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Publicity Manager and Editor

Splendid Service For Olympiad

By E. R. DYE
Operating Superintendent

We have again passed through another period during which our city was host to thousands of visitors, many of them from foreign lands, and as usual, every member of our supervisory department and every member of the platform service did, without exception, render that same splendid service which has always been so characteristic of these two departments at any time their capacity has been taxed.

It is especially gratifying to find that during the period of our Olympic Games practically no discourtesy complaints were placed against our platform men. On the other hand, many letters of commendation were received, in many instances emphasizing the extreme courtesy, patience and a desire to give information, especially to strangers who were visiting in the city. Representing, as did our visitors, practically every country in the world, it is especially gratifying to find that there was nothing but praise, both in regard to our service and in regard to the treatment accorded our visitors by our platform men.

Vast crowds were handled to and from the Olympic Stadium and other centers of activity in a most satisfactory manner, and it is my pleasure to sincerely congratulate every member of our organization who in any way participated in putting over the big task of safely and properly transporting our guests, sometimes under extremely trying circumstances.

"A New Olympic Record"

By H. G. WEEKS
Assistant to General Manager

This familiar announcement can also be credited to Los Angeles Railway coaches, which also established a record upon the close of the Xth Olympiad by transporting the competing athletes for nearly two months without a personal injury and without a delay to an athlete for any competition.

Everyone concerned is to be thanked for their efforts resulting in such a fine record. The mechanics and operators cooperated with each other and with the dispatchers and athletes, the last in spite of the difficulty of communication often without the use of a common language.

Jointly with Pacific Electric Railway, each company providing half the equipment and men, all athletes, both men and women, were transported during the training period through the month of July between Olympic Village and the hotel where the women were quartered and the twenty points of training and, during the games, between these residences and points of competition. These movements covered, for our coaches alone, about twice around the world and involved approximately 34,000 passenger movements, going as far as Oxnard and Pasadena for the cycling and Long Beach for the rowing.

On the opening day, with 69 coaches in this service, all athletes, trainers, managers, etc. were moved to the Stadium at once, there being over 1,560 men from the Village (who were loaded in 15 minutes), 156 women from the hotel and about 120 from Long Beach and a few from Riviera. They were returned to the Village within 30 minutes after the ceremony. Other movements were equally well organized and executed and the committee in charge of the Olympiad has given us the

highest praise for the precision of all movements and uniform courtesy and cooperation. Such praise is particularly gratifying, for this committee set a high standard of organization and execution of a complicated international competition.

Operator E. C. Teel was surprised when the Pennsylvania Rowing Team, whom he had handled between the Village and Long Beach, presented him with a wrist watch as a token of their appreciation of his efforts to please them. The champion hockey team from India presented a Pacific Electric operator with one of their sticks, autographed by the team.

We should add your commendation to the many the Police Department and the State Highway Patrol have doubtless received for the excellent handling of the greatest traffic problem Los Angeles, and probably the world, has ever seen.

Transportation movements were handled by F. C. Patton, Assistant Manager, Los Angeles Motor Coach Company, acting for both companies, who was assisted by dispatchers E. B. Logsdon and M. K. Newen, both also of Los Angeles Motor Coach Company. Coach maintenance was handled by C. B. Lindsey, Superintendent Automotive Equipment, who had every coach owned in operation on July 30th. Hugo Hinze, Earle Metzler and P. Pierce, Mechanics, were stationed at the Village Garage and kept them running and fairly clean despite the dust and other difficult working conditions.

Our regular and special coach service between downtown and the Stadium was also carried on with just as good a record and on the whole all concerned should be well pleased at the result of their efforts.