METROLINK FACT SHEET

METROLINK Trains To Be Temporarily Powered By Freight Locomotives

BRIEF OVERVIEW

Some Metrolink trains are now being powered by BNSF locomotives. As a part of Metrolink's commitment to safety and reliability, Metrolink temporarily leased 40 BNSF locomotives while the National Transportation Safety Board completes its investigation into the Oxnard incident that occurred in February 2015. BNSF locomotives look and sound different than Metrolink locomotives. This fact sheet will give you more information about the BNSF locomotives.

We apologize for any inconvenience.
Thank you for your patience as we work to operate the safest trains possible.

BENEFITS OF BNSF LOCOMOTIVES:

- BNSF locomotives are more powerful and cleaner than most of Metrolink's locomotives.
- BNSF locomotives are newer and will reduce delays caused by mechanical issues associated with Metrolink's aging locomotive fleet.
- BNSF locomotives are equipped with life-saving Positive Train Control Technology.

SYSTEM-WIDE IMPACTS:

- Appearance – The locomotives are bright orange and have 'BNSF' on the side.
- Sounds – The freight horns are positioned higher than the traditional Metrolink horns projecting the noise farther. The freight horns are configured differently. They have five chimes vs three chimes, which means they broadcast sound in more directions. The horns are tested to ensure they do not exceed federal regulations.
- Operations – There will be increased noise and operations activity at Metrolink maintenance facilities. Metrolink will work to reduce the impact to communities and businesses near the maintenance facilities when possible.

If you have additional feedback, you can either call (800) 371-5465 or submit a feedback form online at www.metrolinktrains.com/help.

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FAQs about BNSF Locomotives on Metrolink Trains

Why is Metrolink adding BNSF locomotives to trains?

The Metrolink Board of Directors took this temporary, proactive safety action out of an abundance of caution while the National Transportation Safety Board completes its investigation into the February 2015 Oxnard incident.

How long will the BNSF locomotives operate on Metrolink's system?

The initial year lease ends in November 2016.

What are Tier 4 locomotives?

These are the cleanest diesel locomotives available. They meet the EPA's most stringent emissions standards. Metrolink has ordered 40 new Tier 4 locomotives which will be arriving starting in the Fall of this year. For more information, please visit www.metrolinktrains.com/tier4.

Are the BNSF locomotives louder than Metrolink locomotives?

There is a different type of horn – called a five chime – that will produce a different noise than people are accustomed to hearing on Metrolink trains. It projects sound in more directions. The horn is also located higher on the engine. This means the horn sounds louder and more people may hear the train than usual. We apologize for the inconvenience the freight train horns may cause as they are temporarily on our system. While the horns do sound louder, they are within federal guidelines for train horns.

Can you turn down the volume of the horns or make them quieter?

We cannot adjust the volume on the train horns. Because these locomotives are leased, there are specific guidelines within the contract that Metrolink is communicating with BNSF to confirm resolution options. Metrolink is working to change the configuration of its early trains to provide some relief to the louder horns in the earliest morning hours.

Do you have to blow the horn? How often? Why do these horns have to blow so early or late?

Except in the case of areas with quiet zones, Metrolink is federally-mandated to blow the train horns in advance of crossings for safety purposes. Usually engineers are required to blow the horn as they approach the crossing until the train reaches the crossing – that can be about 20 seconds. Because we operate trains between 4 a.m. to 11 p.m., unfortunately there will be train horns blown.

What is a quiet zone?

A **quiet zone** is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. Metrolink partners with communities wishing to establish quiet zones and can help them navigate the Federal Railroad Administration's process.

In 2014 Metrolink said the horns would be modified. Why have they been much louder lately?

In 2014 we modified the horns of other locomotives. These are not the same locomotives. The horns you are referencing now are from newly-leased BNSF locomotives. We cannot eliminate the BNSF horns at this time, but plan on having them out of service by November when the lease ends.

Is the engineer blowing the horn longer on purpose?

The engineer is not purposely blowing the horn longer. Because these are different horns positioned higher on the locomotive, there is a possibility the horn is just heard from farther distances away.

Who should I contact if I have complaints?

If you have additional feedback, you can either call (800) 371-5465 or submit a feedback form online at www.metrolinktrains.com/help.