

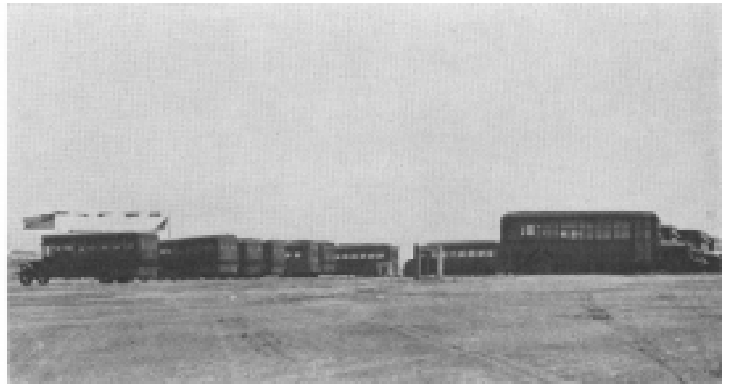
## T R A N S P O R T A T I O N   A R R A N G E M E N T S

**T**HE Organizing Committee provided, at no additional charge, a complete transportation system for all contestants and officials living in the Village and the Women's hotel. Parking facilities for a maximum of seventy motor coaches of thirty passengers capacity were provided outside the Olympic Village, together with a small office building, repair pits, wash rack and service station. The first coach was placed in service on the third of July and additional coaches put in operation as the contestants arrived and training activities increased.

During the training period regular transportation schedules were operated to the thirty training locations, and these schedules provided frequent service with a minimum number of coaches. In addition to these regular schedules, special coaches were operated to those training locations where the size of the team or



THE ORGANIZING COMMITTEE PROVIDED A COMPLETE TRANSPORTATION SERVICE FOR PARTICIPANTS



other circumstances made this necessary. All competitors were thus enabled to travel to and from their training fields comfortably and quickly on the transportation provided by the Committee. Thousands of interested spectators visited the Olympic Village daily to watch the arrival and departure of the busses carrying the athletes. The early morning hours, when busses were coming and going at an average of one every minute, attracted the most attention.

Transportation needs reached their peak on July 30, the date of the Opening Ceremony, when it was necessary to transport all contestants, regardless of where they might be living, to Olympic Stadium. Working on a carefully arranged



AN AUTO BUS A MINUTE DURING THE BUSY TRAINING HOURS

plan and with the efficient co-operation of the Los Angeles Police Department, a total of sixty-eight busses carried nearly two thousand athletes and officials from four definite meeting points to Olympic Stadium and back without a minute's delay en route, despite the terrific concentration of traffic in and around Olympic Stadium including a hundred thousand spectators with the attendant jam of motor cars.

After the opening day of the Games, all training activities were concentrated in the morning, and in the afternoon the motor coaches carried athletes and officials to the various fields where competitions were taking place. Special arrangements were made to transport athletes who had finished their competitions, back to the Olympic Village or the women's residence at Chapman Park Hotel, without waiting for the end of the athletic programme of that particular day.

Despite all the complications involved and the intensity of the motor traffic of Los Angeles during the period from July 3 to August 15 inclusive the motor coaches covered a total of 83,360 miles, and carried more than 68,000 athletes and officials, without injury to a single one and without delay to any event due to the failure of the transportation system. The system set a high mark for speed and efficiency, and through it all the teams were provided with all necessary transportation from the moment of their arrival until their departure.



In addition to the transportation arrangements provided by the Organizing Committee, other transportation of a public, semi-public, and official nature was arranged for by the Committee. When the first groups arrived at the Olympic Village, many weeks before the Games, a motor coach line connecting with the regular street-car transportation system was operated from the Olympic Village. As soon as popular interest in Olympic Village activities warranted such a service, a regular bus transportation line connecting the center of downtown Los Angeles with the Village was put in service and remained in operation until some time after the Games were over. During the Games, a special autobus service was provided running between Pershing Square in downtown Los Angeles and Olympic Park. These busses, which were exclusively for members of the International Olympic Committee, National Olympic Committees and Sports Federations, Juries, Attachés, and Press representatives, ran to Olympic Park during the hour before each programme and returned to Pershing Square during the hour immediately following each programme. They made only one stop, and these special traffic arrangements provided Olympic officials with the equivalent of a taxi service at a nominal cost. In addition, special arrangements and schedules were made on the interurban railroads for officials and press representatives desiring to attend the rowing events at the Long Beach Marine Stadium.

