



SEPTEMBER 2004

Beat the Heat at the Beach

How hot will it be in Rialto this weekend? Ninety-five degrees, one hundred? Cooling down to a crispy ninety-one? Getting a little toasty in San Bernardino, Riverside and Santa Ana? We've got the answer to the summer heat — the 9th Annual Beach Train!

Thanks to the Riverside County Transportation Commission (RCTC), Beach Train season continues through Sunday, October 3.

Beach traffic? What beach traffic? That's for those other people who drive cars. You can breeze stress-free right to the sand and surf on a Metrolink train. The RCTC is providing Metrolink trains for service to San Clemente Pier, San Juan Capistrano, and Oceanside. Trains depart every Saturday and Sunday through October 3 from Rialto at 7:35 a.m., San Bernardino at 7:50 a.m., Riverside–Downtown at 8:10 a.m.,

Riverside–La Sierra at 8:21 a.m., North Main Corona at 8:30 a.m., West Corona at 8:36 a.m., Orange at 9:00 a.m., Santa Ana at 9:04 a.m., Irvine at 9:15 a.m., Laguna Niguel/Mission Viejo at 9:25 a.m., San Juan Capistrano at 9:30 a.m., San Clemente Metrolink Station at 9:40 a.m., San Clemente Pier at 9:45 a.m., and Oceanside at 10:05 a.m.

Cooling off at the beach and enjoying one of the pleasures of Southern California life has never been easier. And there are many exciting seaside events and onboard prize giveaways planned throughout the summer. After a great day of fun in the sun, chill on a comfy Metrolink train while other people worry about traffic. Beach Trains depart at 4:30 p.m. from Oceanside, 4:50 p.m. from San Clemente Pier, 4:55 p.m. from the San Clemente Metrolink Station, and 5:04 p.m. from San Juan Capistrano.

Beach Train tickets are now available for purchase. **Regular Metrolink tickets and fare media are not valid for these trains.** You may purchase tickets in person at the following locations: Corona Parks, Recreation, and Community Services; Moreno Valley Parks and Recreation; Rialto City Clerk; Riverside Parks and Recreation; and San Bernardino Parks and Recreation.

Visit www.takethebeachtrain.com or www.octa.net for more information and to print out an order form to purchase tickets by mail. Round-trip tickets are \$16 for adults, \$11 for children (ages 2–15), and \$14 per person for groups of four or more adults. Tickets can be purchased online at www.octa.net.

As a great bonus, select Beach Trains will give riders the opportunity to have their photos taken for free and posted on www.takethebeachtrain.com.

The beach is just a Metrolink ride away. All you have to do is suit up, grab a towel, and get onboard the Beach Train.

If you have any questions about Beach Trains, please call RCTC at (909) 787-7938 or OCTA at (714) 560-5932.

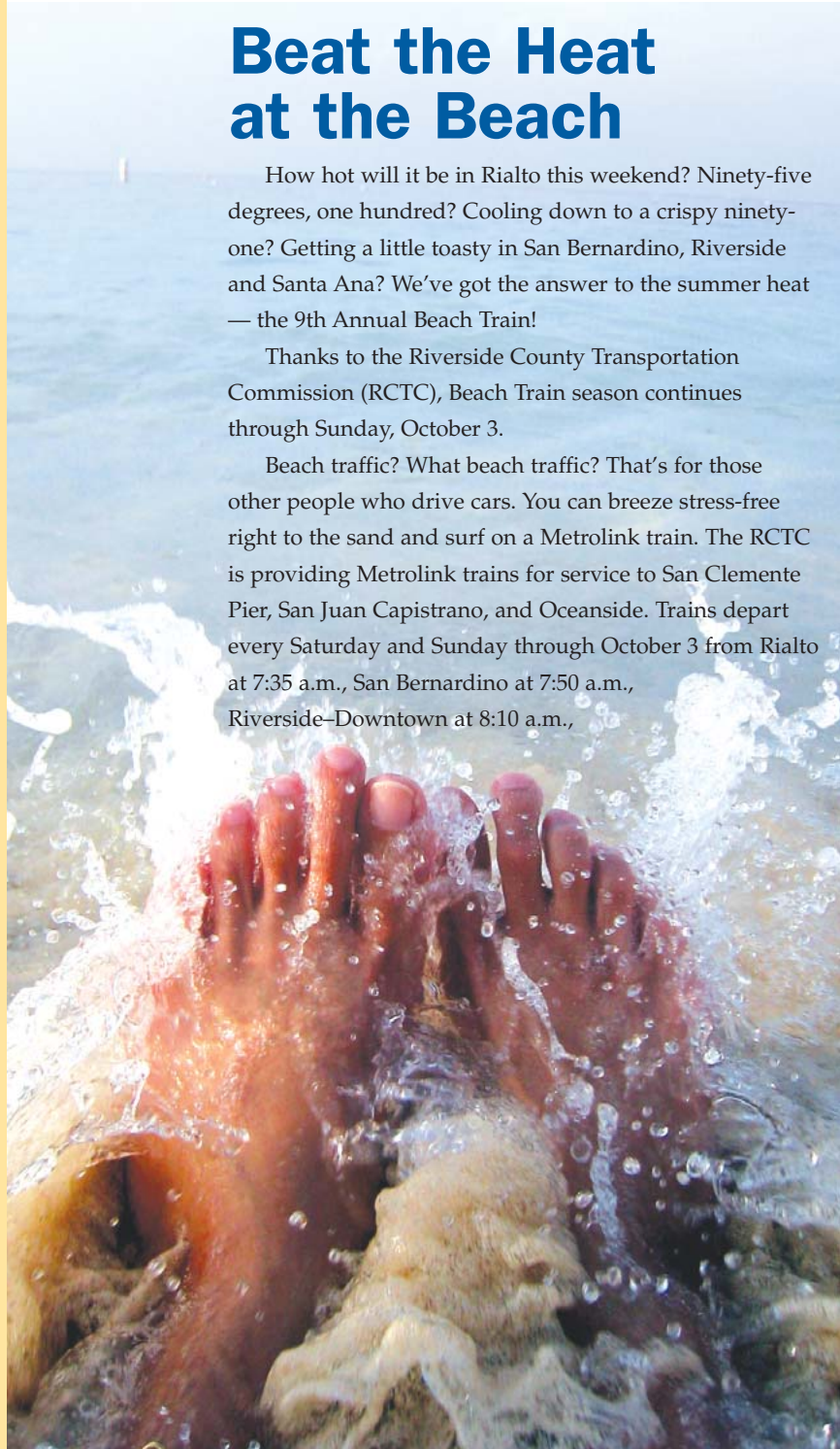


Photo: Nis Kamuti

Inside



L.A.'s Oldest Railroad

Sixty-two percent of Metrolink passengers pass through Union Station every day, walking only a few hundred feet from L.A.'s first railroad.

Phinneas Banning's Los Angeles & San Pedro (LA&SP) pioneered the route in the 1860s, when the population of Los Angeles was 4,399. Banning, a colorful and ambitious character by all accounts, initiated a successful trade route between Los Angeles and the Mormon outpost at Salt Lake. Pulled by 150 mules, 15 wagons carried 30 tons of cargo. It was a four-month round-trip journey, and Banning sometimes drove the wagons himself. When Banning learned that the U.S. government was planning to build a military fort at the crest of Tejon Pass, he cut his own road in order to serve the new troops. During the same period, he organized a local petition to get the federal government to certify San Pedro as a port for international trade, at a time when San Pedro was nothing more than a set of mud flats. He singlehandedly created the city of Wilmington. In 1859, the first ocean-going vessel anchored in his new harbor. After that, Banning was jokingly called "Port Admiral." Thirteen years later, the government dredged the harbor, and San Pedro became an official international port of entry.

One of the trade routes Banning operated from a wharf in Wilmington was a stage and wagon line to carry freight and passengers to Los Angeles. The roads were nothing more than a couple of mud ruts, making the 20-mile journey a long and grueling ordeal.

Banning was an unstoppable enthusiast for western railroads and new technology. In 1868, he imported a railroad locomotive and launched a line linking the harbor and downtown Los Angeles. With the backing of municipal bonds, the rail line was completed 1869. The little locomotive, named Los Angeles, arrived bearing a misspelled version of the then obscure California city's name. Nonetheless, the new line greatly reduced transportation times and costs and was a boon to the economic growth of the city of Los Angeles.

In 1874, the Southern Pacific threatened to connect the San Joaquin Valley to its lines in Texas with a rail line via the Mojave Desert, bypassing Los Angeles unless Banning handed over the LA&SP. Banning's little railroad was devoured in one gulp by the enormously powerful Southern Pacific. SP partner Charles Crocker reminded city leaders of the consequences if they failed to force Banning to cooperate: "I will make grass grow in your streets," he threatened. In those days, cities thrived or died depending upon their access to the railroad. To survive and prosper, the city officials were forced to donate the Los Angeles & San Pedro Railway and a portion of the construction costs for the SP

to place its new transcontinental route through Los Angeles.

The Los Angeles end of the line was completed in 1876, and by 1881 the route was through to Texas. The SP extended

the LA&SP to San Pedro while the U.S. Corps of Engineers began turning the muddy bays around Rattlesnake Island into the major port of Los Angeles. Over the years, the old wagon road became Alameda Street, and eventually the tracks were paved over on the north end of the line.

Although creating the Port of Los Angeles is probably Banning's greatest legacy, he also brought the first telegraph lines to California as well as the first railroad line to Los Angeles.

Today Phinneas Banning's groundbreaking rail route into Los Angeles is the 20-mile freight-rail expressway between the neighboring ports of Los Angeles and Long Beach and the transcontinental rail yards and railroad mainlines near downtown Los Angeles. The centerpiece is the Mid-Corridor Trench, a below-ground railway that is 10 miles long, 30 feet deep, and 50 feet wide—otherwise known as the Alameda Corridor.



Photo: Ken Kiser

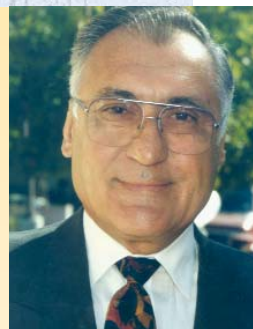
Board Member Retires

Long-time Board Member Larry Zarian was honored on August 13 by the Southern California Regional Rail Authority (SCRRA) for his distinguished service as a member of Metrolink's Board of Directors.

Mr. Zarian was appointed to SCRRA Board of Directors in 1996 and served in various capacities, most recently on the Planning and Finance Committee. A former board member and chairman of the Metropolitan Transportation Authority (MTA), he was also appointed to the L.A. County Economic Development Corporation by former Presidents Reagan and Bush.

Mr. Zarian's many community affiliations include the Boy Scouts of America and the governing board of Glendale Adventist Medical Center.

Frank Roberts, mayor of Lancaster, will fill the board seat vacated by Mr. Zarian.



Former Board Member
Larry Zarian.



Ask Our Expert

Question: Why do railroad ties catch on fire? Is it dangerous?

Answer: Before the 1980s, tie fires were more common because the cast-iron brake shoes on old RR cars and exhaust from old diesel engines were more prone to sparking than are current brake shoes and engines. Now most tie fires are caused by embers blown onto the tracks from adjoining fires or grinding and/or welding of the rail.

The railroad structure is very redundant: Any one tie can be completely missing (e.g., removed for repair, rotten, or burned out) without affecting the way the rail load spreads out over the remaining ties. The Federal Track Safety Standards recognize this, in part 213.109, which specifies the limits for distance between non-defective ties.

Photo: Whitney Jones



We try to wet down the track ahead of any rail grinding, and chase after the grinding for any smoldering embers. But sometimes a few embers end up deep in cracks and don't become

apparent right away. It can take up to a day to detect them, depending upon wind conditions. The small tie fires that may result are annoying, but usually are not a problem in terms of railroad safety. If we discover two or more defective ties in a row, we hand-install replacement ties within a couple of days.

If you would like to ask a train question, please direct it to metrolinkmatters@scrra.net. We will respond in *Metrolink Matters* as space permits

Construction Corner

As part of our ongoing commitment to safety, weekend track-rehabilitation work began Saturday, August 21, on the San Bernardino Line. Metrolink will begin replacing wooden railroad cross-ties on the San Bernardino Line with new concrete ties on the portion of the route that runs along the center of the I-10 Freeway between the Cal State L.A. and El Monte stations. The new cross-ties have a lifespan of up to 40 years, are fireproof and require less ongoing maintenance than the old ties.

Work on the project will be suspended on Labor Day weekend, September 4 and 5.

Trains will be unable to pass through the construction area while the new railroad ties are being installed. Metrolink will provide bus service in place of all trains between Los Angeles Union Station, Cal State LA and El Monte on Saturdays and Sundays and for selected trains between San Bernardino and Riverside-Downtown on Saturdays only.



As fire raged across a series of steep canyons and advanced in the sparsely populated hills south and east of Acton, the Vincent Grade/Acton Metrolink Station was placed into service as a staging ground for about 800 firefighters. More than 5,000 acres had burned and the fire had reached the edge of Angeles National Forest before the fire was contained.

Safety Matters

Trespass — n. 1: a wrongful interference with the possession of property (personal property as well as realty), or the action instituted to recover damages 2: entry to another's property without right or permission

v. 1: enter unlawfully on someone's property 2: make excessive use of 3: break the law 4: pass beyond (limits or boundaries)

Source: WordNet @ 2.0, © 2003 Princeton University

Did you know that walking along the railroad right-of-way or between railroad tracks is trespassing? Both acts are illegal and dangerous. Railroad tracks and adjacent rights-of-way are private property. It is only permissible to cross tracks at designated crossings. When crossing tracks, use caution and always look both ways. Metrolink trains travel up to 90 miles per hour (132 feet per second) and can take over a mile to stop. Because active warning devices are only located at crossings, there is nothing to notify you of the advance of an oncoming train when you are trespassing.

Metrolink trains are quieter than you might realize. Our tracks are constructed of welded rail on concrete ties. Metrolink trains can operate in pull (locomotive in front) or push (locomotive in back) mode. So, even if you don't see a locomotive, a train may still be moving toward you.

California leads the nation in trespassing injuries and fatalities. We at Metrolink ask you to heed the Operation Lifesaver trespassing slogan: "Stay Off, Stay Away, Stay Alive."



Never walk on railroad tracks.

Photo: Daniel Maharovi

Station City News

Lancaster — Macy Gray will appear at the Lancaster Performing Arts Center on September 23. Her soulful song stylings linger with audiences long after the echoes of her unique voice fade away. With songs such as "I Try," "Sweet Baby," and "She Ain't Right for You," Gray blends classic jazz with a modern R&B influence for her signature style.

The Virsky Ukrainian National Dance Company will share the unique culture of the Ukraine with a Lancaster Performing Arts Center audience on September 24.

In the Mood, a retro 1940s big-band theatrical-swing revue will appear at the Lancaster Performing Arts Center on September 25.

For more detailed information on the September program for the Lancaster Performing Arts Center, log on to www.lpac.org. Tickets may be obtained by calling the LPAC box office at (661) 723-5950.

Rancho Cucamonga — California's Oldest Grape Harvest Festival comes to Rancho Cucamonga Epicenter Friday through Sunday, October 1, 2, and 3, thanks to a co-sponsorship between the

Chamber of Commerce and the City of Rancho Cucamonga.

There will be family activities all weekend long. Enjoy a day spent listening to music from the '50s

through the '90s and shopping for crafts or other unique items. Enjoy a snack or stop for a full meal while watching live entertainment on the main stage. Of course, you can always stomp grapes or try the pie-eating contest.

The Rancho Cucamonga Epicenter is located on Rochester Avenue between Arrow Route and Foothill Boulevard. Admission is \$5 for adults and \$1 for children ages 8–12. Children 7 and under are free. Log on to www.ranchochamber.org for more information about this terrific event.

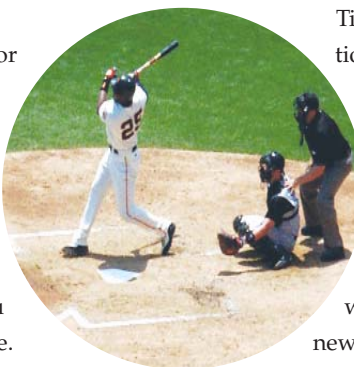


Fontana Station

Take the Imagination Speedway to the Angels Game

Tickets are now on sale for the Imagination Speedway — express train service to Anaheim — for the September 11 Anaheim Angels vs. Chicago White Sox game.

Approximately 1,000 guests will travel aboard each Imagination Speedway, a specially chartered Metrolink train making direct runs to the Anaheim Metrolink Station. The Anaheim Station is right on the parking lot of Edison Field — so you will arrive quickly and easily to enjoy the ball game. The train and all Anaheim's event centers are wheelchair-accessible, and there will be a shuttle to the door for those guests needing a little extra assistance.



Ticket packages include round-trip train transportation and reserved seats. The Imagination Speedway train ride is a fun family event.

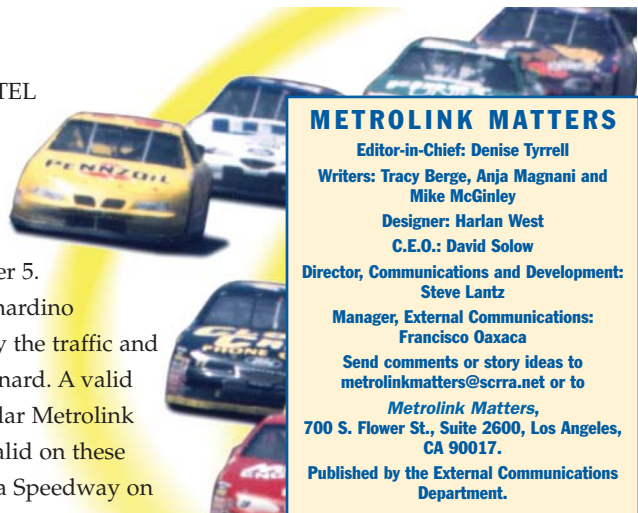
This service is offered by the Anaheim Transportation Network (ATN), a non-profit transportation-management association. The Imagination Speedway trains are being offered to reduce traffic congestion and improve air quality while providing area residents with a convenient new way to enjoy Anaheim.

For additional information on the Imagination Speedway trains, please call the Imagination Speedway hotline at (714) 563-5287 or send an e-mail request to ispeedway@atnetwork.org.

Ride the Train to the Speedway

NASCAR stars are headed to Southern California for the NASCAR NEXTEL Cup Series and the NASCAR Busch Series, making their second appearance this year at California Speedway September 3–5. NASCAR NEXTEL Cup superstars Jeff Gordon, current points leader Jimmie Johnson, and reigning series champion Matt Kenseth will take to the two-mile, D-shaped oval for the inaugural "Finish Under the Lights" Pop Secret 500 on Sunday, September 5.

On September 5, 2004, special Metrolink trains, chartered by the San Bernardino Associated Governments, will be the best way to get to the Speedway. Zip by the traffic and arrive in style from destinations as far away as Oceanside, Lancaster and Oxnard. A valid Speedway Charter train ticket is required to board these charter trains. Regular Metrolink monthly passes and one-way, round-trip, 4-trip, and 10-trip tickets are not valid on these trains. Regular Sunday Metrolink service trains will not stop at the California Speedway on September 5. For tickets, go to www.californiaspeedway.com or call (800) 944-7223 (RACE).



METROLINK MATTERS

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