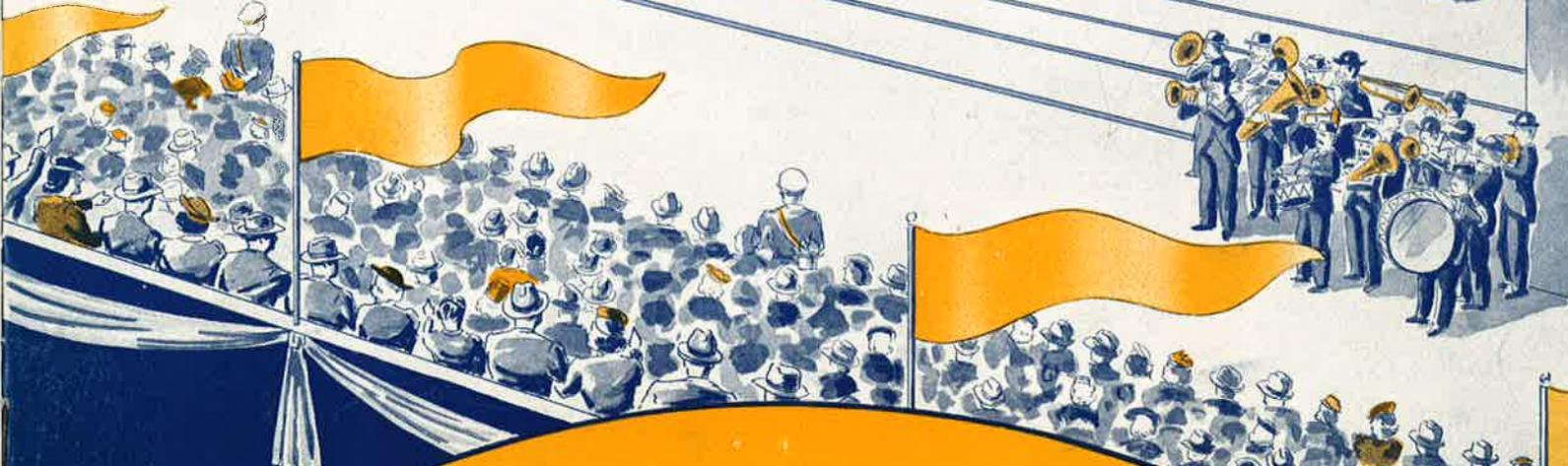
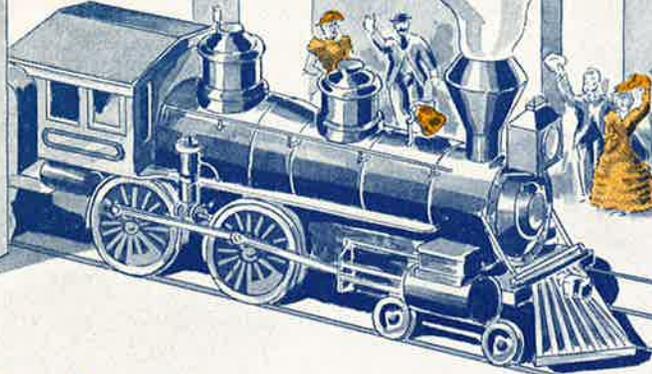


MAY
3-4-5
1939



★
**RAILROADS
1869 BUILD THE 1939
NATION**
Price 10¢



UNION STATION CELEBRATION COMMITTEE

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THE PURPOSE OF THE CELEBRATION

Los Angeles hails the Union Station as a gift of the three railroads serving Southern California, which will mark a new epoch in the history of this region.

Mammoth development of our water and power resources has added to our natural advantages of climate and great spaces, the means of serving a vastly increased population, with this Station the railroads have created a splendid "front door" which will give everyone who sees it an instantly favorable impression of this country and its traditional characteristics.

Completed in the year which marks the 70th anniversary of the beginning of rail transportation in California and Los Angeles, it represents an immense forward stride in Southland development, and is a most notable cooperative achievement among the three railroads so as best to serve the public interest.

The purpose of this celebration is to express the thanks of the community to the Santa Fe, Southern Pacific, and Union Pacific Railroads, jointly and severally, and to inaugurate the use of the Union Station with ceremonies and jubilation in keeping with the impressiveness of the event and of the structure itself, and to make its beauty and significance known to the world as well as every citizen at home.



UNION STATION CELEBRATION COMMITTEE

WALDO T. TUPPER, *Managing Director*

PRESENTS

"ROMANCE OF THE RAILS"

California's Story of Transportation

Written and Directed by JOHN ROSS REED

Prologue.....	Founding of Los Angeles.....	1781
	Fiesta.....	1840
Interlude A.....	Daniel Webster in the United States Senate.....	1840
	Gold.....	1849
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	Episode II—San Francisco.....	
	Episode III—President Polk at Washington.....	
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Scene VII.....	The Union Pacific.....	1907

GRAND FINALE

"Railroads Build the Nation"

Wesley Givens, <i>Stage Director</i>	Adolph Tewes, <i>Stage Manager</i>	Jack Boyle, <i>Equestrian Director</i>
Henry Caubison, <i>Associate Director</i>	Herb Wilkins, <i>Musical Director</i>	Piano—So. Calif. Music Co.
Steve Clark, <i>Production Manager</i>		Otto K. Olesen, <i>Lights</i>
Narrators . . . The Man—Raine Bennett		The Woman—Jane Goude
Research . . . Earl I. Hall - Raine Bennett		

ACKNOWLEDGMENTS

The Executive Committee and Staff of "Romance of the Rails" thankfully acknowledge the generous cooperation of the following individuals and organizations:

Atchison, Topeka and Santa Fe Railroad	Cecil B. DeMille Productions	Twentieth Century-Fox Film Corporation
Southern Pacific Company	Paramount Pictures, Inc.	Raoul de Ramirez
Union Pacific Railway	Universal Pictures Company, Inc.	The Meglin Studios
Pacific Electric Railroad	Federal Theatre Project	Boy Scouts of America
Los Angeles Railway		Railroad Boosters Club

Our sincere apology to any deserving name which might have unintentionally been omitted from the above list.

LOS ANGELES

... where one really LIVES!

Los Angeles—2,000 to 3,000 miles distant from the populous sections of the United States—owes much of its phenomenal growth to the railroads. Once they decided Los Angeles should be their Western terminus, all their resources were employed, in cooperation with organizations charged with "bringing up" Los Angeles, to help the West Coast city achieve its place in the sun.

These coordinated efforts have been wonderfully fruitful. Los Angeles, built with a long-range vision for the hundreds of thousands who have come here, offers every class of citizen that which he desires in the manner of living.

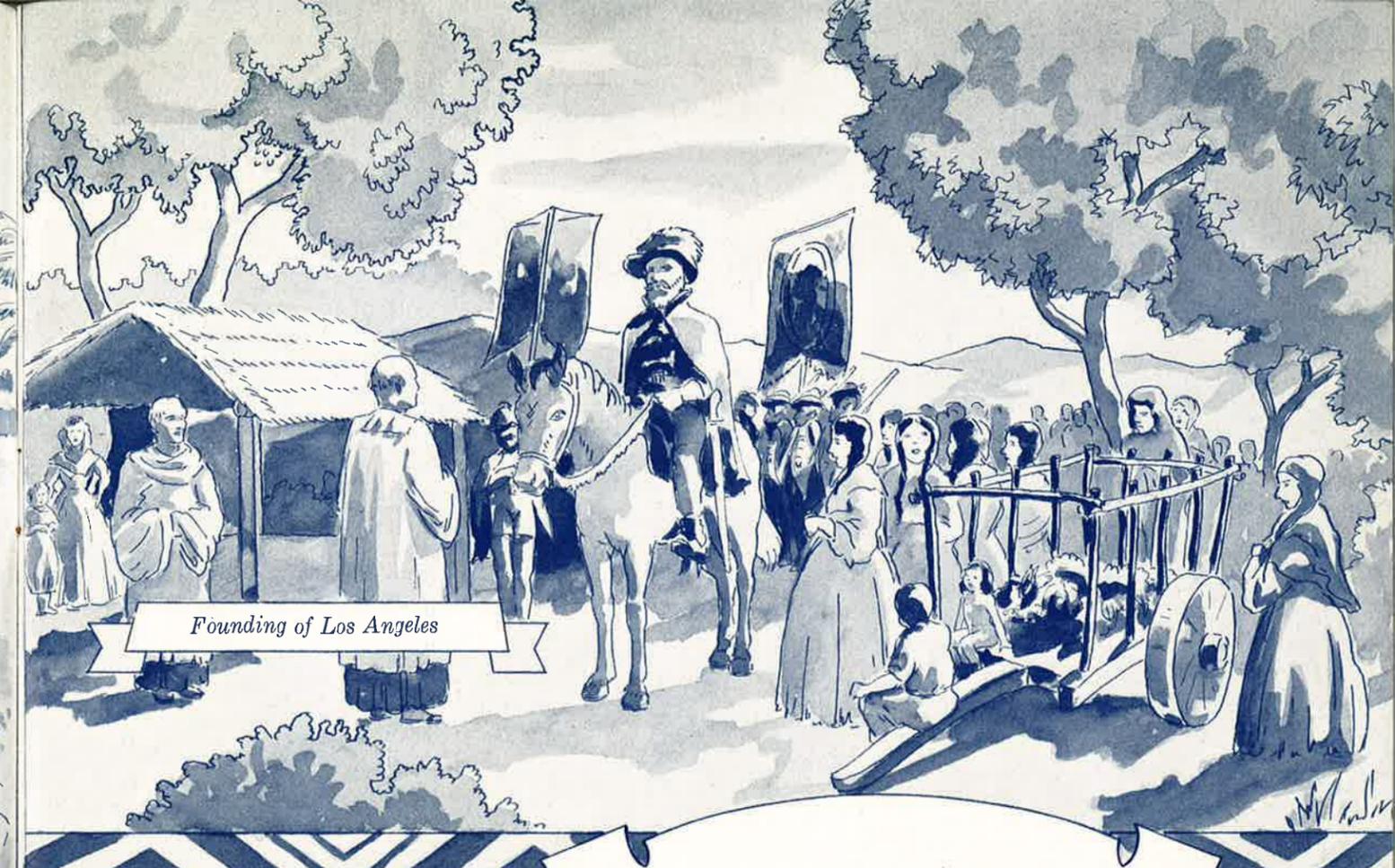
Vast reserves of electric power and water are available at extremely low rates for heavy or light industries.

Its port is second only to New York in tonnage handled. With highly developed rail and highway facilities, Los Angeles well deserves the name of the Metropolis of the West. It is the world center of aviation manufacturing; of the moving picture industry; of individual home ownership and clean, healthful living.

For the leisure group there is variety of recreation and cultural resources; for the wage-earner a home environment, opportunities of education for his children second to none and a cost-of-living schedule which compares more than favorably with most other sections. For the tourist, or vacation visitor, Los Angeles provides such a wealth of entertainment and diversissement that one must make a schedule in advance, else the time passes all too quickly and only a small part of what has been planned will have been seen—and done.

When King Carlos III of Spain ordered Los Angeles to be established 158 years ago and a small group of settlers came in from San Gabriel Mission to fulfill the royal command, little could he foresee that the city would, within the memory of his grandchildren, have more population than all Spain which he ruled! That population has come here to live in the fullest sense of the word and to enjoy all the natural resources of the community, plus the man-made facilities established for their benefit.

And the railroads have done their share in achieving that growth.



Founding of Los Angeles



Looking West on Wilshire—World's Most Unique Boulevard



Prologue

First Episode

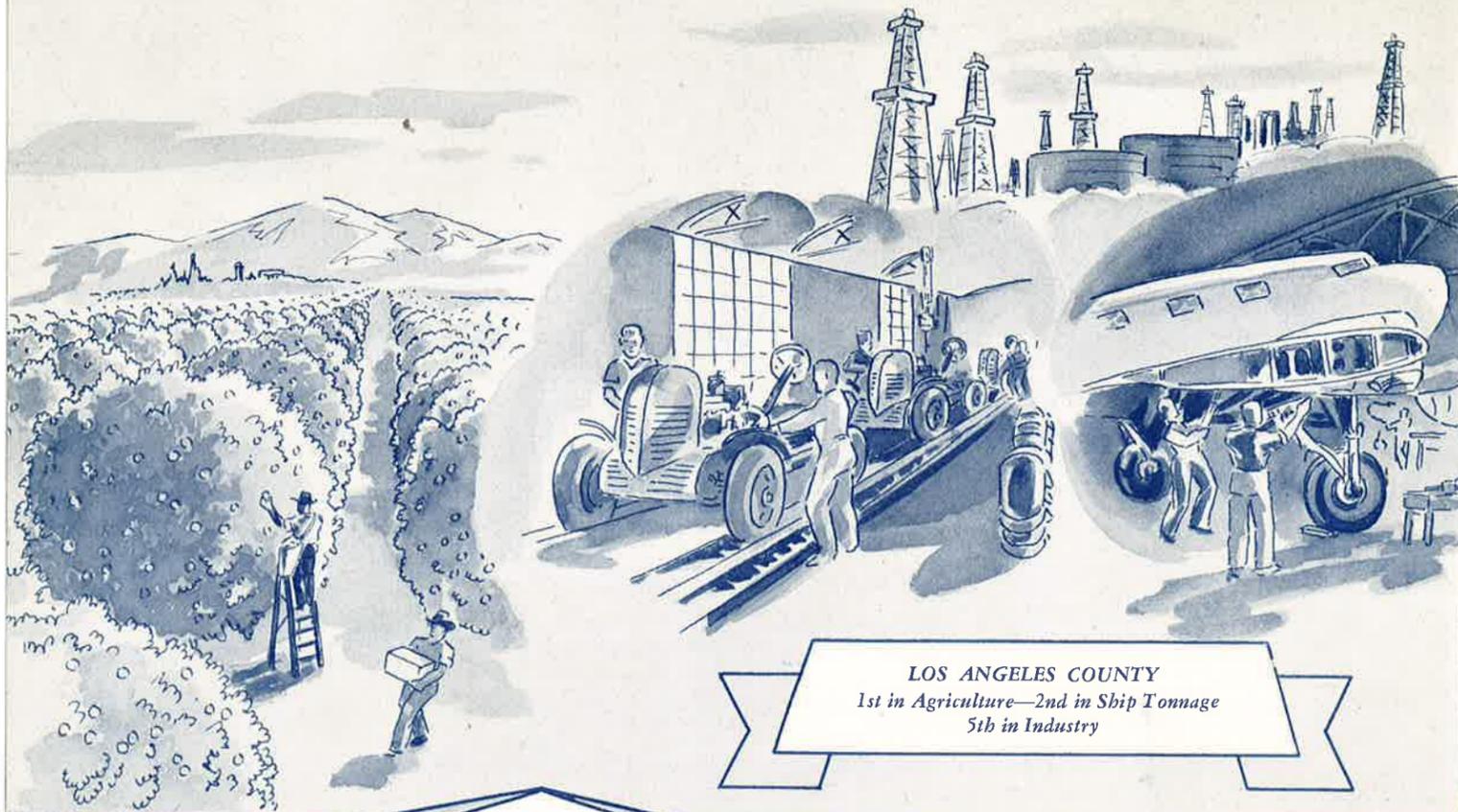
The Founding of Los Angeles — 1781
 Governor Felipe de Neve and the Pobladores
Thus with procession and ceremony, Don Felipe De Neve establishes the first official civil community in California.

Second Episode

Fiesta — 1840

A Fiesta of Spanish California

Here dwell ease and plenty and the glory of untrammelled freedom. Here, beneath soft California skies, romance reigns supreme.



LOS ANGELES COUNTY
1st in Agriculture—2nd in Ship Tonnage
5th in Industry

LOS ANGELES COUNTY

— A Balanced Community

Seventy years ago—in 1869—the first rail line came to Los Angeles. It was a few miles of track between what was then the city and San Pedro, and connected the Harbor, such as it was, with the already rapidly growing inland metropolis.

Even then Los Angeles realized the value of rail connections with the outside world. Inland union with a transcontinental line came seven years later and Los Angeles County was on its way to national and international recognition.

Since then the county has achieved a growth, due to a demand for its agricultural and manufactured products, unparalleled by any other community in the same period of time in the history of the world.

That demand could not have been fulfilled had it not been for advantageous rail connections with the East.

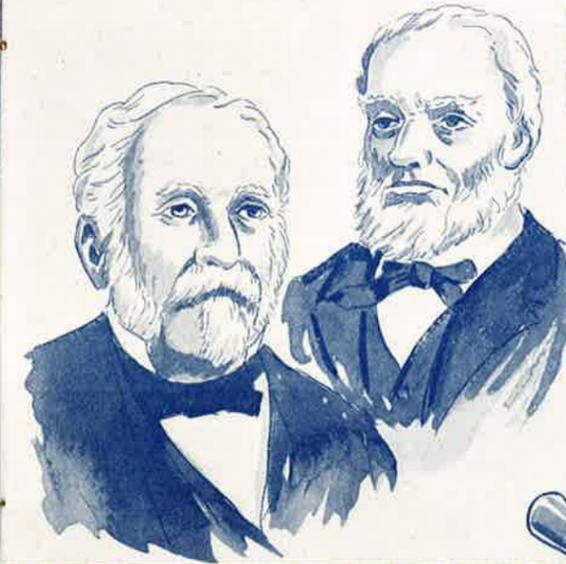
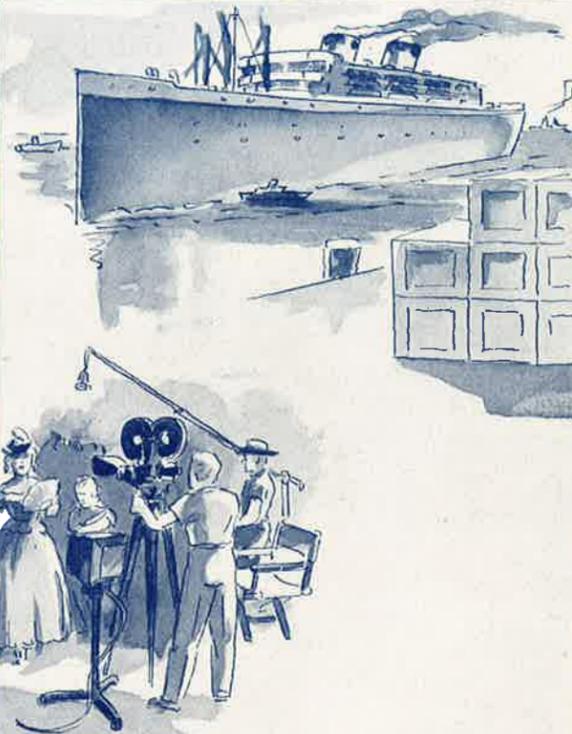
Literally hundreds of thousands of carloads of citrus fruits and other agricultural products have been shipped East from this county. It is a simple statement of fact that, had it not been for the railroads, Los Angeles County could not have enjoyed the prosperity it has.

In the last few years the rail lines have not only hauled the manufactured and grown products of this county to their markets but they have brought raw materials from all parts of the country here to be fabricated into merchandise sold on the Pacific Coast.

The last authoritative figure on manufactures, a U. S. Census report for 1937, says that Los Angeles County, fifth industrially in the nation, produced in that year \$1,205,280,042 in industrial products.

For 1938 an authoritative report shows that the farmers of this county enjoyed an income of \$76,356,653, maintaining its position as the No. 1 farm county in the country.

This diversity is the principal factor in the continued prosperity of this county—a success impossible except for advantageous rail connections.



Interlude A

First Episode

Daniel Webster Makes a Speech — 1840

"—improve communications with the West? Build a railroad to the Coast? Ridiculous! Absurd! No, gentlemen—I, for one, will not vote one penny for such an enterprise—the whole Western country is not worth it."

Second Episode

Gold — 1848

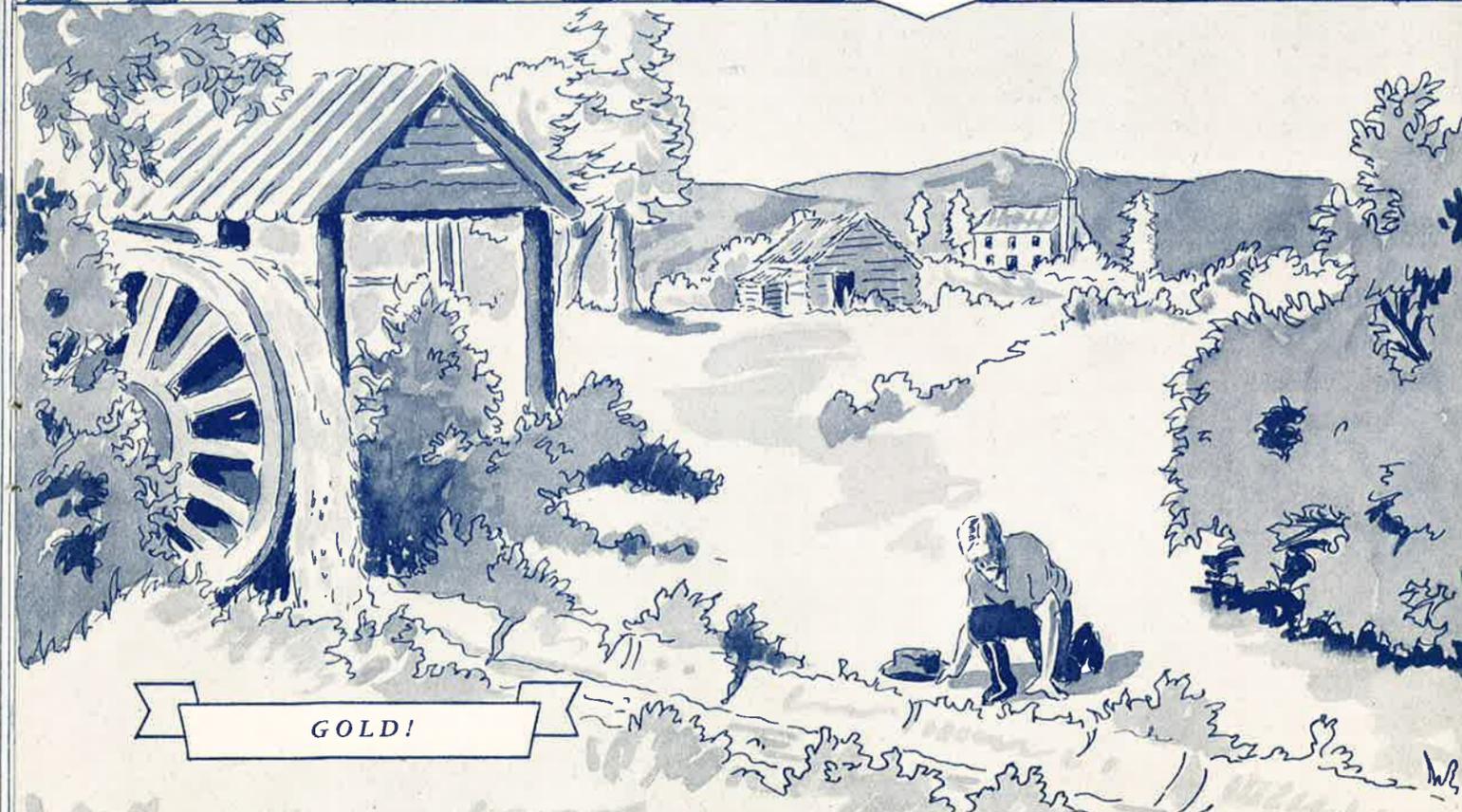
... for there is to be whispered a single word—Gold—to set the hearts of men aflame and focus the eyes of the world on the hills and valleys of California.

Third Episode

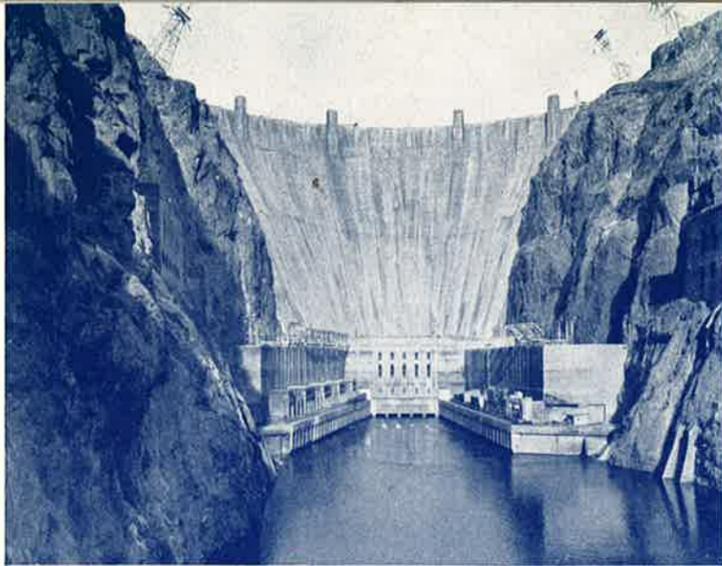
San Francisco — 1849

Fourth Episode

President Polk at Washington



GOLD!



Eighty percent of the electric power demands of Los Angeles are generated in the world's largest power plant, situated at the base of giant Boulder Dam. Ultimate capacity of the plant is 1,835,000 horsepower. To bring this low-cost power to Los Angeles, the municipal Bureau of Power and Light has designed and constructed the world's greatest power transmission system. Other generating facilities of the Bureau which contribute to the city's economic security include five hydro electric plants along the Los Angeles-Owens River Aqueduct and two steam plants.

DEPARTMENT OF WATER AND POWER

Vital Force in the Development of a Great Community

ADEQUATE, DEPENDABLE SUPPLIES OF CHEAP ELECTRICAL energy; an abundance of low-cost water. These are the contributions the municipally-owned water and electric systems have made to the building of the West's greatest metropolitan center. Thereon, inevitably, rests the assurance of continued community progress.

Not only has the city created here, in its Bureau of Power and Light, the greatest of municipal electric utilities, but it has also established rates lower than those of any city of comparable size in the United States. Knowledge that the community is prepared to meet the power requirements of industry, of whatever scope, is more than an invitation to industrial capital to locate here; it is one of the most impelling reasons why industrialists, seeking the development of western markets, cannot afford not to locate here.

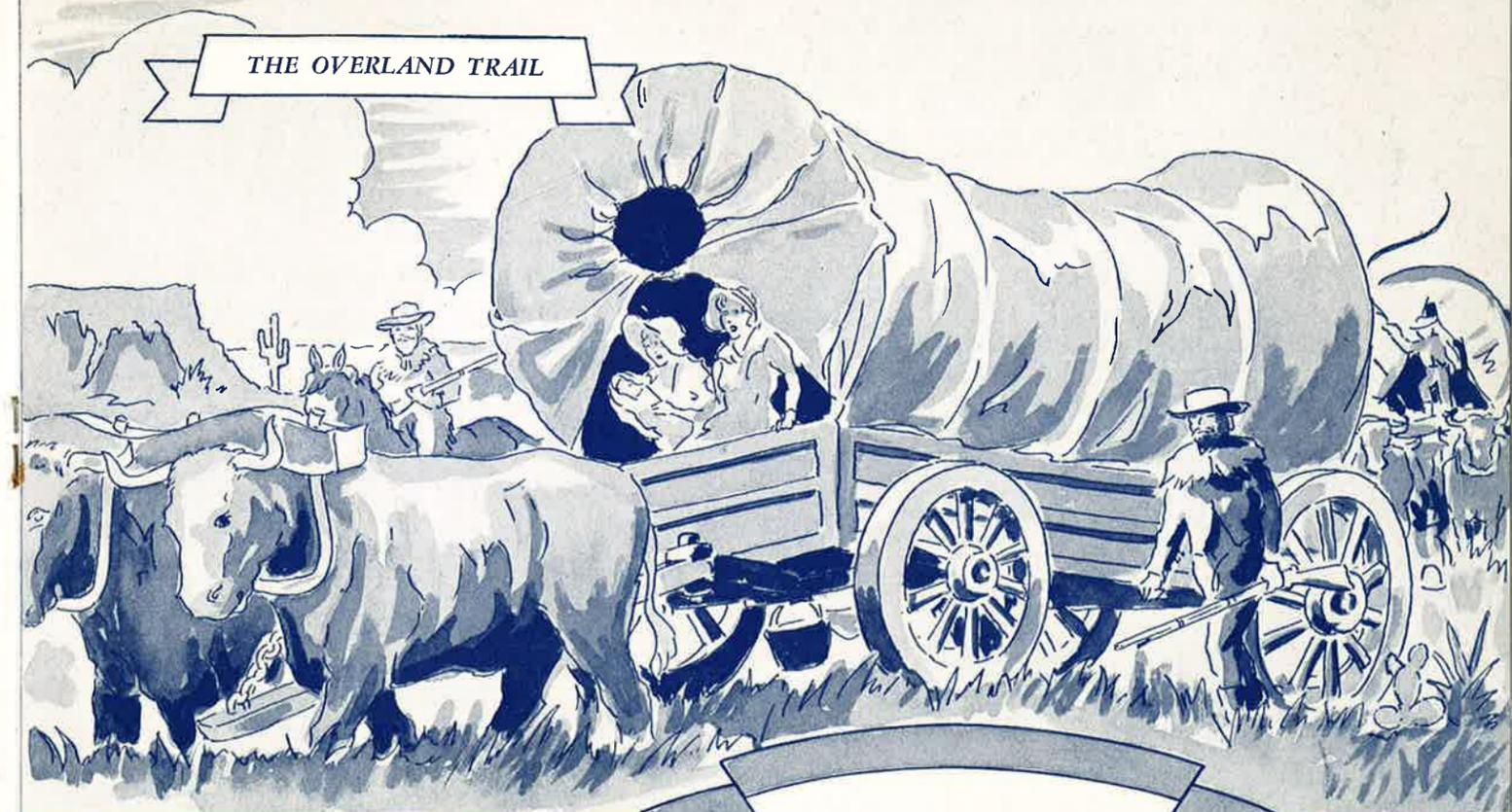
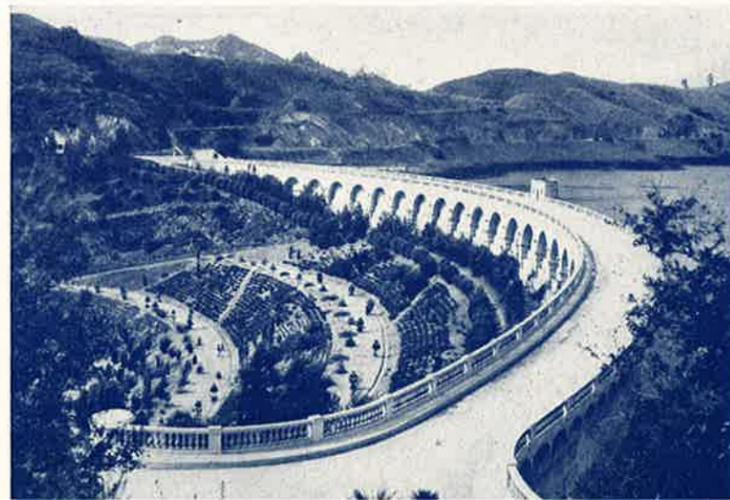
Water and power, two basic necessities of life, are joined in the common enterprise of community building. Water, from

the snow-capped High Sierra, has freed Los Angeles and its great valley farming centers from the uncertainties of seasonal rainfall. It has given assurance that the water requirements of industry are met even as are the requirements in the home, in business and in agriculture. To further augment the city's supply important construction works are now in progress, 50 miles north of the present High Sierra outpost, that will increase by forty per cent the flow of the Los Angeles-Owens River aqueduct.

To meet the city's increasing uses of electricity, a third 275,000-volt transmission circuit from the Boulder power plant is scheduled for immediate construction. The two existing power circuits from Boulder already are being operated at their 320,000-horsepower capacity.

Business, industry, capital, population—each must view with satisfaction so sound and encouraging a basis for wholesome expansion.

Hollywood Reservoir, located in the hills overlooking the world's motion picture center, is one of the many close-in water storage facilities of the municipal Bureau of Water Works and Supply and a point of scenic interest because of the beautiful landscaping. A system storage capacity of 175,000 acre feet, with an additional 163,000 acre feet in process of development, assures Los Angeles an adequate supply of water for all purposes. The distribution system, comprising over 4000 miles of mains, is the country's second largest.



Scene 1

First Episode

Overland Trail — 1849

The pathways of empire stretch westward . . .

This, then, is the Overland Trail, and its toll is the toll of death. For the weak—journey's end. For the strong, fame and fortune—and the El Dorado of their dreams.

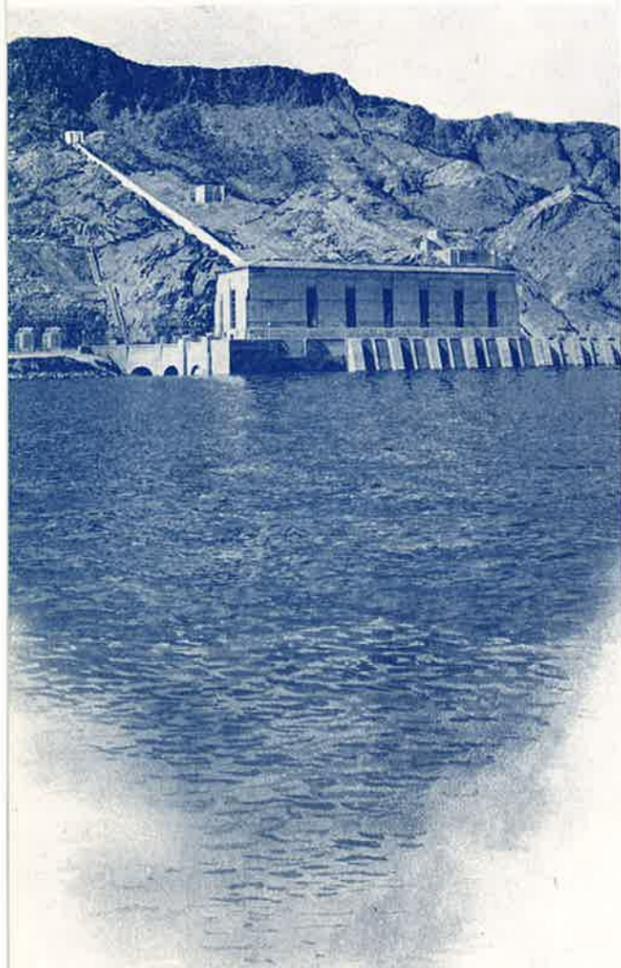
Second Episode

The Pony Express — 1850

St. Joseph, Missouri, to Sacramento, California

Ten miles to a horse, sixty miles to a rider; brave couriers these, and in their day reckoned swift and sure.

The THIRTEEN GOLDEN CITIES of the METROPOLITAN WATER DISTRICT of SOUTHERN CALIFORNIA



Aqueduct's Intake Pumping Plant

Construction of the Colorado River Aqueduct is now being completed by The Metropolitan Water District of Southern California. The aqueduct is the largest domestic water supply system in the world. It is 392 miles in length and includes 108 miles of hardrock tunnels.

Ultimately the aqueduct will have the capacity to deliver a billion gallons of water a day to the thirteen Southern California cities which comprise the District.

Through the building of the aqueduct the thirteen cities of the District have secured for their people an abundant, controlled, and everlasting supply of water.

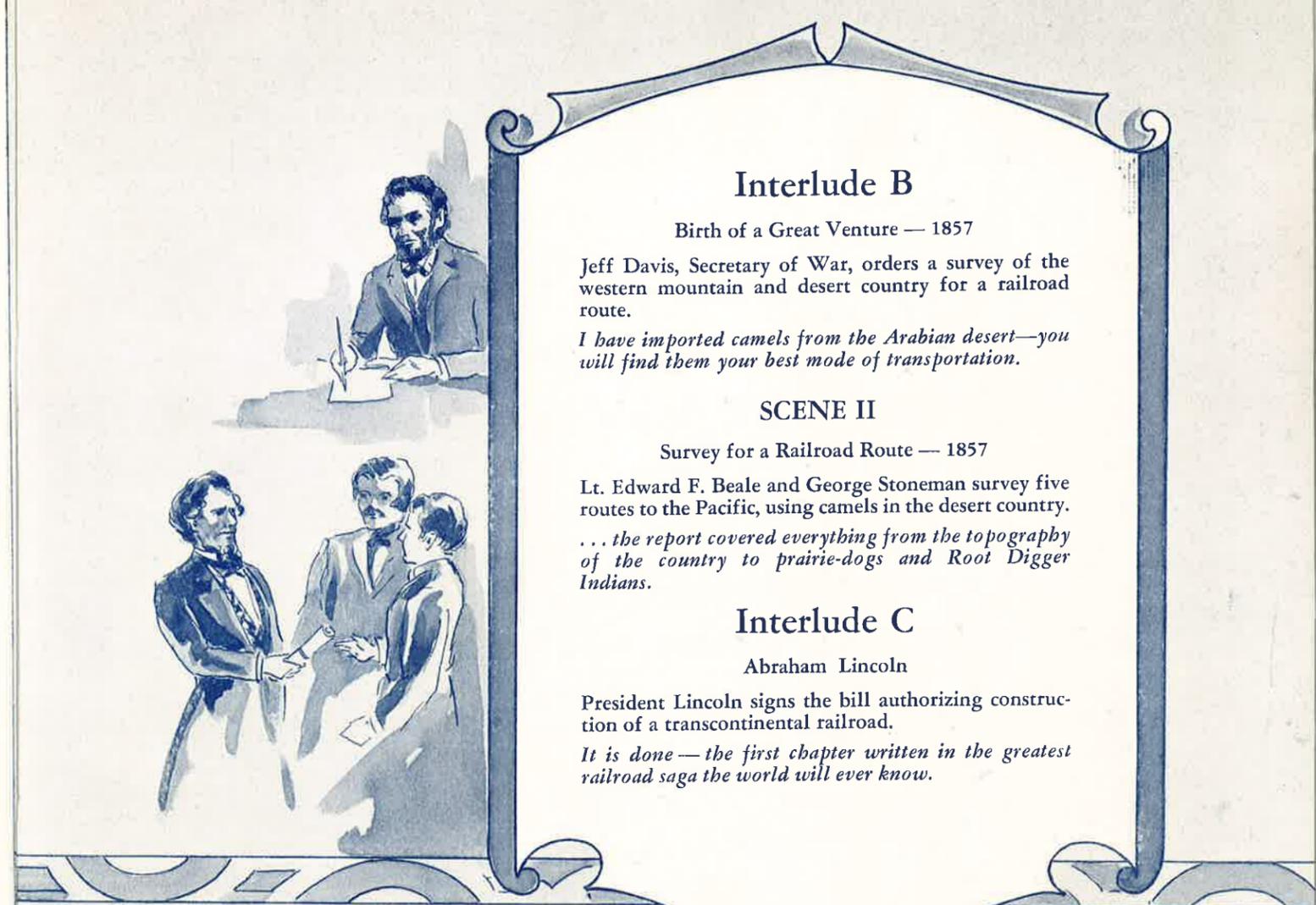
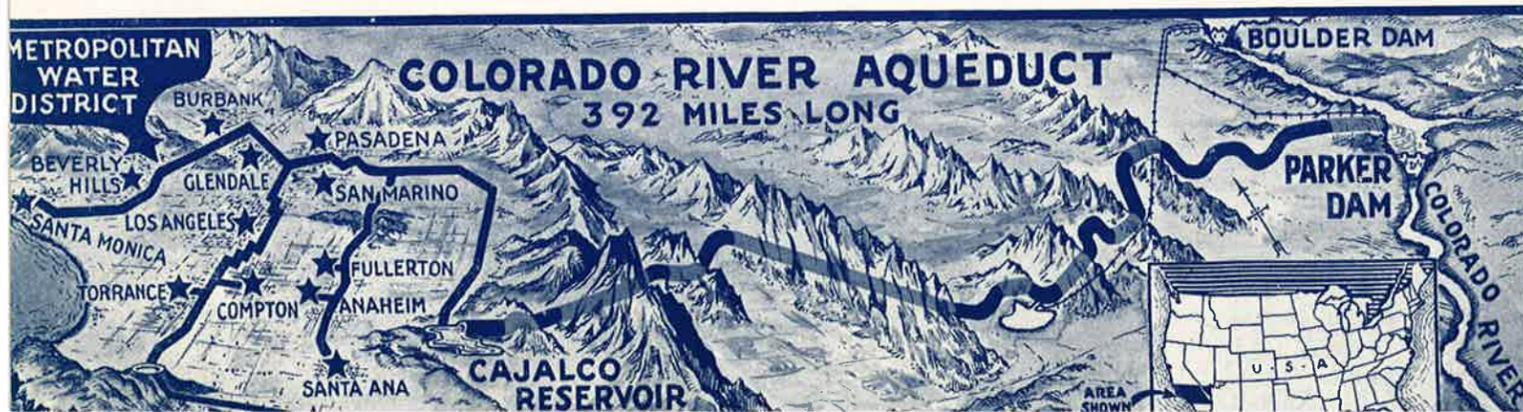
Work on the construction of the aqueduct was started in December, 1932. It will be ready for delivery of the first water onto the Coastal Plain late in 1939. More than 35,000 men were given gainful employment on the construction of the aqueduct.

With the aqueduct now about 95 per cent completed, it is evident that it will be built at a cost many millions of dollars less than the original estimates.

1 1 1

American railroads played an important part in the construction of the great aqueduct. More than 50,000 carloads of materials, supplies and equipment have been transported to the aqueduct job by railway carriers.

An abundant and everlasting supply of good water for Thirteen Golden Cities—shown on the map below.



Interlude B

Birth of a Great Venture — 1857

Jeff Davis, Secretary of War, orders a survey of the western mountain and desert country for a railroad route.

I have imported camels from the Arabian desert—you will find them your best mode of transportation.

SCENE II

Survey for a Railroad Route — 1857

Lt. Edward F. Beale and George Stoneman survey five routes to the Pacific, using camels in the desert country.

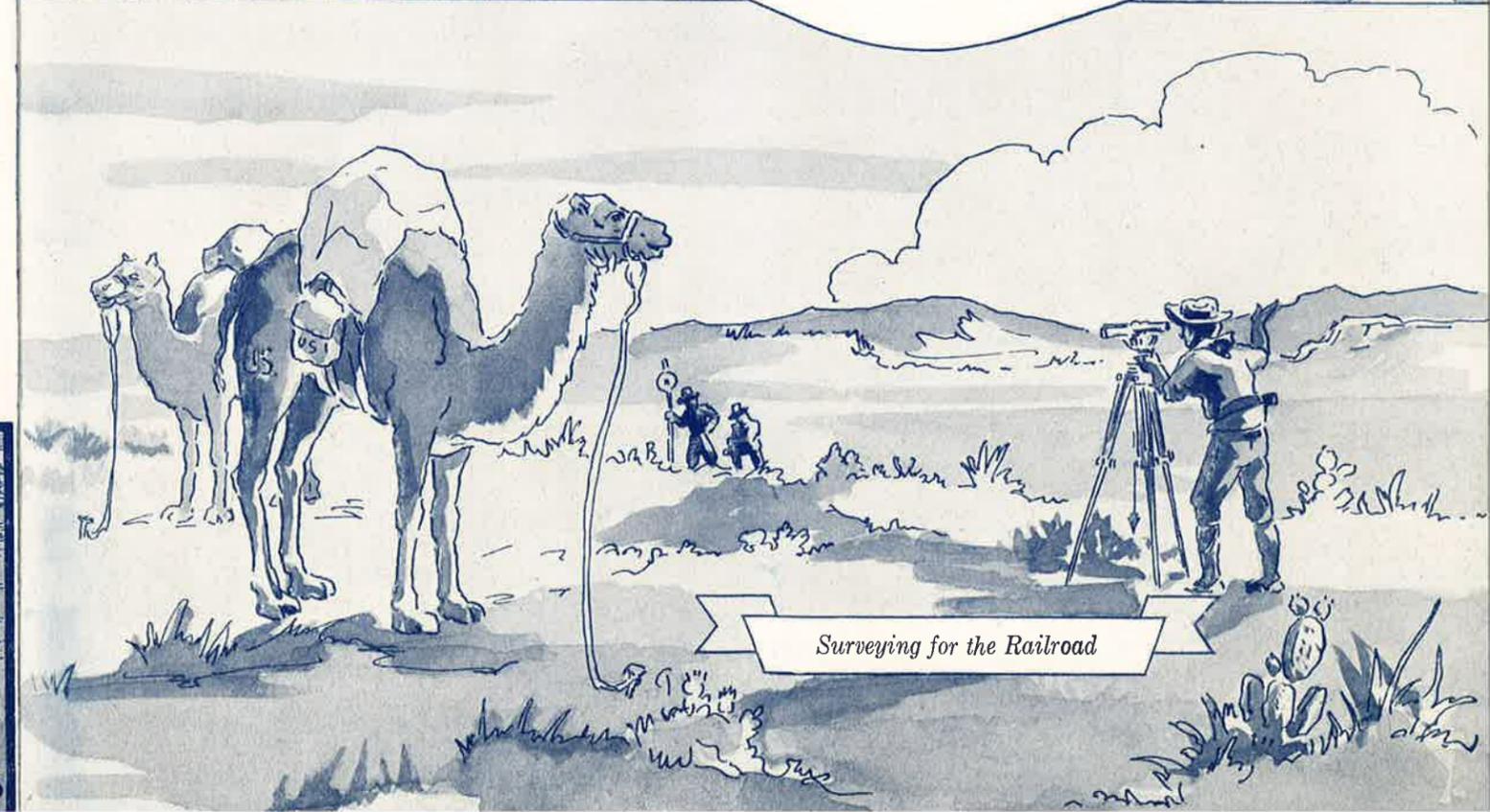
... the report covered everything from the topography of the country to prairie-dogs and Root Digger Indians.

Interlude C

Abraham Lincoln

President Lincoln signs the bill authorizing construction of a transcontinental railroad.

It is done — the first chapter written in the greatest railroad saga the world will ever know.



SCENE III

Promontory Point — 1869

The day is May 10, 1869; the place, Promontory Point, Utah. The Union Pacific Railroad, building from the East, and the Central Pacific from the West, will join hands, bind their rails together, and complete the first transcontinental railroad.

"The last rail needed to complete the greatest railroad enterprise in the world is about to be laid; and the last spike needed to unite the Atlantic and the Pacific is about to be driven."

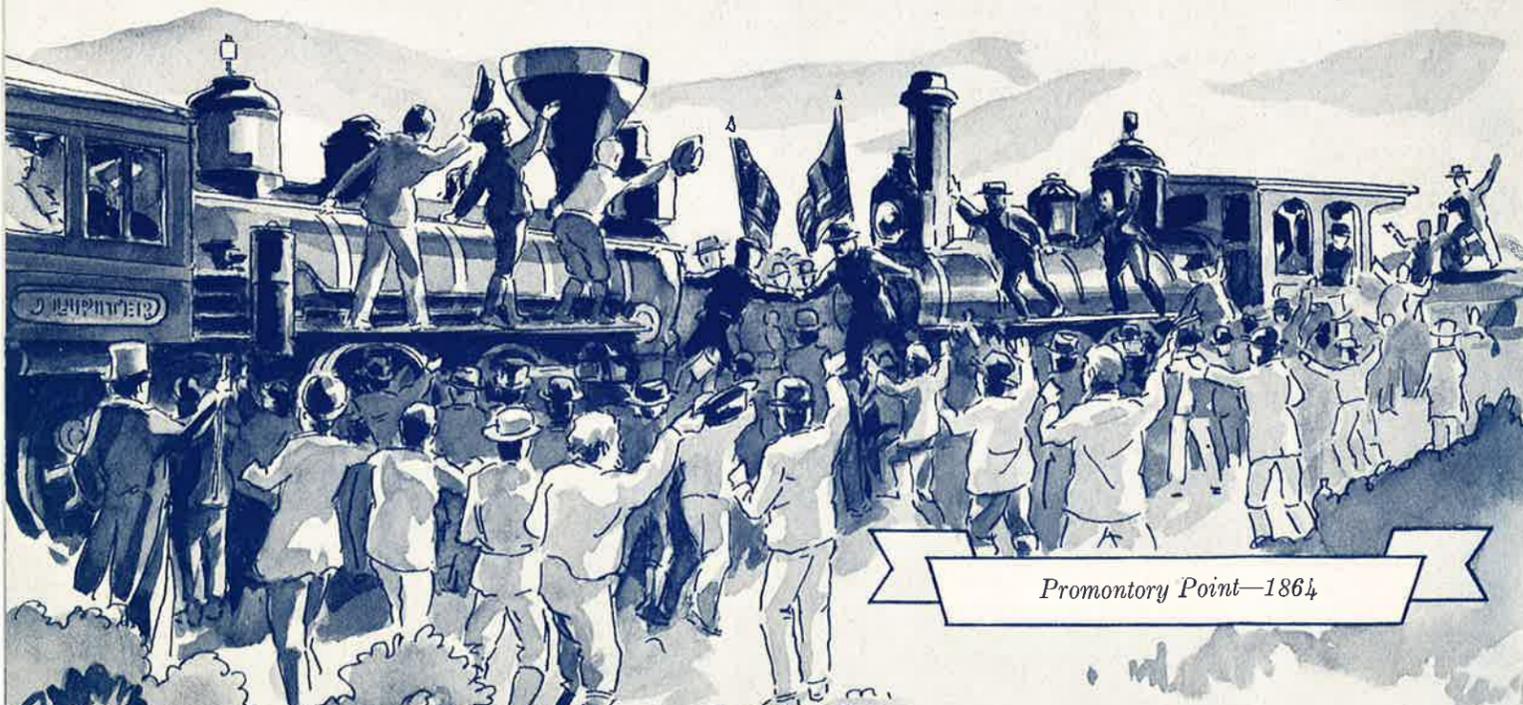
INTERLUDE D

William H. Seward, Secretary of State

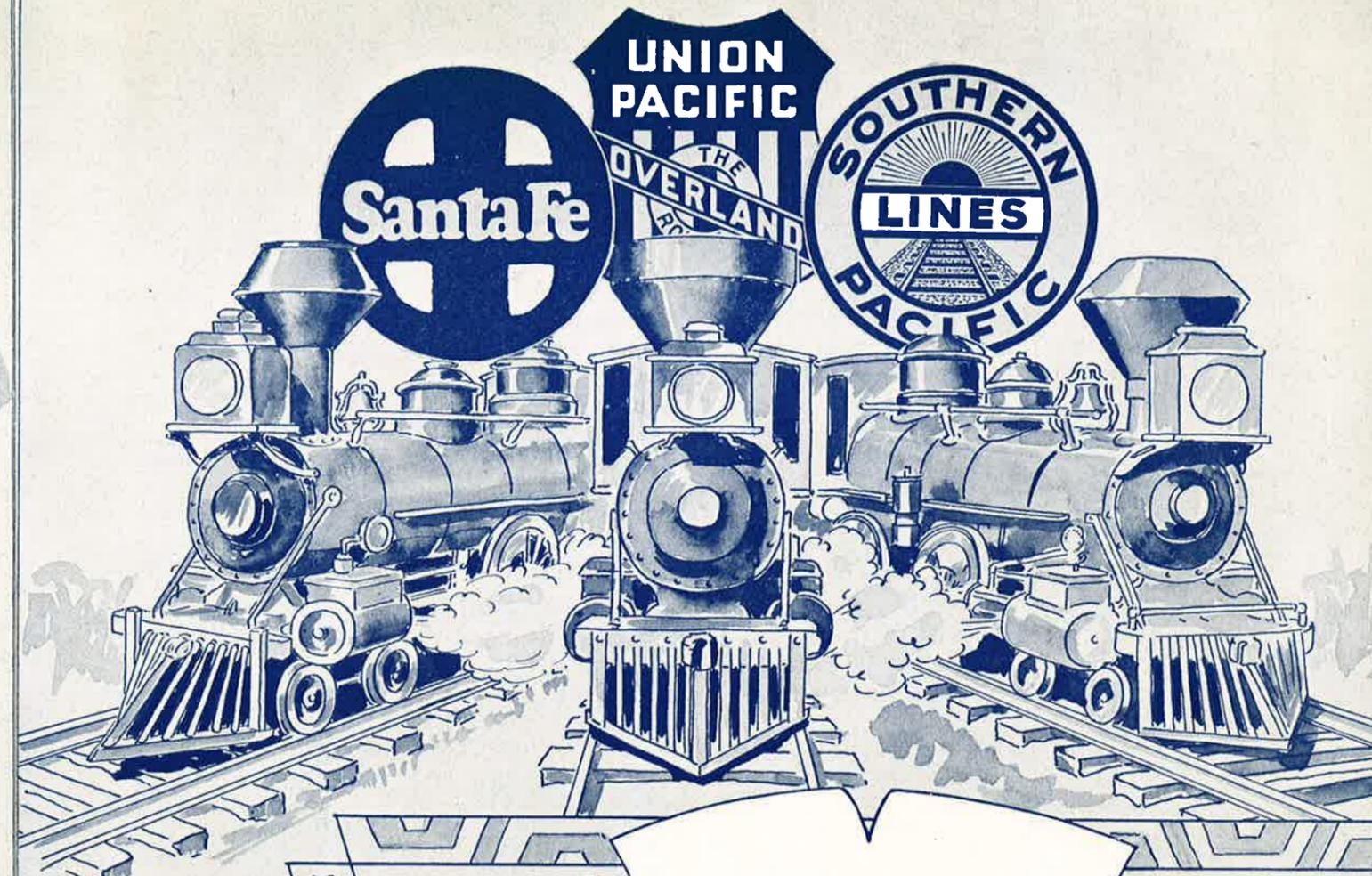
The first cabinet officer to visit Los Angeles comes in a stagecoach.

TELEGRAM

Promontory Point, Utah
May 10
The last rail is laid! The last spike is driven! The Pacific Railroad is completed! The point of junction is 1,086 miles west of the Missouri River and 690 miles east of Sacramento City.
Seward Stanford
Central Pacific Railroad
J. C. Durant
Union Pacific Railroad



Promontory Point—1864



The Railroads come to LOS ANGELES

EPISODE B

Controversy Over the Route
Citizens struggle for a main line connected with San Francisco and the East.

SCENE IV

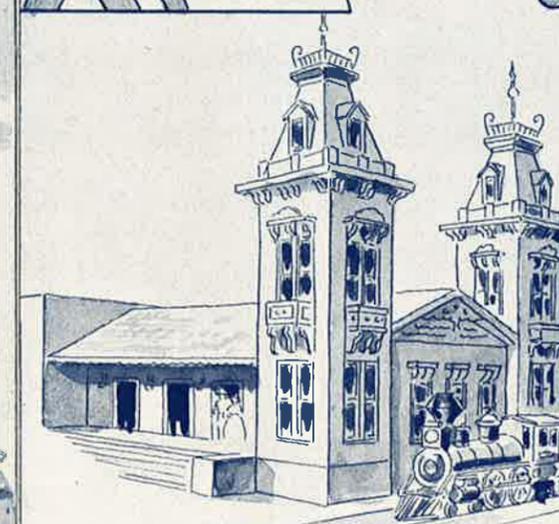
The Southern Pacific
On September the 6th, 1876, the first main line railroad entered Los Angeles.

INTERLUDE E

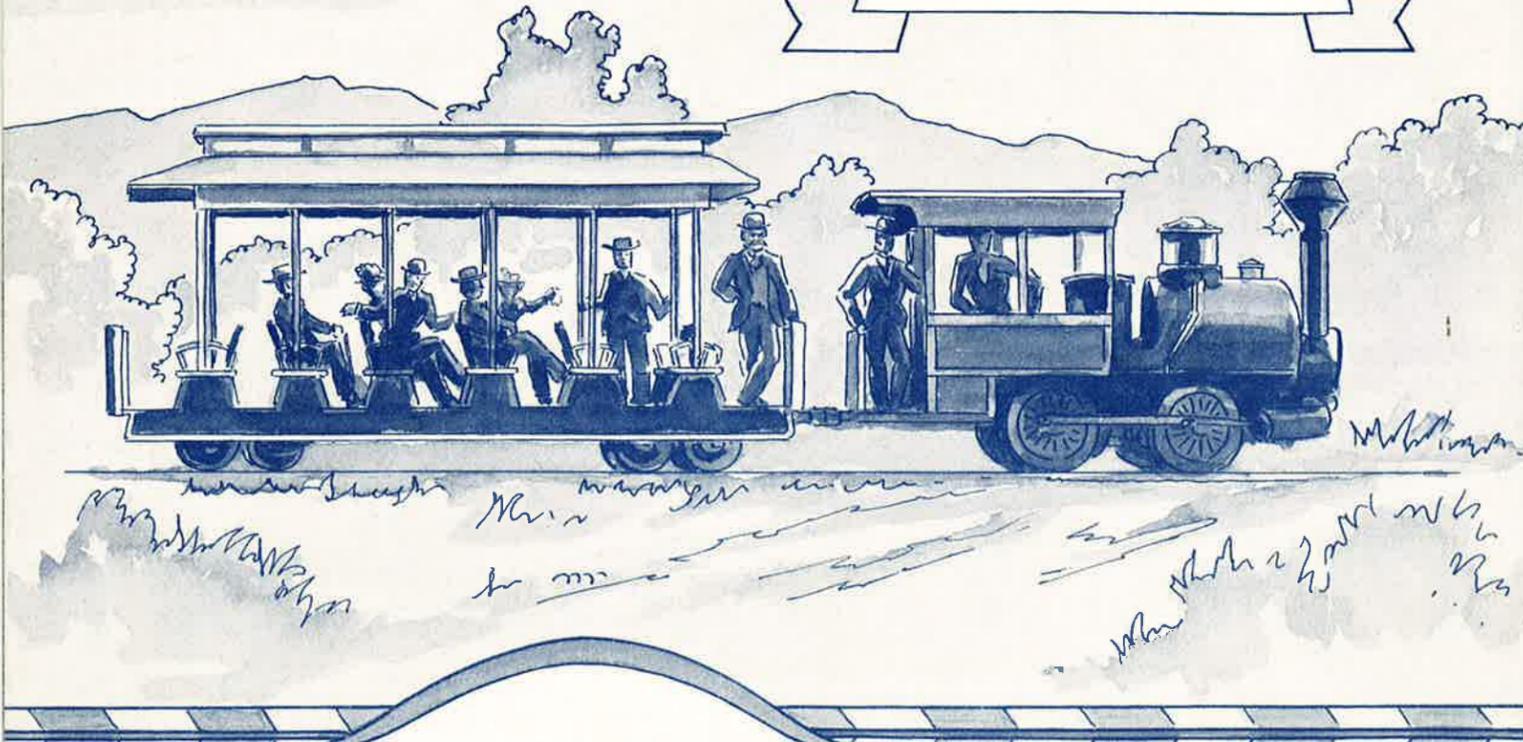
Cyrus K. Holliday Builds a Railroad
"My left hand is in Chicago, my heart is in Topeka, and my right hand in the Pacific."

SCENE V

The Santa Fe
The Santa Fe Comes to Los Angeles.
Rate War—one dollar from St. Louis to Los Angeles.
The Great Boom of the '80s is on.



Going Hollywood in the Gay '90's



INTERLUDE F

The Horse Car

"An elegant new mode of rapid street transportation."

SCENE VI

The Gay 'Nineties

"Light and gay . . . Bustles and Derbies and a Bicycle built for two . . . the Horseless Carriage comes to town."

SCENE VII

The Union Pacific

"A prophecy come true . . . not one, but three great trunk-line railroads now link Los Angeles and the West with the Eastern seaboard."

GRAND FINALE

**RAILROADS
BUILD THE
NATION**



THE UNION STATION
and the
CIVIC CENTER

Completion of the Union Station as a part of the Los Angeles and County Civic Center is a highly important step toward completion of this great project as a whole.

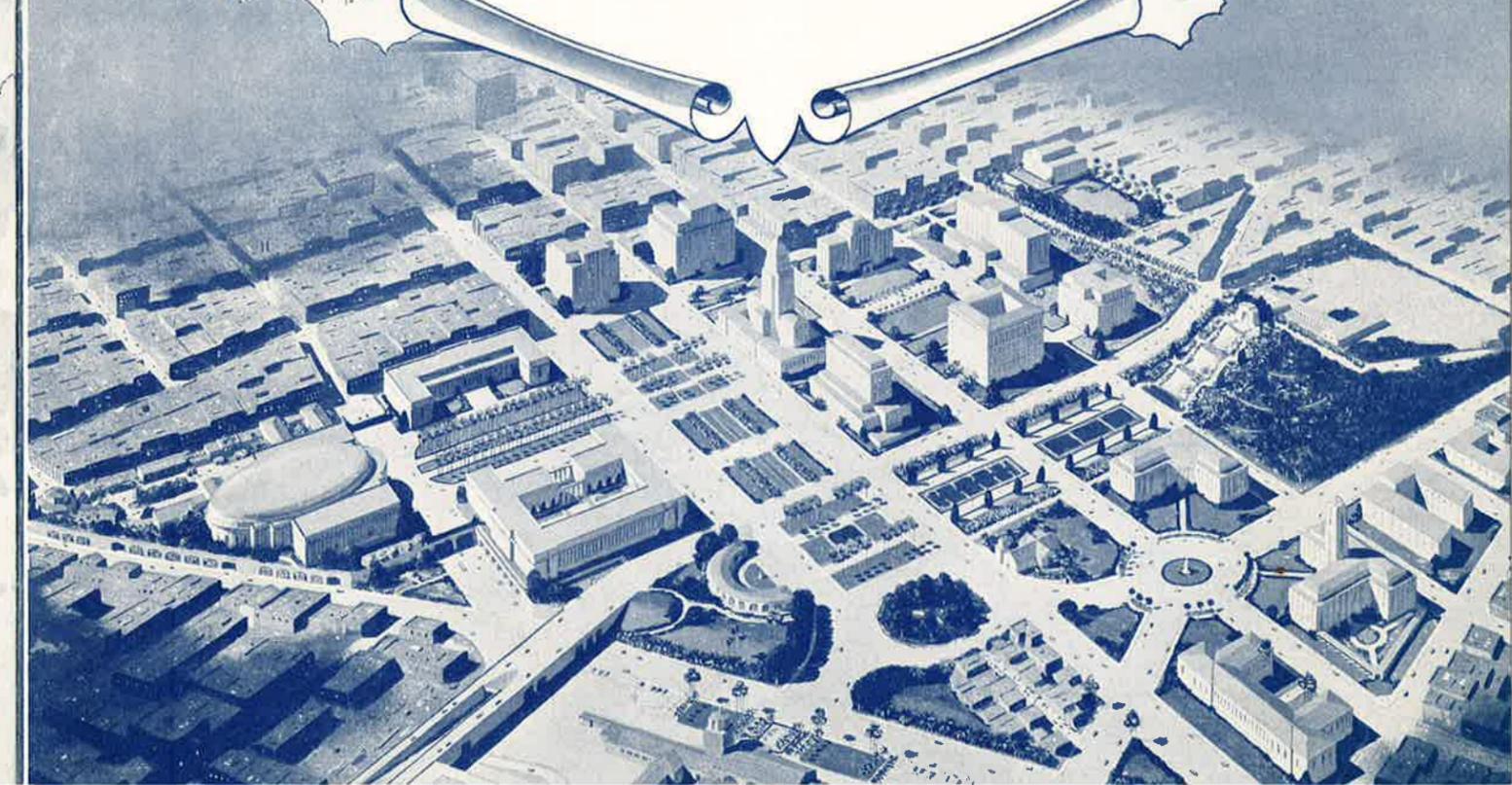
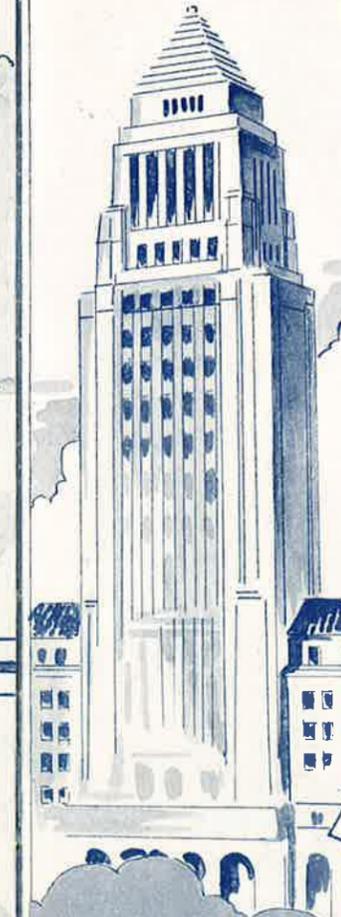
The Union Station is a monument to far-sighted community planning. It has been built to meet the needs of public service by coordinating the huge machinery of its operations—miles of tracks, hundreds of switches and spurs—with all other types of metropolitan traffic. At the same time its location, architecture and landscaping have been designed so as to form a harmonious unit of the Civic Center.

The full development of the Civic Center is a work of many years. Today it includes four splendid modern buildings—the United States Post Office and Court House, the California State Building, the Los Angeles County Hall of Justice, the Los Angeles City Hall. Adjacent to the Union Station the new three-million-dollar Working Post Office is under construction.

Between the Union Station and these other monumental structures—whose total value amounts to \$40,000,000, lies an area occupied by old, outmoded buildings and narrow streets. The work of the future will be to clear and improve this section under a comprehensive, unified plan. Avenues which will carry the great volume of traffic to and from the Union Station must be opened.

The railroads have constructed the Station in a way which not only meets actual requirements, but realizes what is ideally desirable. It is a challenge to the community to complete the Civic Center accordingly.

The work of the railroads in the Civic Center is finished. It is now the duty of the community to fulfill its share of this vital civic enterprise, in order that the values already created here may be conserved and enjoyed to the fullest extent by all the future citizens of the Southland. During the three days of this celebration you are cordially invited to visit each of these public buildings, where open house is being held, to see for yourself.



THE LOS ANGELES UNION STATION

In presenting the new Union Station we give you America's newest rail terminal. It marks another milestone of progress for all Southern California. Architecturally beautiful and typically Californian in aspect, the new depot is both spacious and ultra-modern in every facility of equipment and design.

The Los Angeles Union Station is the result of a twenty-five-year endeavor to consolidate and improve facilities for handling the countless thousands who daily come and go via rail. It is a magnificent gift to the community—a monument to railroad enterprise. Built at a cost of \$11,000,000 by the three great railroads which serve the Southland—Santa Fe, Southern Pacific and Union Pacific—the new terminal will serve as a fitting welcome to all who travel by rail. The physical setting of the entire achievement bespeaks the glamor of the Southland. Newcomers will see trees—orange, olive, palm and pepper—rooted in native soil.

Buildings, tracks and ramps cover an area of 48 acres. The station building itself extends 850 feet along Alameda Street. Its tower rises a full 125 feet above pavement level. The ceiling of the main waiting room towers 50 feet in height. The entire area of the main building is 78,019 square feet with an additional 199,549 square feet being utilized by baggage and express units. To accommodate the motorists there is provided a sub-surface garage capable of housing 124 automobiles with further surface area adequate to the parking of 478 additional cars.

The great entrance vestibule opens upon impressive halls with magnificently arched ceilings and mosaic floors created from marble imported from Vermont and Tennessee and far-off Belgium, France and Spain. These, artistically combined with Montana travertine are suggestive of immense carpets. Over-door and window panels are created in French marble. Belgian black marble, tile wainscot and travertine form a border on the walls. Painted ceiling panels and trusses conform in tone and design. All woodwork throughout is fashioned from genuine American black walnut. Grilles are of wrought iron, bronze trim for doors and windows with the balance of metal work in satin finish aluminum.

Every detail from start to finish has been designed for maximum safety, comfort and efficiency. Waiting room seats are leather upholstered and arranged to relieve the customary monotony of the usual settees. They are grouped to afford the most pleasing views into the patios.

Along with being the nation's most outstandingly attractive railroad station it is also one of the most workable, greatly facilitating the movement of traffic. Train gates open onto a concourse located beneath the tracks. Ramps lead upward to eight separate passenger platforms each of which is bounded on both sides by a set of tracks. Thus is provided 16 sets of tracks each capable of 12 to 20 passenger coaches. Beside these there are 8 sets of tracks for mail, baggage and express, 5 additional sets for private cars, 3 engine release tracks, 1 storage track and 6 tracks for switching facilities—making a grand total of 39 sets of tracks.

Sixty complete trains with 7000 or more passengers will be handled daily. Eight additional trains will arrive and depart twice each week.

All switches are controlled from a three-story master tower by a central electric-pneumatic plant. The latest improved devices make it impossible to direct trains over conflicting or occupied routes. In case of unexpected emergency, a gasoline-propelled generator is constantly in readiness. This complete system integrates with a second tower located at the Los Angeles River and Alhambra Avenue. A modern loudspeaker communication system keeps levermen constantly advised of all train movements. Distant microphones permit approaching trains to identify themselves several minutes before they become visible.

Being adjacent to the Civic Center, only three blocks distant, the Union Station will eventually be connected by a broad parkway with a group of monumental new buildings of the City and County of Los Angeles, the State of California and the United States Government. A small terraced park will lead tourists directly into the picturesque historical quarter where is located the old Plaza, Church of Our Lady Queen of the Angels and Olvera Street.

HONORARY DIRECTORS and COMMITTEE CHAIRMEN of the UNION STATION CELEBRATION COMMITTEE

HONORARY DIRECTORS

HON. CULBERT L. OLSON
Governor of the State of California
HON. HIRAM W. JOHNSON
United States Senator
HON. SHERIDAN DOWNEY
United States Senator
HON. RAY C. WAKEFIELD
Pres., California Railroad Commission
HON. MARION M. CASKIE
Chm., Interstate Commerce Commission
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Interstate Commerce Commission
Washington, D. C.
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