



FACT SHEET

METROLINK POSITIVE TRAIN CONTROL SYSTEMS TESTING

BRIEF OVERVIEW

In the coming weeks, Metrolink will be testing Positive Train Control (PTC), a life-saving innovative technology, on its Antelope Valley Line. Metrolink will be the first commuter rail in the nation to fully implement this ground breaking, state-of-the-art technology, moving the agency significantly closer toward becoming the safest passenger rail system in the nation. In 2008, Congress passed the Rail Safety Improvement Act (RSIA), a rail safety law mandating the implementation of PTC technology across most of the United States rail network by December 31, 2015. The entire Metrolink system will be PTC operational by mid-2015, well before the current federal deadline.

BENEFITS OF POSITIVE TRAIN CONTROL

PTC technology is capable of intervening and automatically stopping a train and therefore preventing train-to-train collisions. This predictive collision avoidance technology is also designed to:

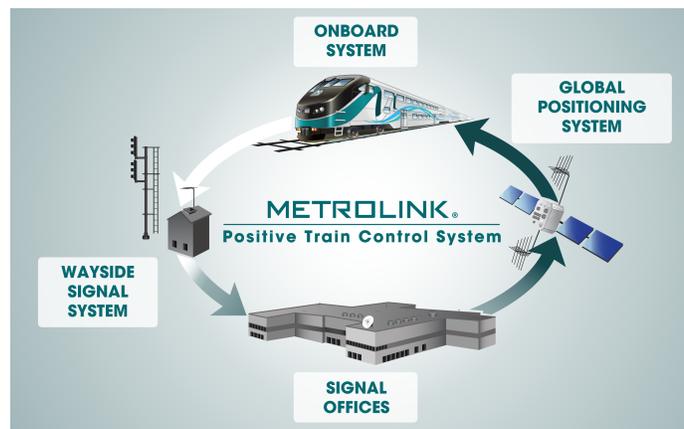
- Protect passengers, train crews and railway workers.
- Prevent incidents such as, speeding and over-speed derailments.
- Prevent incursions into track work zones.
- Prevent train movement through a switch left in the wrong position.
- Keep a train under its maximum speed limit.
- Keep train within the limits of its authorization to be on a specific track.

HOW POSITIVE TRAIN CONTROL WORKS

The PTC system sends up-to-date visual and audible information to train crew members about areas where the train needs to be slowed or stopped. This information includes:

- The status of approaching signals
- The position of approaching switches and speed limits at approaching curves and other reduced-speed locations
- Speed restrictions at approaching crossings and speed restrictions at areas where work is being performed on or near the tracks

PTC communicates with the train's onboard computer, allowing it to warn the engineer and display the train's safe braking distance based on the train's speed, length, width, weight, and the grade and curvature of the track. If the engineer does not respond to the ample audible warning and screen display, the onboard computer activates the brakes and safely stops or slows the train.



EXPECTATIONS DURING POSITIVE TRAIN CONTROL SYSTEMS TESTING

PTC system testing along the Antelope Valley Line will be short-term and is expected to be completed within a few weeks after its start date. Some of the test train runs may also occur on the weekends. During this testing period, there will be increased train activity marked by train horns at crossings. Trains are required by law for safety of conductors, passengers, commuters and pedestrians to sound horns when passing through a crossing, regardless of time of day.

BECAUSE AT METROLINK, SAFETY IS FOUNDATIONAL

For more information on Positive Train Control and other Metrolink safety initiatives, please visit: www.metrolinktrains.com/agency/page/title/innovations

