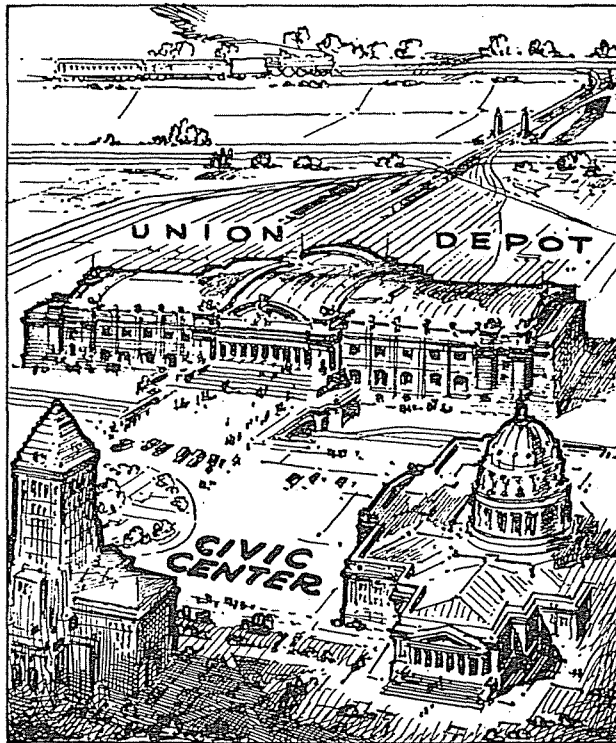
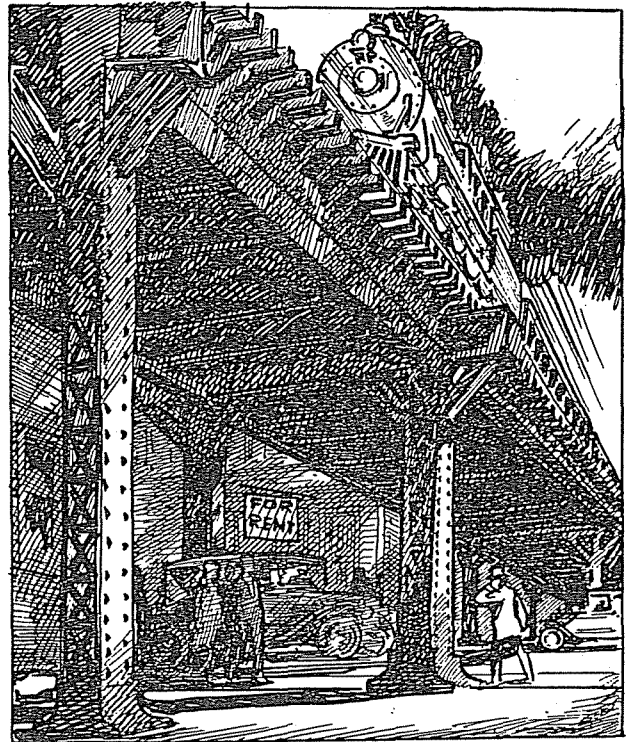


Do You Want This—

or This?



HOW THE UNION STATION AT THE PLAZA CIVIC CENTER WILL LOOK



THE RAILROADS WOULD PUT MILES OF THIS IN OUR DOWNTOWN AREA AS A UNION STATION SUBSTITUTE

## A Union Station at the Plaza—

- Will eliminate grade crossings WITHOUT ELEVATEDS;*
- Will form an imposing part of the beautiful Civic Center authorized in 1923 for the Plaza area by overwhelming vote of the people;*
- Will give the incoming traveler a wonderful "first impression" of Los Angeles in place of the present vista of tin cans and clotheslines which greets our visitors.*
- Will be more easily accessible and convenient to nine out of every eleven residents of Los Angeles than either of the present stations (State Railroad Commission figures);*
- Will enable other railroads to enter Los Angeles at reasonable cost, thereby breaking forever the strangling monopoly by which the present roads have for years retarded the city's growth and which will prove an ever increasing handicap as our traffic needs increase;*
- Will permit of indefinite expansion of railroad business. Our present depots are already far out-grown and have no room in which to expand;*
- Will relieve congestion by making possible a simple rapid-transit system through the great traffic arteries of which it is the converging point;*
- Will cost the people not a penny and will cost the railroads \$1,000,000 less than their elevated-railroad alternative, besides being much cheaper and more expeditious to operate (Interstate Commerce Commission figures.)*

**A Vote for a Union Station is a Vote Against Elevateds!**

[OVER]

# Keep the "L" Out of Los Angeles

A UNION STATION AT THE PLAZA WAS ORDERED BY THE STATE RAILROAD COMMISSION AFTER YEARS OF INVESTIGATION. THAT ORDER WAS AFFIRMED BY THE INTERSTATE COMMERCE COMMISSION LAST JULY. THE PLAZA STATION PROJECT HAS BEEN INDORSED AND URGED BY THE PRESENT AND PAST CITY COUNCILS, CITY PLANNING COMMISSIONS, CITY ENGINEERING DEPARTMENT, CITY ATTORNEY, MORE THAN A SCORE OF DISINTERESTED ENGINEERS OF INTERNATIONAL REPUTATION, CENTRAL DEVELOPMENT ASSOCIATION, DOWNTOWN BUSINESS MEN'S ASSOCIATION AND IMPROVEMENT ASSOCIATIONS REPRESENTING MORE THAN TWO-THIRDS THE TOTAL AREA OF LOS ANGELES.

*If we do not vote a union station we will have elevateds. There is no other way. The railroads have already filed applications for franchises to build four and a half miles of them—and these are but the entering wedge for a \$50,000,000 program of "L" construction here.*

*Elevateds are the curse of every city where they operate. New York is spending millions to eliminate a small part of her "L" system. Chicago, Boston and Philadelphia warn Los Angeles not to let elevateds get a foothold here.*

*The railroads' plan to build elevated roads to their present depots was specifically forbidden by the Interstate Commerce Commission on July 6, last.*

THIS IS A FIGHT OF THE RAILROADS AGAINST THE PEOPLE. FOR TEN YEARS THE RAILROADS HAVE BATTLED TO PRESERVE THEIR FAT MONOPOLY, TO THE DETRIMENT OF LOS ANGELES. VOTE FOR LOS ANGELES AND AGAINST SELFISH AND SHORT-SIGHTED CORPORATE INTERESTS. IN THE LONG RUN THE RAILROADS THEMSELVES AS WELL AS LOS ANGELES WILL VASTLY BENEFIT BY A UNION STATION.

**Vote "Yes" on 8 and 9  
April 30**

**ANTI-ELEVATED ASSOCIATION**

*By W. H. Workman, Vice-President*

[SEE INSIDE]

# Keep the "L" Out of Los Angeles

<b>8</b>	Shall a Union Railway Passenger Terminal for all steam railroads be established in the City of Los Angeles?	YES	X
		NO	
<b>9</b>	Shall a Union Railway Passenger Terminal for all steam railroads be constructed in the district bounded by Commercial Street, North Main Street, Redondo Street, Alhambra Avenue and the Los Angeles River (known as the Plaza Plan)?	YES	X
		NO	

Los Angeles' deadly grade crossings must be eliminated.

There are just two ways to do it.

The railroads would do it by building in our downtown and residence areas four and a half miles of hideous, noisy, dirty, dangerous, street-darkening and property-value-destroying elevated railways to the present railway depots.

Every disinterested expert who has ever examined the problem would do it by means of a union station so located that the railroads can enter it without crossing streets.

The great majority of these experts have picked the Plaza district as the ideal union station site. See Page 4.

**Vote "Yes" on 8 and 9  
April 30**

**ANTI-ELEVATED ASSOCIATION**

*By W. H. Workman, Vice-President*

[SEE INSIDE]

# Vote NO on No. 8 and 9

8	Shall a Union Railway Passenger Terminal for all steam railroads be established in the City of Los Angeles?	YES	
		NO	X

9	Shall a Union Railway Passenger Terminal for all steam railroads be constructed in the district bounded by Commercial Street, North Main Street, Redondo Street, Alhambra Avenue and the Los Angeles River (known as the Plaza Plan)?	YES	
		NO	X

A union station at the Plaza, or elsewhere, in Los Angeles does not appear to be necessary nor of the greatest advantage to this City. Theoretically it is desirable; practically not so. Do not let us forget the practical in our esthetic view of the beautiful or sentimental.

The city has grown away from the Plaza. The department stores, such as the May Company (formerly Hamburger's), banks, big merchants—many big concerns have moved away. These people would not move back to the Plaza district because they followed and still are following the center of population for much the same reason the railroads have declined to consider the north end as a serviceable station site; i. e., it is not convenient; it is out of the way.

For twenty years there has been considerable agitation for a union station and for ten years this question has been before the state and federal commissions and courts. During all these years the business and residential centers have steadily grown to the south.

The Pacific Electric must be considered in any plan for passenger terminals. With its 600 miles of line serving the territory around Los Angeles it develops a great deal of passenger business moving via steam lines beyond the city. To best meet public requirements it should directly serve the steam line stations, which cannot logically be done at the Plaza location. This applies today and will become more, marked as this section grows and traffic increases.

For the Pacific Electric to serve the Plaza location directly it would be necessary to build an elevated railroad in and over San Pedro and Aliso Streets, as suggested by Engineer Hill of the California Railroad Commission at a recent hearing before that body. This would darken the streets and cause damage to property owners along San Pedro and Aliso Streets.

The building of a union station anywhere in Los Angeles would increase traffic congestion, as it would be the focal point for street cars and vehicles carrying passengers, mail, baggage and express to and from the trains.

Owing to the geographical contour of the Plaza site, it is what has been termed "the bottle-neck" of Los Angeles and to build a union station there would be equivalent to corking the bottle.

In a report made February 13, 1926, by an advisory committee appointed December 26, 1924, by the Mayor of Los Angeles, consisting of Messrs. W. G. McAdoo, Nathan Newby and Joseph Scott, congestion at the Plaza is referred to in the following language:

"This (the Plaza site) is one of the most congested parts of the city and the streets converging upon it from all directions are not broad avenues that make for easy approach now or in the future. It is our conviction that the concentration of traffic inevitably involved if a union station is built at that point will cause serious congestion, intensifying with the growth of the city, which will prove of serious disadvantage."

The Los Angeles Chamber of Commerce has stated that it does not feel that the construction of a union sta-

(OVER)

tion, especially at the Plaza site, would be conducive to the best interests of Los Angeles.

The Los Angeles Board of Public Utilities has publicly expressed itself against a union station and in favor of the railroads' plan.

The main reason for a union steam line station is to avoid the necessity of through passengers transferring across the city between stations. Less than 2% of the passengers arriving in Los Angeles transfer from one line to another, or many less than 100 passengers per day. For this small number of passengers the expense of a union station is not justified.

As a matter of comparison, there is real reason for a union station in St. Louis, Missouri, where, during the light seasons of travel, 6,000 passengers are transferred between steam lines per day and, during heavy seasons of travel 10,000 passengers are transferred between steam lines per day.

If it is definitely determined that a union station in Los Angeles is not necessary, then the people are assured that grade-crossing elimination can immediately be effected, for the four railroad presidents, over their own signatures, have pledged themselves to provide adequate passenger terminal facilities as follows:

The Central Station of the Southern Pacific, which would be occupied jointly by the Union Pacific, will be enlarged as required.

The Santa Fe will build a new station at its present location, costing approximately \$1,000,000.00.

The present terminals of the Santa Fe and Southern Pacific-Union Pacific are well located to serve the public adequately.

To say that the lack of a union terminal or that the prohibitive cost of separate terminals does or would keep other railroads out of Los Angeles is denied by the Interstate Commerce Act, paragraph 4, section 3. The wording of the Act is specific and clear. Any road desiring to enter Los Angeles can make use of any existing passenger terminal, upon application, and upon payment of a reasonable rental.

If the plan of the railroads is accepted, it will be completed without expense to the tax-payers, within a period of 18 months from date authorized.

An elevated railroad would be built by the Union Pacific, Southern Pacific and Pacific Electric, not longitudinally over streets, but on a private right-of-way through an industrial district, intersecting streets overhead only.

This elevated would take all the interurban trains off the streets of Los Angeles from Main Street and east, 1200 trains per day, affecting 18,000 grade crossings daily.

**ELEVATED RAILROADS LONGITUDINALLY OVER STREETS ARE NOT PROPOSED UNDER THE RAILROAD PLAN.**

All through train movements will be removed from Alameda Street, leaving only industrial switching on that street, which would be done at night under any plan.

The Union Pacific-Southern Pacific and Santa Fe stations would be served by the Pacific Electric trains for north, south and east of Los Angeles, without transfer of passengers.

The Los Angeles Chamber of Commerce has recommended that the offer of the railroads to provide adequate passenger facilities to serve the city be seriously considered, as they feel that the offer is made in good faith.

The way to get quick action on grade-crossing elimination, traffic relief and adequate passenger terminals for the City of Los Angeles is to free the present City Council and the State Railroad Commission from commitments made by former members of those bodies years ago, since which time conditions have materially altered. The only way you can support the railroads' plan is to VOTE "NO" ON PROPOSITIONS 8 AND 9.

W. L. BRENT,  
Industrial Realtor.

# Vote NO on No. 8 and 9