



RAIL MAINTENANCE FACILITIES



The Ruby Junction facility, in Gresham, is used to store and maintain TriMet light rail vehicles.

Ruby Junction facility

TriMet's first rail maintenance facility, Ruby Junction, was built in Gresham in 1982 as part of the Eastside MAX Light Rail Project.

- The main facility houses the 119,000-square-foot workshop area for light rail vehicle (LRV) maintenance and repairs including inspection pits, wheel-truing bay, truck repair, and long-term and short-term repair stations.
- To accommodate new cars purchased in anticipation of the Westside MAX extension, the facility was expanded in the 1990s to accommodate low-floor cars and increase storage capacity from 26 to 42 LRVs. In addition, the Elmonica maintenance facility was constructed.
- By 2001, with the completion of Airport MAX and Interstate MAX on the way, the yard was expanded again to store 68 LRVs. A new building was added to relocate maintenance of way, the paint shop, the body shop and metal fabrication—making room for expanded unit repair and bay areas in the existing shop.
- In 2015, the Ruby Junction Expansion Project expanded track and built a new washbay on the west side of Eleven Mile Road. This allowed for an additional 7,114 square feet of maintenance area.

Elmonica facility

Elmonica is located near the midpoint of the Westside MAX Blue Line and was built as a satellite facility to reduce deadhead mileage and improve reliability in the event of a service disruption on the Eastside MAX Blue Line.

- It's North America's first facility expressly designed to accommodate low-floor cars.
- All work areas were equipped with roof-level service bays.
- A wheel-truing bay and pit bay were added later in an area designed for expansion.
- The site's 18 acres and 70,000-square-foot shop supports inspections, light repairs, component exchanges for both high and low-floor cars, HVAC unit repairs, and rebuild for the entire fleet.
- 59 LRVs are now stored at the Elmonica yard.

Operational Command Center

The Center Street facility now houses TriMet's bus and rail Operational Command Center (OCC).

When Eastside MAX light rail began operating in 1986, the design philosophy was to "keep it simple." Initially



The Operational Command Center operates 24 hours a day.



WES Commuter Rail cars are maintained, washed and stored at a facility in Wilsonville.

built for rail only, OCC included a two-channel desktop radio, a computer to log events, a magnet board to show train location in the yard, a strip map of the line and a staff person on duty 24 hours a day to operate the system. Additional computer and radio systems were added to track alarms from the fare machines and substations.

When Westside MAX opened in 1998, the rail fleet expanded from 26 to 72 cars stored at two locations. OCC was upgraded at that time to electronically track trains and monitor field equipment such as power substations, fare machines, elevators, and new security and emergency ventilation systems in the tunnel.

In 2001, as part of the Airport MAX extension, OCC was expanded to incorporate bus operations dispatch into the same work space to provide more effective coordination between the bus and rail dispatch, especially during service disruptions. OCC was expanded in 2004 to accommodate the Interstate MAX line, and again in 2015 with the opening of the MAX Orange Line, which increased the light rail system to 60 miles and 145 vehicles.

WES Commuter Rail Wilsonville facility

The Wilsonville facility provides repair and maintenance to the three WES Commuter Rail service diesel multiple units (DMU) rail cars and one unpowered trailer, plus two vintage rail diesel cars (RDCs). Completed in March 2008, this facility sits at the southern end of the line, across from the Wilsonville Station and Park & Ride.

- The compact facility measures 15,649 square feet and allows for inspection and maintenance, repairs, fueling, washing, cleaning and storage of the cars.
- The central bay can hold one car, with the doors of the bay closed.
- A repair and maintenance pit in the bay allows undercar access for half the length of a car.
- Space at the facility allows for inventory storage for train components.
- Offices and facilities for employees are also housed at the facility.

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See where it takes you.

Rail Maintenance Facility Tour Fact Sheet / July 2016