

Union Station Celebration Committee

★ ★ OPENING CEREMONIES MAY 3, 4, 5, 1939 ★ ★

920 Subway Terminal Building . Mutual 7167

LOS ANGELES, CALIFORNIA

April 29, 1939

Address All Communications to
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To all Committee Members:

An official reviewing stand and stage for the parade and ceremonies to be held May 3, 1939, starting the three-day celebration to mark the opening of the new Union Station, will be erected on the Union Station grounds. This will be the most advantageous point from which to see the parade as well as the formal dedication immediately following it. These ceremonies will be nationally broadcast by radio and newsreel.

The official reviewing stand will be reserved especially for the railroad presidents, Federal, State, County and City officials and other distinguished persons who will be our honored guests. All remaining seats in this stand will be \$2.50 each, and will be reserved for members of the Committee and their guests, up to May 1,

We believe that this charge will meet with the approval of all, inasmuch as no contribution of any kind has been requested of the individual sponsors of the Union Station Celebration. No obligation is implied in the present invitation to take these seats. Your participation in this way, however, will be a valuable assistance, and will enable you and your guests to enjoy in comfort an outstanding parade spectacle, in honor of an occasion of unique importance.

Please make reservations as soon as possible. Seats will be allotted in the order received. Mail your check to the Union Station Celebration Committee, 920 Subway Terminal Building, Los Angeles.

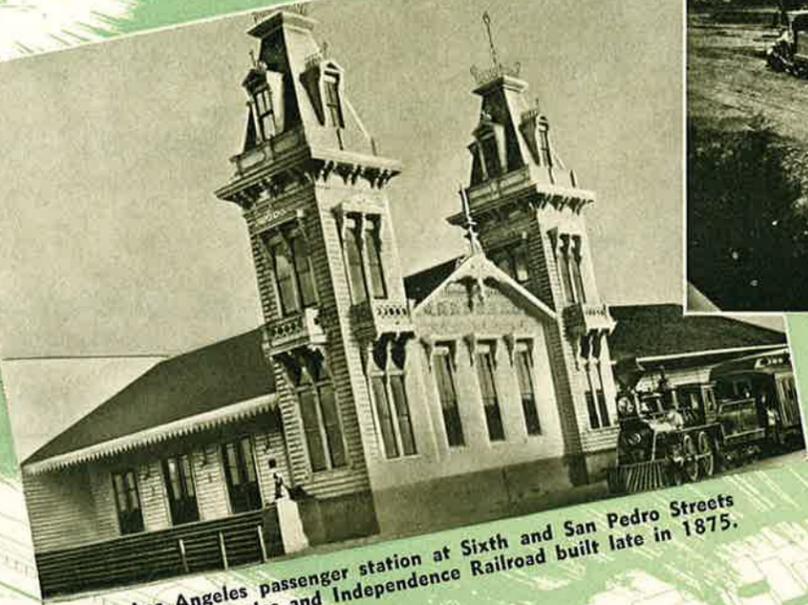
Thank you for your cooperation.

Very sincerely yours,

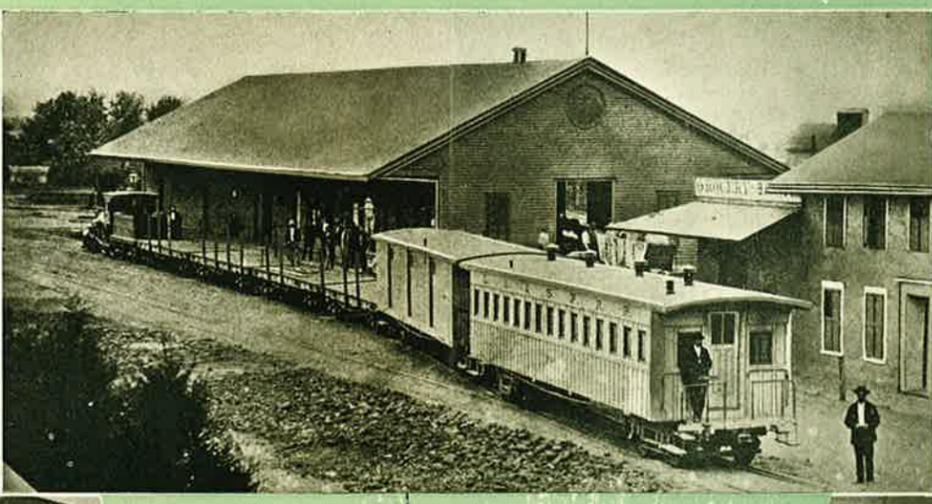
Henry W. O'Melveny
General Chairman

RAILROADS BUILD THE NATION

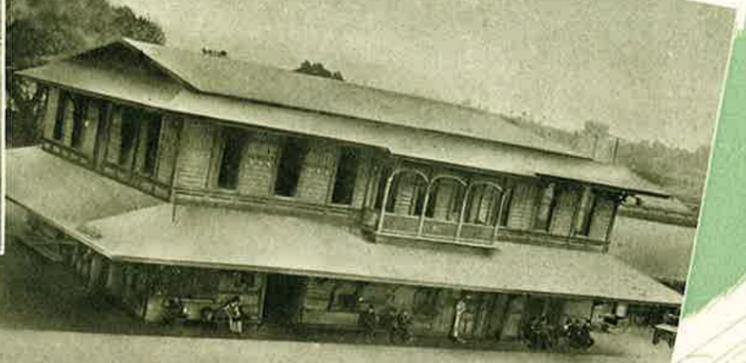




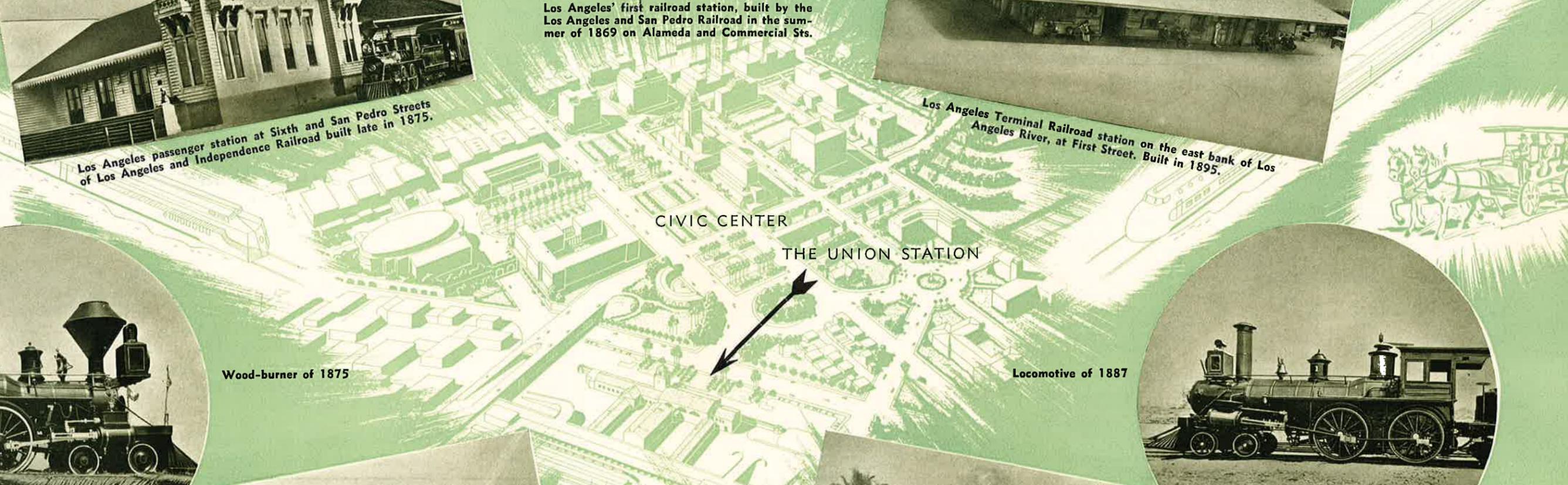
Los Angeles passenger station at Sixth and San Pedro Streets of Los Angeles and Independence Railroad built late in 1875.



Los Angeles' first railroad station, built by the Los Angeles and San Pedro Railroad in the summer of 1869 on Alameda and Commercial Sts.



Los Angeles Terminal Railroad station on the east bank of Los Angeles River, at First Street. Built in 1895.

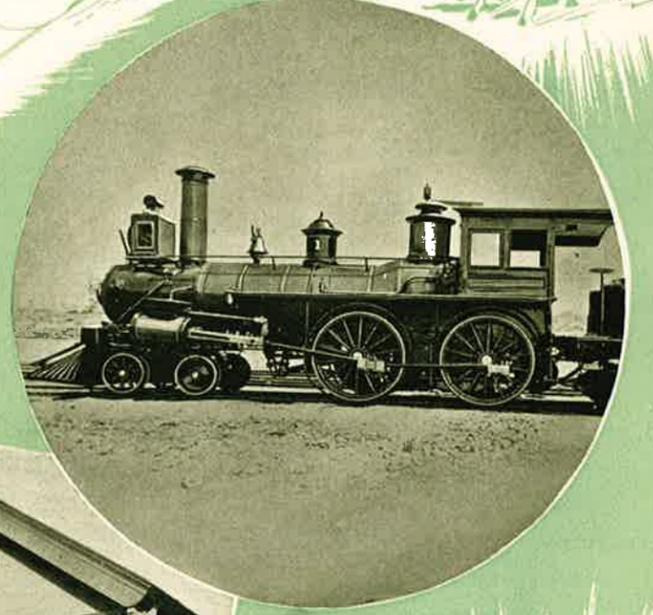


CIVIC CENTER

THE UNION STATION



Wood-burner of 1875



Locomotive of 1887



"Le Grande" Station—at Second Street and Santa Fe Avenue—which has served Los Angeles since 1893.



THE LOS ANGELES UNION STATION

Typically Californian, beautiful and spacious, ultra-modern in equipment, the Los Angeles Union Station is a magnificent gift to Los Angeles and Southern California, built at a cost of \$11,000,000 by the Santa Fe, Southern Pacific and Union Pacific railroads. It fulfills hopes of many years, and in it arriving visitors will find a setting which typifies the glammers of the Southland. They will see orange trees, rooted in native soil, palms, olives and peppers.

Buildings and tracks cover 40 acres of ground. The station extends 850 feet along Alameda Street, and its tower rises 125 feet above the pavement. The ceiling of the waiting room is 50 feet in height. The area of the main building is 78,019 square feet, and 199,549 square feet in addition is occupied by baggage and express units. There is sub-surface garage for 124 automobiles, surface parking for 478 cars.

A great entrance vestibule opens on impressive halls and arches. Floor mosaics combining marbles from Vermont, Tennessee, France and Spain with Montana travertine, suggest vast carpets. Over doors and windows are panels of French marble. Belgian black marble, a tile wainscot, and travertine form a border on the walls and painted ceiling panels and trusses repeat the same tones. The woodwork throughout is American black walnut. Wrought iron grilles, bronze trim for doors and windows, satin finished aluminum are metals used.

Every detail is planned for maximum safety, efficiency and comfort. Waiting room seats upholstered in leather, instead of monotonous settees, are arranged in groups and afford views into the patios.

It is the most attractive railroad station in the country, and one of the most workable. Train gates open on a concourse beneath the tracks. Ramps lead upward to eight passenger platforms, each with a track on either side, making 16 train tracks, with a capacity of 12 to 20 passenger coaches apiece. There are eight tracks for mail, baggage and express, five for private cars, three engine release tracks, one storage track and six for switching, a total of 39.

Sixty trains and some 7,000 passengers daily will be handled. Eight additional trains will run twice a week.

All switches are controlled from a central electric-pneumatic plant in a three-story tower, so that it is impossible to direct trains over conflicting or occupied routes. Switches are moved by compressed air controlled by electrically operated valves. In case of emergency, a gasoline-driven generator is ready. This system integrates with a second tower at the Los Angeles River and Alhambra Avenue, and a loud-speaker communication system keeps levermen advised of train movements, while distant microphones allow approaching trains to identify themselves minutes before they come into sight.

The Union Station is adjacent to the Civic Center, and eventually a broad parkway will connect it with the group of monumental new buildings of City and County, State of California and United States Government, three blocks away, while a small terraced park will lead tourists directly into the picturesque quarter where the old Plaza, Church of Our Lady Queen of the Angels and Olvera Street perpetuate Los Angeles' historic background.

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A NON-PROFIT CIVIC ORGANIZATION

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