



CELEBRATING THE HELL GATE BRIDGE CENTENNIAL WITH AMTRAK ENGINEERING

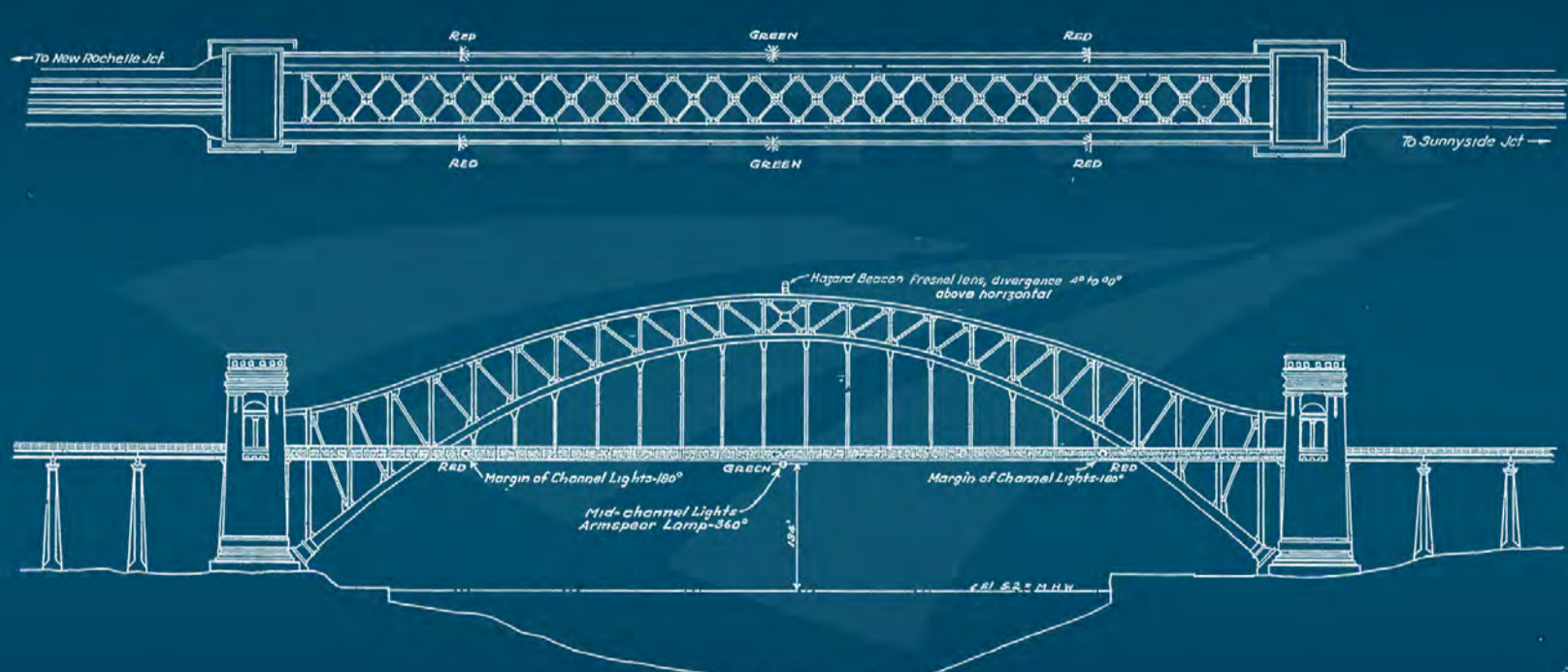
When people think about the famous bridges of New York City, perhaps the Brooklyn Bridge comes to mind, or maybe even the Manhattan or George Washington bridges. One noteworthy bridge that ought not be forgotten, however, is the Hell Gate Bridge - the important rail link that connects New York City and Boston, and opened to revenue service one hundred years ago this month. To learn about the bridge and how it stays in top shape after a century, Amtrak Careers talked with **Senior Engineer of Structures Juan Salinas**, part of Amtrak's New York Division.



Completed in 1916 and opened for service in 1917, the Hell Gate Bridge was jointly commissioned by the Pennsylvania and the New York, New Haven, and Hartford Railroads, and designed by civil engineer Gustav Lindenthal. The massive project consisted of several parts - an extensive viaduct stretching over four miles, several smaller spans (including Little Hell Gate), and the larger bridge we know as Hell Gate Bridge - all to serve as the first rail link operating through New York City, and connecting it with New England. Beside being an integral part of what is now known as the Northeast Corridor, the bridge is noteworthy for being designed to last a thousand years, as well as being the inspiration for the world-famous Sydney Harbor Bridge in Australia. Though much has changed over the past hundred years - including the two railroads that commissioned the bridge having long vanished - trains still cross Hell Gate under the watchful eye of Amtrak, and will continue to do so for many years to come.

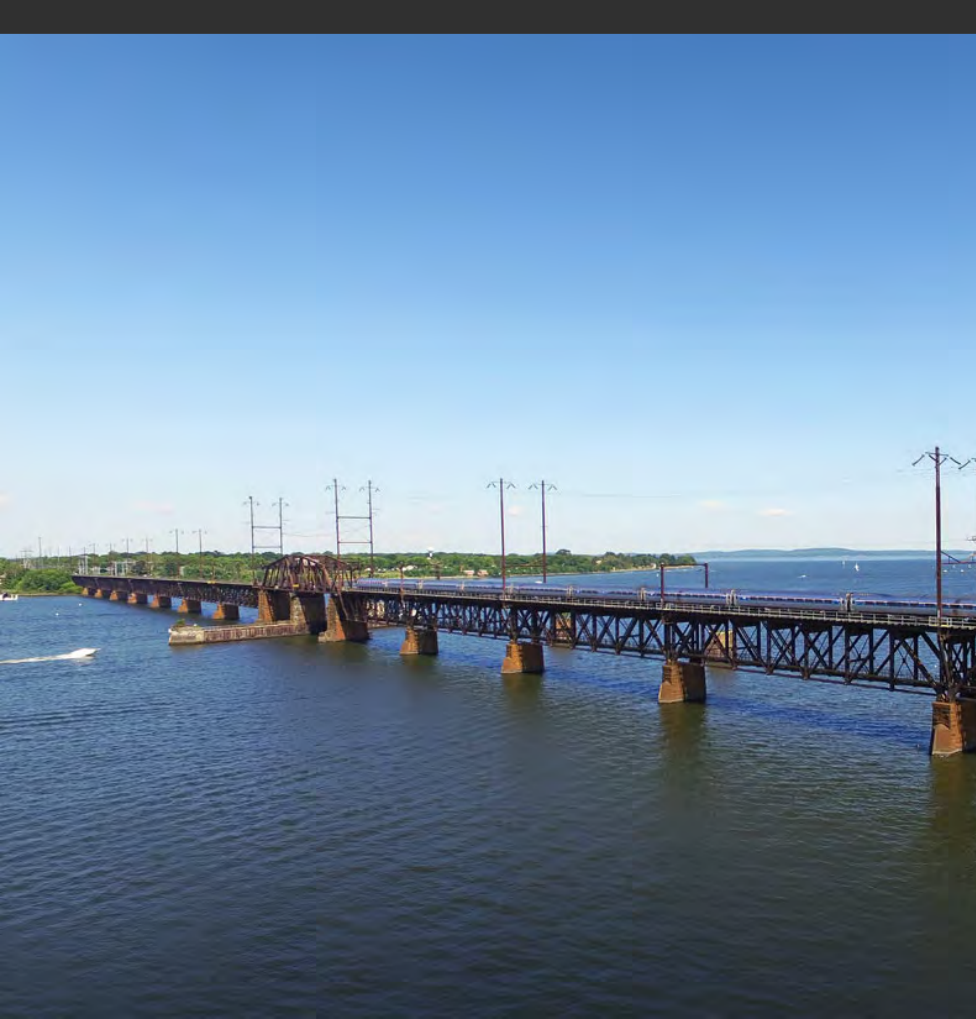
Befitting its status as an important railroad link, many Amtrak employees work on or with the Hell Gate Bridge. Juan Salinas and the Engineering Bridges and Structures group oversee any required structural repairs, maintenance, as well as inspections for Hell Gate and other nearby bridges. Juan's favorite part of the job is getting to see projects from start to finish - finding things that need to be fixed during inspections, devising a repair plan, and then completing the repairs.

Juan got his start at Amtrak through the [Management Associate program](#) five and a half years ago, having learned about Amtrak at a local college career fair. The Management Associate program allows employees to work with and experience many facets of the railroad through interdepartmental rotations, and prepares them for a management position with Amtrak. Part of his experiences included time with production, operations, maintenance, transportation, and scheduling to get a better idea of how the railroad runs, as well as the different parts of the Engineering department as a whole. In the end, the Buildings and Structures section of Engineering seemed like the perfect fit for a young man who grew up in the shadow of, and had a fascination with, the George Washington Bridge.



"Engineering for the railroad is a great opportunity. It is a field that is growing, and there is definitely a need for talent. There are a lot of positions available to make a career out of it, and if you give it a chance, you'll fall in love with it like I did."

-Juan Salinas, Senior Engineer



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