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Blown by strong winds, construction scaffolding hangs over the Metro Gold Line's Del Mar station, creating a safety hazard. Service to Del Mar and Memorial Park stations was suspended for almost eight hours, Monday, until the scaffolding was secured. Trains single-tracked through those stations until full service was restored just after 1 p.m. on Tuesday.



Photos by Gary Leonard

Monday's Storm Disrupted Gold Line Service for Rose Parade Spectators

- Construction scaffolding above Del Mar station collapsed
- Three stations affected, but 30-unit bus bridge filled the gap

By BILL HEARD, Editor

(Jan. 3, 2006) High winds and driving rains pushed a huge construction scaffold into the Metro Gold Line right-of-way, Monday morning, halting service at three Pasadena stations just as spectators were leaving the Rose Parade.

The scaffolding, with its green tarp acting like a sail, tore away from a condominium building under construction on the west side of the Del Mar station, just before 10 a.m. It hung precariously over the station but did not fall onto the tracks or the lines that power the trains. No

Response, effort commended.



Melvin Clark, Deputy Executive Officer, Rail Operations: "I want to thank all who responded to this incident – from the operator who first reported it, to the wayside crews, the on-scene supervisors, the Rail Operations Center, the Bus Operations people, the Sheriff's deputies, the Pasadena Fire Department and

one was injured.

Fearing for the safety of passengers, Metro Rail power traction workers de-energized a section of track between Mission station on the south and Lake station on the north – leaving the tracks connecting the Fillmore, Del Mar and Memorial Park stations without power.

others. They should be commended for their dedication to safe operation and their determination to provide service as quickly as possible under the most stringent conditions." Full service on the Metro Gold Line was fully restored just after 1 p.m., Tuesday, when the Del Mar station reopened to passengers. Trains were operating on both tracks there and at the Memorial Park station.

At Metro Rail's request the Bus Operations Center, working with field supervisors, quickly organized a 30-unit bus bridge to provide service through the affected area. Divisions 1, 2, 3, 9, 10 and 15 provided buses and operators.

'Bus Operations came through'



"Bus Operations really came through for us," said Bruce Shelburne, rail service development manager. "We used a lot of their buses and we're really appreciative of their efforts."

Although the fierce weather was much to blame for the situation, it also kept down the crowds that would normally have rushed the Gold Line following the parade.

Shelburne said a steady stream of spectators left the parade and boarded the trains before the scaffolding collapsed.

By noon, all Rose Parade spectators had been cleared, but the bus bridge – reconfigured to reflect service needs – continued to operate throughout the day, carrying an estimated 3,000 to 5,000 passengers.

"We knew that, with the storm, those people needed to get out of the weather," BOC Assistant Manager Patricia Royster said Tuesday.

Power was restored

By 5:30 p.m., Monday, the Pasadena Fire Department's heavy rescue unit had pulled the scaffolding back to a safe enough position that power was restored on the northbound track – the farthest from the

scaffolding – and both north- and southbound trains were able to use it.

The Del Mar station remained closed, but service resumed at the Memorial Park and Fillmore stations on 20-minute headways.

When Gold Line service began Tuesday morning, passengers who normally board at Del Mar were advised to use the Memorial Park station. Trains continued to operate every 20 minutes and a shuttle bus also was in service connecting the three stations.

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