Photos Courtesy of Deutsche Bahn AG