

TENTATIVE OUTLINE
FOR A
PARADE AND CELEBRATION TO COMMEMORATE
THE OPENING OF THE NEW UNION PASSENGER TERMINAL
AT
LCS ANGELES, CALIFORNIA.

Suggested and Prepared by the
Los Angeles County Development Committee
920 Subway Terminal Building
MUTual 7167

Los Angeles has waited twenty-five years for a Union Passenger Station. Next month it will be completed: When its doors are thrown open, the people of this community will learn that we have here one of the finest and most complete railroad stations in the country. It represents an investment of \$11,000,000 on the part of three railroads, the Southern Pacific, Union Pacific and Santa Fe. Its early California architecture appropriately represents our historical background: Its interior, done on a magnificent scale, represents the last word in modern convenience and beauty. It is a structure of which any city might well be proud.

The opening will bring a new era in the history of rail transportation in Southern California, and is an occasion which should be marked by a fitting civic celebration which will attract many thousands of people to the station, where they can see the beauty and efficiency of the new building and grounds. At the same time they will see for themselves that the unstylishly surroundings which now exist are most unworthy of such a fine structure, and this realization will be of immeasurable aid in enlisting public support for any plan later evolved to rectify this condition.

The following is a tentative outline for a novel, interesting and historical parade and celebration which will merit nation-wide publicity through magazines, press, radio, newsreels, etc. The plan is not final, but gives a general idea of the great possibilities we have for making this a very outstanding civic event which will show Los Angeles' appreciation of this great improvement which the Railroads have given Southern California, and focus the eyes of the world on the fact that we now have a new "front door" which is one of the best in the world.

TENTATIVE OUTLINE FOR A PARADE AND CELEBRATION
TO COMMEMORATE THE OPENING OF THE NEW UNION PASSENGER TERMINAL
AT LOS ANGELES, CALIFORNIA.

1. 1781 - Felipe de Neve coming to Los Angeles
 2. 1825 - Carretas, with an escort of Californians on horseback.
 3. 1835 - Micheltorena Carriage. (First carriage in California)
 4. 1849 - Covered Wagons.
 5. 1850 - Stage Coach
 6. 1857 - U. S. Mail carried by camels
 7. 1860 - Pony Express
- Units in the Evolution of Transportation to Los Angeles

SECTION II

1. Los Angeles Police Post, American Legion Colors and Guard
2. Los Angeles Police Post Drill Team
3. Los Angeles Police Band
4. Grand Marshal and Parade Committee
5. City Officials, Los Angeles Motorcycle Escort
6. County Officials, Los Angeles County Motorcycle Escort
7. State Officials, California Highway Patrol Escort
8. Federal Officials and Escort
9. Railroad Officials, Los Angeles Police Motorcycle Escort
10. Union Pacific Band
11. Theme Float "Railroads Built The Nation"

SECTION I

PARADE
 "RAILROADS BUILT THE NATION"

8. 1869 - (a) Float : showing depot of the Los Angeles and San Pedro Railroad at Alameda and Commercial Streets.
 - (b) Engine "San Gabriel" and Train. 1869

(c) Velocipedes.
 (d) Various types of carriages
 (e) Desert freighters - Twenty Mule Team
 (f) Burros

(Of
 {
 The
 }
 Period

9. 1869 - (a) Float: driving Golden Spike of the Pacific Railroad at Promontory, Utah.
 (b) "Collis P. Huntington" Engine and train

(c) Carriages of the period.

10. 1869 - First Street Railway (Horse drawn)

11. 1875 - Float: railroad depot of the Los Angeles and Independence Railroad on San Pedro Street, near Wolfskill Lane.
 Train of Los Angeles and Independence Railroad.

12. 1876 - (a) Float: "The Linking of Los Angeles and San Francisco" at Lang, California.

(b) Engine and Train

(c) Band (costumed like the one that played at the time)

13. Cable cars and float: "Boyle Heights Welcomes Cable Railway".

14. 1886 - First electric street railway car

15. 1887 - Float: Santa Fe Railroad's first depot.

16. 1887 - Engine "L. Severy No. 354" and train.

SECTION II (continued)

18. 1888 - Steam dummy line to Hollywood, the engine and train. High bicycles and carriages of the period.
19. 1889 - Float: Replica of the first locomotive built in Los Angeles by the Baker Iron Works "The Providencia" (15 tons)
20. 1889 - (a) Float: Pasadena railroad station.
(b) First Union Pacific Railroad train over the Pasadena railroad tracks.
21. 1894 - (a) First electric interurban, the Los Angeles Consolidated Electric Railroad.
(b) Safety bicycles and tandems.
(c) Tallyho.
22. 1898 - (a) Float: San Pedro and Salt Lake Railroad depot.
(b) First train.
23. 1898 - First automobiles.
24. 1900 - (a) Float: "Automobile Club of Southern California organized."
(b) Series of early automobiles.
25. 1909 - Pacific Electric Railroad.
Cars of that period.
26. 1910 - Float: "First Air Meet in America" held at Dominguez Field January 18, 1910.
27. 1912 - Electric street car of the period - Los Angeles Railway Company.
Float: Southern Pacific Arcade Station
Float: Santa Fe Railroad Station.
28. 1920 - Engine and train of the period - symbol of all railroads.
29. 1922 - Interurban buses of the period.
30. 1939 - Modern Bus.
31. Streamline Trains.

A PAGEANT OF PRESIDENTS
(Temporary Title)

The following is a tentative outline of a pageant to be presented in celebration of the opening of the Los Angeles Union Passenger Terminal, and to be enacted with practical equipment on the tracks of the station in the area between Shed No. 1 and the station proper.

It will be colorful and a romantic production based on outstanding events in the history of the railroads as related to Los Angeles, and the coming of United States Presidents to the West by rail, showing the actual engines and trains used in each case, or accurate replicas of the same.

The following is a preliminary suggestion, not intended as a final program in all details, but shows the possibilities which may be developed. It is based on accurate historical research. Even the remarks quoted are of actual historical record.

The incidents will be portrayed in a rapid sequence of short scenes.

P A G E A N T

Introduction--Male chorus of railroad workers singing theme song

"I've Been Working on the Railroad". Interspersed throughout the

production thereafter will be historic songs inspired by railroads

and railroading, including of course "Casey Jones" and similar

classics of the rails.

Scene 1. Period of 1840 -- in Washington.

In the United States Senate, Daniel Webster makes his historic

remark that he wouldn't vote a penny to bring the west coast an inch

nearer Washington, in other words, to improve communications, because

the western country wasn't worth it.

Scene 2. Period of 1879 -- on the plains.

Around a covered-wagon campfire, overland pioneers argue that a

railroad across the country would be a fine thing, but cannot be ac-

complished in their lifetimes, if ever.

Scene 4. 1857 - on the plains.

Lieutenants E. F. Beale and George Stoneman conduct the survey for a railroad, using for their own transportation camels marked with a U. S. brand.

Scene 5. July 1, 1862 - Civil War days in Washington.

At the White House, President Abraham Lincoln signs the bill to create the Pacific Railroad, linking east and west.

Scene 6. September 21, 1869 - the Bella Union Hotel, Los Angeles.

Secretary of State William H. Seward, first cabinet officer to visit

Los Angeles, is serenaded by a military band and makes a speech, saying

that California, if yet patient, will one day see, not only one, but three

railroads linking the West and East.

Scene 7 - 1869 - Los Angeles

The first railroad in Southern California, from Los Angeles to the

Harbor is opened. Phineas Banning shows off the pioneer engine, the "San

Gabriel" and grows poetical about it as he says "There is magic in the

wild shriek of the swift-running locomotive..." Other citizens, however,

predicted that this enterprise would bankrupt Los Angeles County.

Scene 8 May 10, 1869 - in Washington.

President Ulysses S. Grant receives a telegram saying "Sir, we have

the honor to report that the last rail is laid, the last spike is driven".

Scene 9. May 10, 1869 -- at Promontory, Utah.

The dramatic scene of driving the Golden Spike in a tie of California Laurel completes the transcontinental railroad. Two engines, one from the east and one from the west, meet to symbolize the event, in the presence of a picturesque crowd of people.

Scene 10 - 1876 -- Los Angeles.

Heated controversy between public and railroad authorities over bring-

ing the railroad to Los Angeles from San Francisco. The railroad company plans to build the line direct to San Bernardino from Tehachapi, making Los Angeles merely a branch connection -- off the main line.

General Stoneman recalls making the first survey for a transcontinen-

tal road nineteen years before, and declares it will be impossible to put a railroad tunnel through the mountains beyond San Fernando. Another

peessimist says the winter rains will cause it to cave in. Senator Leland Stanford replies that it is "too damned dry in Southern California for

any such catastrophe."

Scene 11 - September 1876 - Lang Station, near Newhall.

Celebration in honor of completion of the main line from San Francisco.

bringing the transcontinental road to Los Angeles. Chinese coolies line up along the tracks with shovels at attention, a brass band plays, as the first train passes by.

Scene 12 -- Los Angeles -- The Great Boom.

The Santa Fe has come to Los Angeles. Rate war! One dollar from St.

Louis to Los Angeles. The first tourists! The Great Boom of the 'eighties

is on!

A PAGEANT OF PRESIDENTS

(CONTINUED)

-4-

Scene 13 - August 1880 -- Los Angeles.

President Rutherford B. Hayes arrives, the first United States Presi-

dent to visit Los Angeles.

NOTE: In this and the following scenes, each President makes a few remarks typical of his times and character.

Scene 14 - April, 1891 -- Los Angeles

President Benjamin Harrison visits Los Angeles.

Scene 15 - May, 1901 -- Los Angeles

President William McKinley arrives in Los Angeles.

Scene 16 -- May, 1903 -- Los Angeles

President Theodore Roosevelt.

Scene 17 etc: Arrivals of successive United States Presidents can fol-

low as desired, showing style of trains which brought Taft, Wilson, Hard-

ing, etc., respectively.

Finale -- 1939.

The pageant closes with the appearance of three stream-line trains

bearing the presidents of the three railroads responsible for the Union

Station.