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USC and Michigan team up on the Metro Gold Line for the ride to the Rose Bowl game on New Year's Day.



Photos by Gayle Anderson

Metro's Rail and Bus Team Scored Touchdown New Year's Day

By BILL HEARD, Editor

(Jan. 3, 2007) Metro's rail and bus team scored a touchdown New Year's Day with a shuttle operation that transported Rose Parade and Rose Bowl game fans between Union Station and Pasadena in record time.

With Metro Gold Line trains running every seven minutes – backed by a fleet of 10 Metro Buses – the four stations serving Pasadena were cleared of thousands of passengers within two hours after the parade ended.



Customer Information Agent Marie Tervalon, at left, and Metro Security Officer Ronald Allen, at right, work the Memorial Park Station line of departing parade-goers.

Later that day, the trains and 17 assigned buses required only an hour and a half to transport triumphant USC fans and disappointed Michigan supporters to Union Station.

“We handled our own and got people out of there quite quickly with a combination of buses and trains,” says Bruce Shelburne, the rail division transportation manager who developed the shuttle plan. “It was a really well-behaved crowd. That made the job very easy.”

The New Year’s Day operation came on the heels of the memorial service in Palm Desert for former President Gerald Ford. Metro provided 18 buses, including articulated coaches, and some 30 operators who joined three other area transit agencies in providing overnight shuttle service for mourners.

A smooth operation

In Pasadena, more people attended the 2007 New Year’s Day events, but Shelburne says things ran more smoothly than in 2006. Last year’s operation was plagued by rainy weather and a construction scaffold that collapsed on the Gold Line tracks.



TOS Steve Rank directs shuttle-taking public to the post-parade float display. Below, crowd grows to overflowing until gates open at 1:30 p.m.



Metro also provided shuttle service from Sierra Madra Villa station to Pasadena’s Tournament Park, where the Rose Parade floats were on post-parade view to the public.

The shuttle transported some 900 riders to Tournament Park during the afternoon following the parade and another 550 to 600 on Jan. 2, according to Transportation Operations Supervisor Steve Rank, who coordinated the shuttle service.

Coming and going> Parade-goers wind down the ramp at Memorial Park Station for the ride home as football fans depart Metro Gold Line trains en route to the Rose Bowl shuttle.



About 50 rail personnel, along with Customer Information Agents Marie Tervalon and Jackie Exeart, were on duty to handle the New Year's Day crowds.

Rank and six other TOSs – Luis Alcantar, Jeannette Mayo, Michael Morris, Tom Lapatka, Jeff Aemmer and Frank Cecere – led the Metro Bus group.

"It was definitely a team effort," says Shelburne. "We appreciate the assistance the other departments gave us."