

Metrolink Board Takes Action To Repair Cab Car Enabling BNSF Locomotives To Be Removed



Following a decision made at the Metrolink Board of Directors meeting on July 8, Metrolink will begin removing the leased BNSF locomotives from its system as soon as possible. The removal of these freight locomotives will start with the San Bernardino Line by no later than September. The complete process is expected to take several months before the locomotives can be removed from the system. The Hyundai Rotem cab cars will be undergoing safety repairs, and Metrolink will redeploy the cab cars onto the system as the improvements are being made. This fact sheet will give you more information about the removal process of the BNSF locomotives and the reintegration of the Hyundai Rotem cab cars.

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



FAQs about BNSF Locomotives and Hyundai Rotem cab cars

How long will the removal process of the BNSF locomotives take?

Metrolink will begin removing the locomotives from service starting in Sept. 2016. Metrolink hopes to begin removing the freight locomotives by September at the latest and expects to have all the locomotives removed from the system by November 2016. However, the removal timeline is dependent on the repairs made to the Rotem cabcars.

We have committed to prioritize the San Bernardino Line as we remove BNSF locomotives from service.

Why did Metrolink add 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 completed its investigation into the February 2015 Oxnard incident. The safety assessment revealed a problem with the plow assembly of the Hyundai Rotem cab cars, and Metrolink removed these cab cars from the system as a precaution. The 40 BNSF locomotives were then leased and added to the system as Metrolink continued to assess the potential safety issue.

Why are the repairs just now being made to the cab cars?

Metrolink conducted a study examining the assembly of the Hyundai Rotem cab cars and recently received the results after several months of assessments. The study identified the fix Metrolink is currently working to implement.

Are the BNSF locomotives louder than Metrolink locomotives?

There is a different type of horn – called a five chime – that produces a different noise than people are accustomed to hearing on Metrolink trains. It projects sound in more directions. The horn is also located higher in the engine. This means the horn sounds are louder and more people may hear the train. 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.

Are all the cab cars affected by these issues? What repairs are being made?

During the safety assessment after the Oxnard accident, the Authority retained a consultant to conduct extensive weld testing on the cab cars which uncovered fleet-wide defects. All 57 cab cars will be undergoing repairs including the reinforcement of bolts, welds and brackets to improve the assembly of the front of the cab cars.

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.

Who should I contact if I have complaints?

If you have additional feedback, you can call **(800) 371-5465**, submit a feedback form online at www.metrolinktrains.com/help, or send an email to communityrelations@scrra.net.

