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Parade-goers in line at Memorial Park Station await their turn on the Metro Gold Line.



PHOTOS: GAYLE ANDERSON

## Metro Gold Line Scores Touchdown New Year's Day

- Metro Gold Line delivered some 60,000 people to Pasadena for the Tournament of Roses festivities and Rose Bowl game, lining the route to Pasadena with safety, courteous assistance and another good impression.

By GAYLE ANDERSON

January 4, 2005 - It didn't rain on the Rose Parade and the Texas Longhorns edged by the Michigan Wolverines, 38-37. And, for the second year, the Metro Gold Line scored big points with parade-goers, Rose Bowl fans and float reviewers attending New Year's Day festivities in Pasadena.

Estimates from tallies and observations at key stations indicate upwards of 60,000 rode the line during the crucial time that began with parade-goers lining up at Union Station before dawn and concluded with the departure of Rose Bowl fans on New Year's night.

Despite the crowds -- ridership was up one-third over the 45,000 who rode the Gold Line during the inaugural New Year's run in 2004 -- there were no delays, no problems, and an impressive organization of



Bruce Shelburne gives directions to parade-goers at Union Station.



Hector Guerrero, right, and Byron England, left, work the Memorial Park Station line.

passenger boardings.

"The operation ran smoothly," said Bruce Shelburne, Rail Scheduling manager who coordinated the Gold Line rides to the Roses. "We were able to build upon the good learning experience of the first year. This year, there was no guesswork and we knew the drill. We already had a good plan in place at the Memorial Park Station for the parade break and the football game breaks."

Ten trains on the Gold Line tracks appeared at stations in unfailing 8-minute intervals. As the parade ended, passengers formed orderly lines at station entrances attended by friendly staff who kept them informed and in cheerful conversation.

Passengers were loaded 50 at a time at Lake and Allen stations during crush hours so that packed trains wouldn't have to pass by long lines of waiting fans at Memorial Park and Del Mar stations, reported Roman Alarcon, Rail Division Transportation manager.

The weather provided the only surprise. The torrents of rain that muddied a large source of Rose Bowl parking at Brookside Park caused the Tournament officials to beseech parade-goers to take public transit to the parade and park at designated Gold Line parking lots adjacent to the stations.

Park they did. The Gateway Transit Center parking was full by mid-morning. Grateful that they didn't have to park, another 300 or so people arrived by Metrolink from Orange County and San Bernardino.

Faces in the Crowd.



Service Attendant Virginia Middleton - Union Station

Crowd control was handled by the Sheriff's deputies, some on horseback or with patrol dogs. Fare inspectors joined a Metro staff of some 20 employees from Rail Transportation, Rail Safety and a handful of volunteers to take on the New Year's Day challenge.

The staff took up posts at Union Station and four Pasadena Metro Gold Line stations from 5:30 a.m. to around 9:30 p.m. on New Year's Day, assisting transit riders with safety and fare purchase.



The parade break: The line at Memorial Park winds down to the platform from Holly Street after the parade ends on Colorado Boulevard.



Sheriff's deputies on horseback direct crowd control.



Metro Rail staff guide football fans at Allen Station to waiting trains for a ride to the Rose Bowl.



Rail TOS Gerald Harper -  
Memorial Park platform

Last year, the prospect of thousands of returning Rose Bowl fans created significant concern. This year, the winning play was already in place to receive the Rose Bowl fans departing for and exiting from the shuttles to the Rose Bowl.

When the football game began at 2 p.m., Metro Rail, Metro Bus and Sheriff's personnel were already in a huddle at the Memorial Park Station plotting out ways to assist in directing transit riders to the proper line.



LASD Deputy 'Hero' - Union  
Station

As the shuttles returned from the Rose Bowl, Sheriff deputies had already closed off Holly Street for the departing Longhorn fans and disappointed Wolverine supporters.

Train after train of nearly 500 passengers, each tucked into eight-minute departures by the staff, safely escorted everyone back to home, hotels and all points north and south.



Rail Instructor Byron England  
and Rail Asst. Mgr. Barbara  
Harris - Allen Station

Following that lead, Metro buses lined up on Saturday and Sunday to assist visitors to the float exhibit in Victory Park, a shuttle hop away from the Sierra Madre Villa Station.

"It was a very well-behaved and cheerful crowd," said Shelburne.



Rail Transportation Mgr.  
Hector Guerrero - Metro Gold  
Line

"People enjoyed the lines," said Alarcon, "They didn't seem to mind the wait. The Gold Line ride was a big part of a great day."