

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED **87 AUG 27**
DATE ENTERED **NOV 13 1980**

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Los Angeles Union Passenger Terminal

AND/OR COMMON Los Angeles Union Station

2 LOCATION

STREET & NUMBER 800 North Alameda Street

CITY, TOWN Los Angeles VICINITY OF 25th
CONGRESSIONAL DISTRICT

STATE California CODE 06 COUNTY Los Angeles CODE 037

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Southern Pacific, Santa Fe, Union Pacific

STREET & NUMBER 800 North Alameda Street

CITY, TOWN Los Angeles VICINITY OF STATE California 90012

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Los Angeles County Hall of Records

STREET & NUMBER 300 West Temple Street

CITY, TOWN Los Angeles STATE California 90012

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historical Monument No. 101

DATE August 2, 1973
 FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Cultural Heritage Board, Room 1500, City Hall

CITY, TOWN Los Angeles STATE California 90012

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The main portion of the Los Angeles Union Station extends 850 feet along Alameda Street in a north-south direction, and consists of a series of tile-roofed rooms and arcades in varying proportions. The larger and taller of these are near the center, the others tapering down toward the two ends. Perpendicular to and easterly of the main mass, are a waiting room and an arcade, also tile roofed, plus a wall, which together with the adjoining north-south oriented service area form an "H".

The reddish brown of the Mission tile roofs is complemented by the cream color of the outside walls and the terra cotta-colored dado which is all around the main building. In contrast to the general horizontality is the clock tower, which rises to 125 feet and stands near the main entrance.

The archway over the main entrance and the adjoining tower give one a slight feeling of entering a California Spanish mission. As you pass this entrance, you enter a huge foyer, square in plan and flanked on all four sides by broad arches.

This great foyer opens to the north and to the east upon impressive halls with finely decorated beamed ceilings. Below are floors paved with red quarry tile plus broad multicolored swaths with geometric patterns created with marble from Vermont and Tennessee, as well as from Belgium, France and Spain, combined with Montana Travertine. These swaths, suggestive of immense carpets, run the length of the two main halls and converge into a square-shaped pattern in the middle of the entrance foyer. Belgian black marble, ceramic tile and travertine form the border on the walls. Doors and windows are bronze.

The upper walls and the ceiling panels of the main rooms are covered with acoustic tile. The acoustics are superb throughout.

The north hall is used for ticketing and waiting. It measures 80 x 140 feet and has a ceiling 50 feet high. The east hall is the main waiting room. It measures 90 x 150 feet, has a 40 foot ceiling, and is flanked on the north and south sides by spacious patios which feature plants typical of Southern California and have benches that provide additional seating for waiting.

South of the entrance foyer is an open arcade whose arches echo the ones which flank the foyer. This arcade is used as an additional entrance and exit and provides a view of the south patio from the front of the station. The floor of the arcade is red quarry tile as is the floor of the former Fred Harvey Restaurant with which it connects to the south

The restaurant is approximately 70 x 100 with a 30 foot ceiling. On the wainscot and around the doors and windows is the same colored tile as is found in the rest of the building. On one side of the restaurant is a red tile stairway with a wrought iron railing that leads to a mezzanine above the kitchen area.

At the north and south ends of the front part of the station are arcades that extend toward the adjoining streets and provide protection from the ele-

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1936 - 1939

BUILDER/ARCHITECT John & Donald B. Parkinson, Architect

STATEMENT OF SIGNIFICANCE

The Los Angeles Union Station is a very handsome landmark that is a milestone in architectural history and in the history of transportation in America. Although less than 50 years of age, the property is of exceptional importance. Built when railroad passenger service was on the decline, it was the last of the great passenger service was on the decline, it was the last of the great passenger terminals to be built in a monumental scale in a major American city. Because of this, plus its impressive appearance, it has been called "The Grand Finale of the Golden Age of Railroads in America." It combined three major railroad systems into one terminal in the heart of the city, using a stub-end track arrangement. Architecturally, the building is one of the finest expressions of the 1930's styling in this country. It skillfully combines Streamlined Moderne with Spanish Colonial Revival to create an expression which is two-fold; the sleek, streamlined transportation imagery of the Moderne, highly appropriate to a center of railroad transportation, and the historical imagery of Spanish revival architecture, a major element of the Southern California cultural landscape. Integrity is almost totally intact, with original decoration, ornamentation, fixtures and furnishings still in place. Architecturally, it remains one of the great examples of its type and period in this country.

The Los Angeles Union Station is probably the only major station in the Spanish style ever built in America, as well as the only major station in which landscaping was an important and integral part of the original design. What makes it so outstanding is that both of these were done so well as to lead many to believe that it is the most handsome railroad station ever built.

The main reason why the Spanish style was chosen was to have the station blend with the El Pueblo de Los Angeles across Alameda Street to the west. The Terminal Annex Post Office, which flanks the station on the north, was built almost concurrently with it, has a similar architectural style, and provides a harmonious backdrop to many views of the station from the south, looking north. These three mutually-complementing elements constitute a fine example of good community planning.

The architects who designed Union Station were very cognizant of the nature of the location and its surroundings. No other major station so perfectly reflects the climate, geography, and the heritage of the region in which it was built.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in Southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the later 1860's when the first rail line in Southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. California Arts and Architecture - June 1939
2. Los Angeles Cultural Heritage Board - Designation 101
3. L.A. Union Passenger Terminal -
4. (Owners of the property)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 41 **UTM NOT VERIFIED**

QUADRANGLE NAME Los Angeles, California QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	1,1	38,62,2,0	3,76,86,0,0	B	1,1	38,58,5,0	3,76,86,8,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,1	38,59,2,0	3,76,90,6,0	D	1,1	38,61,5,0	3,76,89,8,0
E	1,1	38,62,0,0	3,76,91,1,0	F	1,1	38,61,4,0	3,76,91,4,0
G	1,1	38,62,6,0	3,76,92,6,0	H	1,1	38,63,0,0	3,76,92,2,0

VERBAL BOUNDARY DESCRIPTION

(See Continuation Sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Ruben Lovret, City Planner

ORGANIZATION

Los Angeles City Planning Department

DATE

August, 1978

STREET & NUMBER

Room 605, City Hall

TELEPHONE

(213) 485-3744

CITY OR TOWN

Los Angeles,

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Kenneth M. Ellison

TITLE

DATE

8/22/79

FDR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

11/13/80

ATTEST:

Patrick Andrews
KEEPER OF THE NATIONAL REGISTER

DATE

10/28/80

Patrick Andrews
CHIEF OF REGISTRATION

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY	
RECEIVED	27 AUG 1979
DATE ENTERED	11/3 1980

CONTINUATION SHEET

ITEM NUMBER

4

PAGE

1

Mr. H. D. Fish, General Manager
The Atchison, Topeka and Santa Fe Railway Company
121 East Sixth Street, Room 640
Los Angeles, CA 90014

cc to:

Mr. Thomas I. McKnew, Jr.
General Attorney
The Atchinson, Topeka and Santa Fe Railroad Company
121 East Sixth Street
Los Angeles, CA 90014

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED **47** AUG 1979
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

ments to those arriving or departing by public transportation. These tile-roofed low-rise extensions have a scale approaching that of a residence and contribute greatly to the charm of the building.

Just east of the main waiting room is a spacious corridor in which the surface materials of the floors and walls in the main halls are continued. Surrounding this corridor on the other three sides are service facilities which extend under some of the track area. The tracks are reached by way of a tunnel that is at the same level as the station and which acts as a spine to a series of ramps that go up to the raised track level.

The massing and general proportions of the main station buildings, the Mission tile roofs, the archways, the patios, all reflect a strong California Spanish Colonial influence. However, the detailing is a blending of 1930's Art Deco and Spanish, in some instances the former being stronger than the latter, as is the case with the light fixtures and furnishings.

The overall style of the station could be called "composite transitional". It was this quality which for several decades made the station look very up-to-date, while at the same time having strong links to the past.

The basic California Spanish Colonial theme was selected for the specific purpose of having the station blend with the El Pueblo de Los Angeles, the Birthplace of the City, which is just across Alameda Street (and is already in the National Register of Historic Places).

There has been no major remodeling since the station was built. Cleaning and painting are the main things that are needed to make it look like the original.

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

Structures and areas, other than those previously described, consist of the following:

1. The service areas just east of and on a similar level as the main Station are in two sections. On the north side is the baggage-handling area which has concrete walls and floors. A reduced portion of this area is still being used for baggage handling. On the south side is a mechanical equipment room and an area formerly used as a freight depot by the now defunct Pacific Electric Interurban Railway. This area also has concrete walls and floors and portions of it are being used for storage not related to the Station.

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED 87 AUG 1978

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

2. In the upper level, above the service areas just described is a truck-height concrete platform, 60 feet wide and 800 feet long, roofed over by a steel shed-type roof. The platform is open on the east side and flanked by a row of industrial-type overhead doors along the west side. At each end of the platform is a two-story, flat-roofed office building of concrete construction, of no particular style but painted the same color as the main station building. These two small office buildings and the platform were formerly used by the Railway Express Agency when it was in operation.
3. Also in the upper level and over the pedestrian islands between the railroad tracks, are Y-shaped sheds consisting of corrugated-iron panels supported by steel columns, both of which are badly rusted and in need of cleaning and painting. These sheds provide protection from the sun and the rain and are expected to continue to be needed as long as the tracks are used for passenger trains.

The facilities above described have no special aesthetic value and are historical only to the extent that they served a utilitarian function as a part of the overall station, when it was in full operation. However, their location is such that any new development that takes place in their vicinity needs to be carefully designed so as to blend with the significant portion of the station, both aesthetically and functionally. That is the main reason why they have been included in the nomination. ✓

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED 27 AUG 1979
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by newly arrived Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line. The building of this rail line and station stimulated the construction of the Pico House Hotel facing the Old Plaza, also in 1869.

In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new Southern Pacific Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

✓ The construction of the present Station marked the end of a 30 year legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, Passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In then Chinatown had to be relocated to North Broadway and was named New Chinatown.

The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in Urban development and transportation at the time and both played an important role in the logistics of World War II, particularly the later phase which was centered in the Pacific.

During the period of its peak use, during World War II and the years immediately following, the present Station had 30 scheduled trains coming in and 30 going out, for a total of 60. However, during this period a great majority of these trains had two "sections" meaning two separate, complete trains operating on the same schedule, for a grand total of more than 100 trains every 24 hours. These figures were obtained from the Superintendent of the Station.

As the metropolitan freeway network gradually took shape, once again Union Station found itself in the middle of the hub of the latest ground transportation system. A number of recent studies have indicated that the most logical place to locate a very modern Multi-Modal Transportation Center is where the proposed El Monte Busway extension would converge with the existing railroad tracks that serve Union Station. Plans are proceeding on that basis and include a possible subway and an elevated "people mover."

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED 27 AUG 1979

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Thus, the immediate vicinity of Union Station, not only has been the vortex of the area's gradually evolving land transportation system throughout most of the City's history, but is expected to continue that role far into the foreseeable future.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED 23 AUG 1979

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

The nominated property is bounded on the west by Alameda Street, on the east by a line 1200 feet from and parallel to Alameda Street, on the south by the Arcadia Street off-ramp of the Santa Ana Freeway, and on the north by Macy Street, except for a portion where the track area extends northerly in an irregular shape bounded on the north by Vignes Street.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY
RECEIVED JUL 15 1980
DATE ENTERED NOV 13 1980

LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

CONTINUATION SHEET

ITEM NUMBER

PAGE 1

Supplemental Information

The Los Angeles Union Passenger Terminal is significant for its role in the history of transportation in the city of Los Angeles and the United States. Its integrated design combined the passenger and express operations of three separate railroad companies into a single new terminal complex on a short dead-end track. The final product resulted from more than 20 years of litigation between the city, state, and the railroad companies. Prior to the construction of the unified terminal complex, Southern Pacific, the Atchison, Topeka, and Santa Fe, and the Los Angeles and Salt Lake (later the Union Pacific) owned their own depots at three different locations east of the central city, although Southern Pacific and Union Pacific later shared a single depot in the decade prior to the construction of LAUPT. Some of the trains were carried to their respective terminals through city streets at grade, creating a dangerous situation as automobile traffic increased. The incoming lines of the three companies were in relatively close proximity; the combination of the three into a single terminal appeared relatively easy. However, the railroad companies were opposed to attempts to combine their operations in a single terminal. Numerous legal battles finally culminated in the 1931 court decision which resulted in the construction of the new union terminal at a site immediately east of the Los Angeles Plaza. The type of terminal layout then became a major point of litigation, resulting in additional delays. Santa Fe favored a through terminal; the Union Station plan, however, was to create a stub-end terminal with all three lines consolidated on a short, dead-end trackage system. The operational disadvantages of utilizing this type of system was a major objection of the railroad companies. The stub-end system created an end-of-the-line station with the tracks ending at bumpers; it had been used in the construction of most of the major urban passenger terminals in the United States during the 19th and early 20th centuries. The LAUPT plan placed the main passenger terminal building at the side of the stub-end track network, with a series of ramps and an underground passage connecting the platforms with the waiting room.

The site selected for the new LAUPT complex was that of the old Chinatown area immediately east of the Los Angeles Plaza. The city favored this location, bringing the combined rail network into the center of the city near the civic center. Construction of the complex began in 1934 after the clearance of much of the old Chinatown. The first phase involved the construction of a large earth platform on the eastern portion of the property, elevating the track area 12 feet above Macy Street on the north and 16 feet above Aliso Street on the south. The ramps and pedestrian subway connection to the site of the main terminal building were also constructed in this early phase. However, a dispute over the proposed location of an adjacent postal facility caused further delay of the construction of the main terminal building. The Los Angeles Union Passenger Terminal finally opened on May 7, 1939.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NCRS USE ONLY
RECEIVED JUL 15 1980
DATE ENTERED JUL 13 1980

LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

CONTINUATION SHEET

ITEM NUMBER

PAGE 2

The LAUPT complex was the last major railroad terminal to be built in the United States. The complex is an integrated system of considerable architectural and historical merit resulting from years of effort to create a consolidated passenger terminal. The three major railroad lines were brought together over a set of throat tracks, with a carefully designed arrangement of turn-outs, cross-overs and double slip switches which permitted trains of each company to be routed to any track in the station at any time. The trains were shunted onto 16 tracks. Eight double ramps lead from the platforms to a subterranean tunnel which leads to the main waiting room. In addition, six tracks were constructed exclusively for express and baggage service. The terminal integrated passenger, baggage and express services to a high degree. Parcels and baggage were processed for transcontinental shipment in the support facilities immediately behind the main terminal building. Express parcels were brought in by truck to Railway Express loading docks on the second level. In addition, Pacific Electric Railway's freight box motor fleet utilized a part of the southern portion of the terminal property. A small freight service yard connected directly with the Railway Express building. Pacific Electric collected freight and parcels throughout the Los Angeles Basin, and centralized them at LAUPT for shipment throughout the United States; most passenger trains included a number of express and baggage cars.

The main architectural focus of the complex is the passenger station itself. The support facilities for baggage and parcel shipment immediately behind it are more utilitarian in appearance. The terminal complex is bordered by retaining walls on the north and south sides which reflect the Art Deco influences in the 1930's design. At the east end of the complex a large berm forms the border. The 500-foot pedestrian subway connects the main terminal building with the tracks; it is integrated structurally and visually into the design, using linear bands of subdued colors to unite the two areas. Colors chosen are those traditionally associated with the Southwestern deserts, including earth tone reds, oranges, yellows, and browns. Light fixtures of the 1930's period are placed in the ceiling leading to the eight sets of double ramps rising to the platforms between the tracks; the platforms are surmounted by the original butterfly sheds.

The Los Angeles Union Passenger Terminal was the destination and point of origin of a number of the country's most famous transcontinental trains of the period including Santa Fe's "El Capitan," "Super Chief," and "California Limited," Union Pacific's crack streamliner "City of Los Angeles" and the "California Limited," and Southern Pacific's "Golden State." Although built when rail passenger service was declining, the terminal saw a resurgence of rail travel during the Second World War. With the competition from the newly

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY	
RECEIVED	JUL 15 1980
DATE ENTERED	NOV 13 1980

LOS ANGELES UNION PASSENGER TERMINAL, LOS ANGELES COUNTY, CALIFORNIA

CONTINUATION SHEET

ITEM NUMBER

PAGE

3

developed Los Angeles International Airport in the 1950's, rail passenger service at LAUPT began a steady decline. The number of trains was reduced over the years. Today, LAUPT continues to function under the operation of Amtrak with several transcontinental trains operating from the station and six trains daily to San Diego. At present, the California Department of Transportation plans to increase passenger rail service in the Los Angeles-San Diego corridor; ridership on this route has increased substantially over the last several years.

The LAUPT complex retains a very high degree of its original design integrity as an integrated unit. The major alteration has been the removal of the former Pacific Electric Freight service yard at the south end of the complex and its replacement by an addition to the Railway Express Agency offices in the 1950's. The new addition was built in a style which repeated that of the earlier retaining wall at the ground level; the second level was built as a covered freight platform. This addition is not significant historically or architecturally to the LAUPT complex.

In summary, the Los Angeles Union Passenger Terminal complex is significant in the history of transportation in Los Angeles, the state, and the nation. Its integrated design reflects the historical evolution through years of litigation to consolidate three major railroads into a single terminal complex. In addition, the main passenger terminal building remains one of the great architectural statements of its time. With its high overall integrity, the Los Angeles Union Passenger Terminal complex still remains the "Last of the Great Stations."

SOURCES:

Bill Bradley, The Last of the Great Stations: 40 Years of the Los Angeles Union Passenger Terminal, Interurbans Special 72, Interurbans Publications, Glendale, California, 1979. 110 pp.

John A. Droege, Passenger Terminals and Trains, Kalmbach Publishing Company, Milwaukee, Wisconsin, 1969. 410 pp.

S. V. Meigs, "The Union Passenger Terminal, Los Angeles, California," unpublished manuscript, c. 1934. 30 pp.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	JUL 15 1980
	NOV 13 1980
DATE ENTERED	

Los Angeles Union Passenger Terminal

(ADDENDUM) (Original nomination)

CONTINUATION SHEET

ITEM NUMBER

PAGE

The boundaries described in this nomination and shown in the submitted maps are the original boundaries of the Station. Additional property was later purchased by the railroads along the eastern fringe, giving the Station frontage on four streets.

The area of the site had been a part of the original Pueblo de Los Angeles. The west half later became a part of the first Asian (Chinese) community in southern California. That community started shortly after the Gold Rush and was strengthened by additional settlers in the late 1860's when the first rail line in southern California was built. This line ran from Los Angeles to Wilmington along what is now Alameda Street. Most of the laborers who built the line were Chinese.

The first railroad station in Los Angeles (1869) was located near the southwest corner of the present Station site. This first station was used by new Anglo settlers who had traveled on sailing ships and came ashore at Wilmington. It was also used by Chinese laborers who lived in the nearby vicinity of the station and worked on farms served by the new rail line.

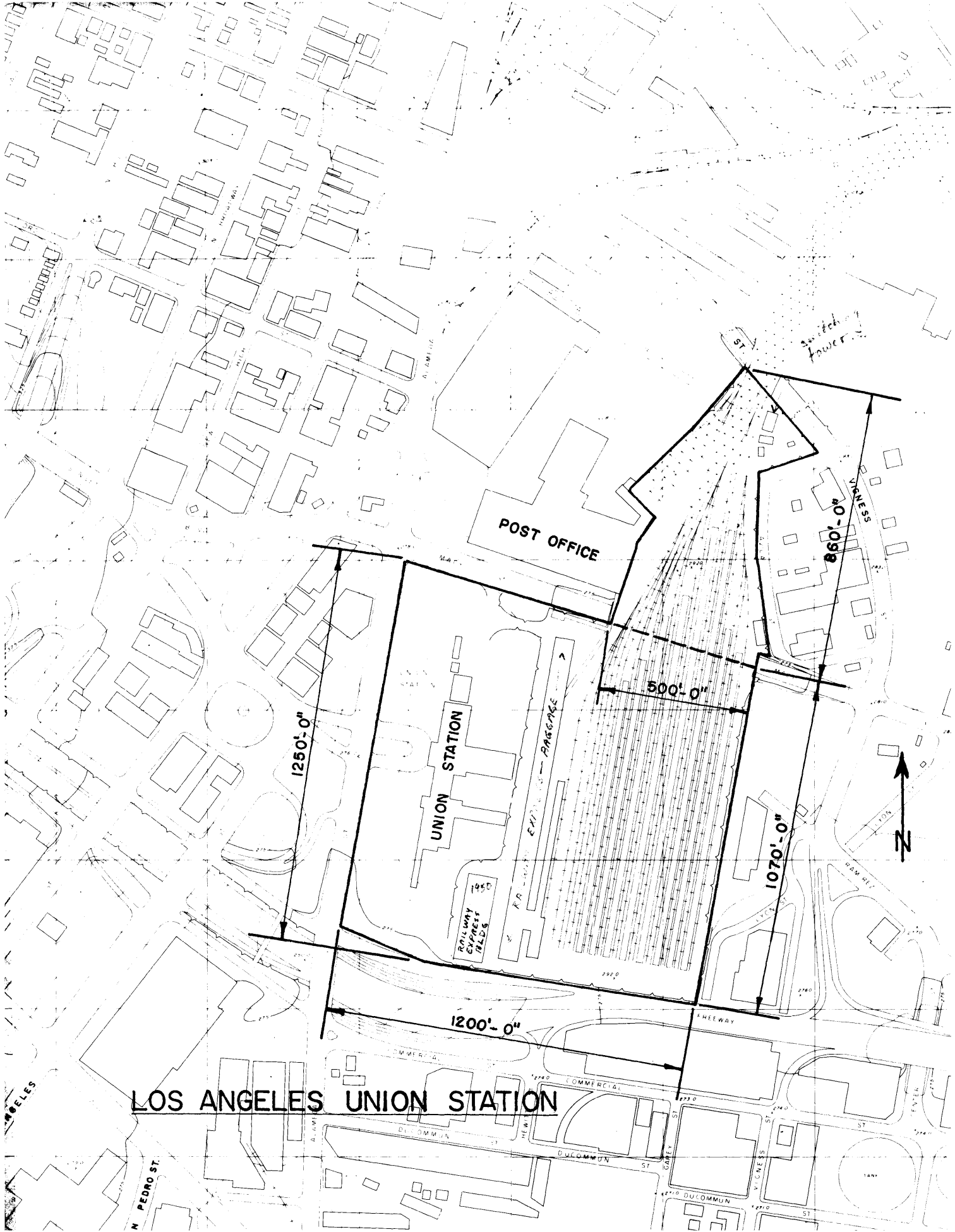
In 1876, Southern Pacific completed the first major rail line to come to Los Angeles. This new line ran along Alameda Street in front of the present Station and joined the Wilmington line in the vicinity of the original Station. The Wilmington line soon became a part of Southern Pacific and a new S. P. Station was built a few blocks to the north. A few years later, when the Santa Fe and Union Pacific came to Los Angeles, they each built their own stations.

The construction of the present Station marked the end of a lengthy legal battle whereby the City of Los Angeles sought to force the three railroads serving the City to build one Union Station. Prior to 1939, passenger trains ran along the middle of some of the City's most important streets, interfering with traffic and causing numerous accidents.

A Union Station, in the same vicinity as the present one, was first proposed in 1922 by the Allied Architects' Plan for the Los Angeles Civic Center. In 1933, when the present Station site was cleared, a major portion of the then Chinatown had to be relocated to north Broadway and was named New Chinatown.

The completion of the present Station, plus the Terminal Annex Post Office immediately to the north, were considered very major achievements in urban development and transportation at the time and both

LOS ANGELES UNION STATION



POST OFFICE

UNION STATION

RAILWAY EXPRESS BLDG

PASSAGE

Switching Power



N PEDRO ST

COMMERCIAL

DUCOMMUN

FREEWAY

DUCOMMUN

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

ST

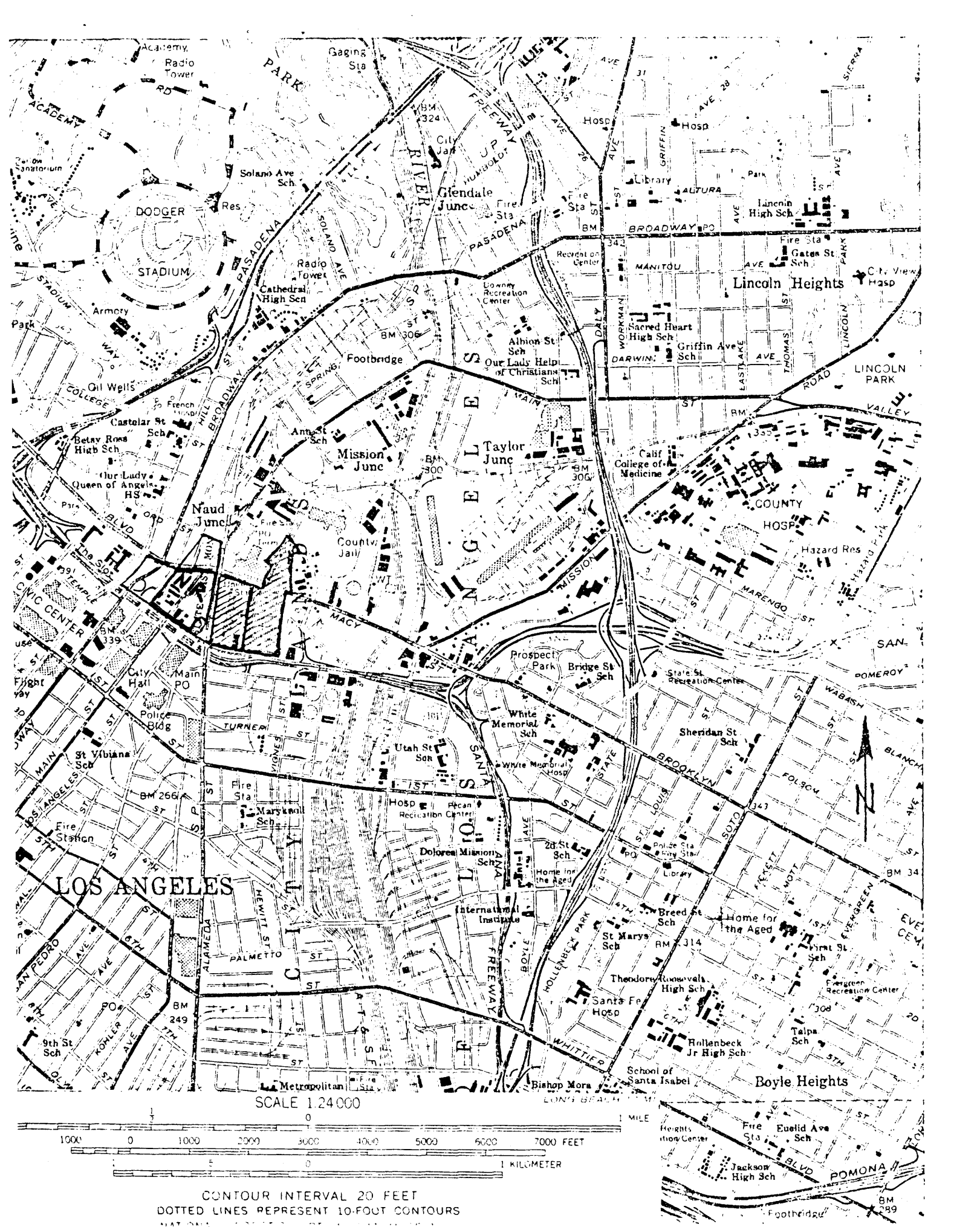
ST

ST

ST

ST

ST

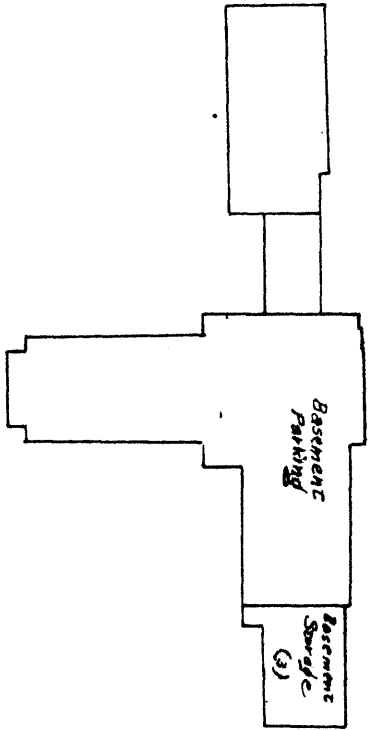


SCALE 1:24,000

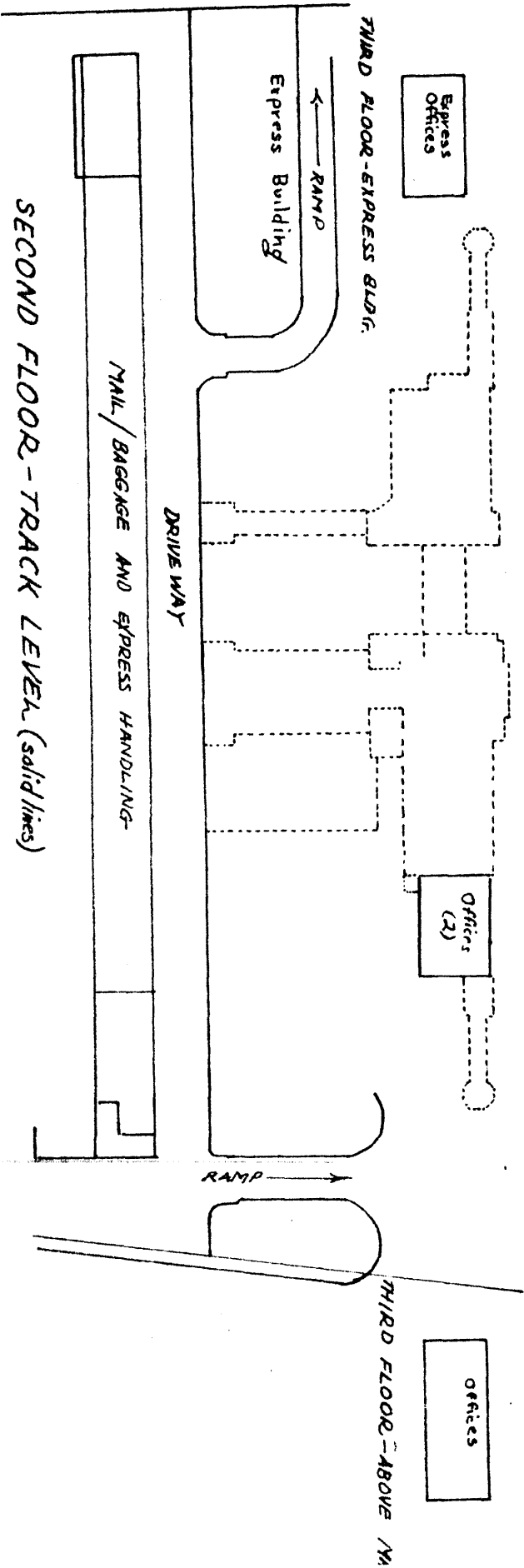
0 1000 2000 3000 4000 5000 6000 7000 FEET

0 1 KILOMETER

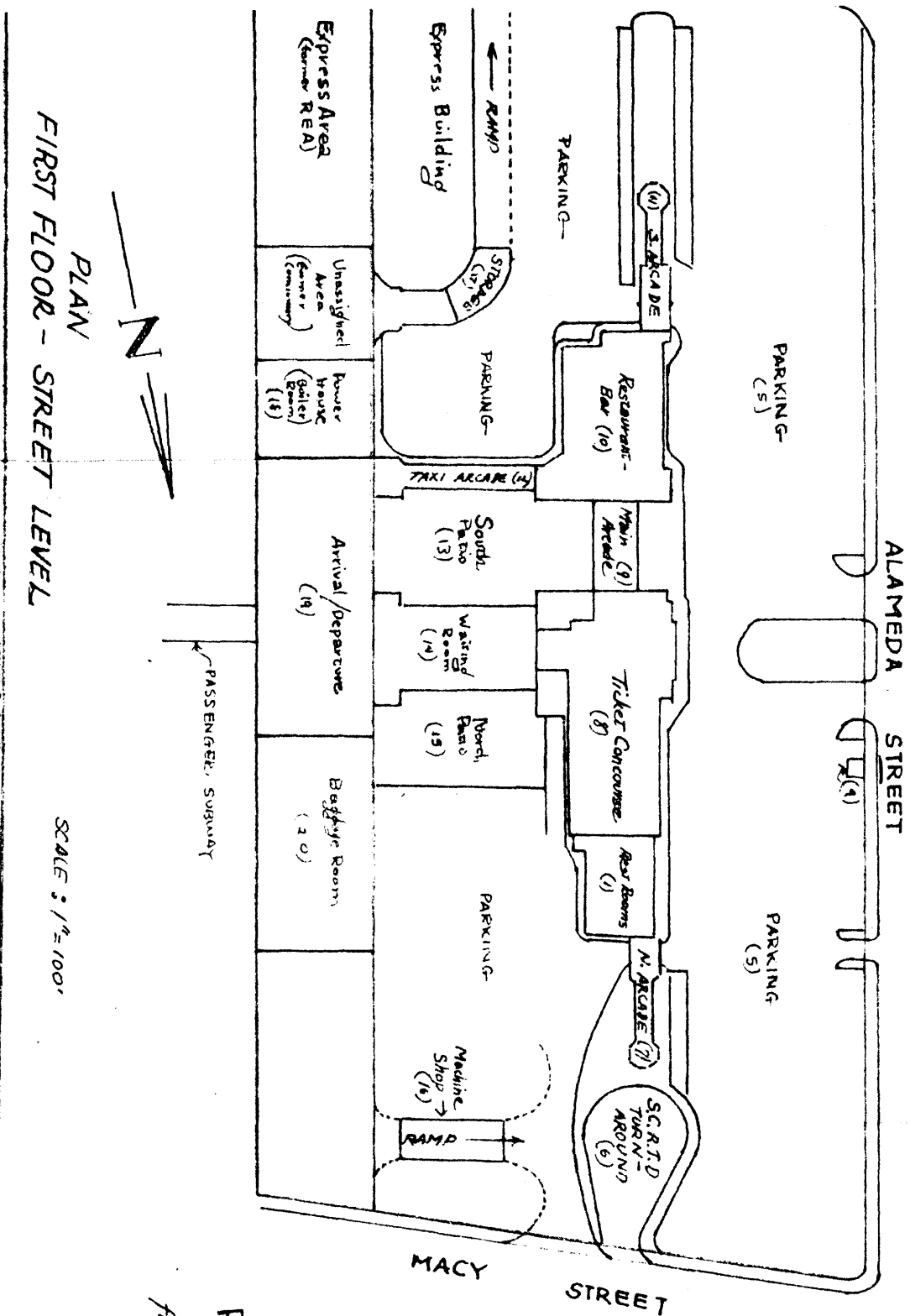
CONTOUR INTERVAL 20 FEET
 DOTTED LINES REPRESENT 10-FOOT CONTOURS



BASEMENT LEVEL



SECOND FLOOR-TRACK LEVEL (solid lines)



PLAN
FIRST FLOOR - STREET LEVEL

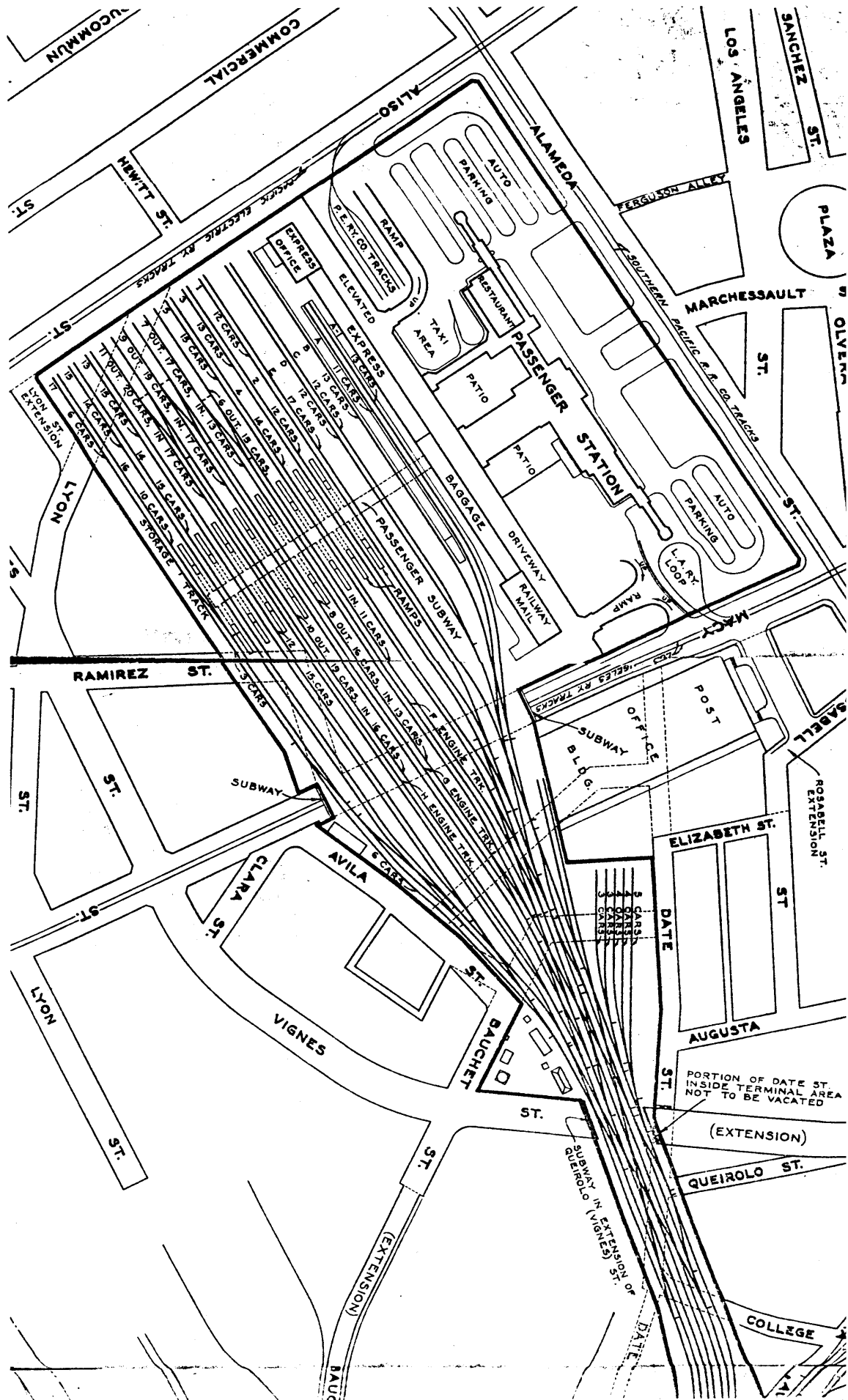
SCALE : 1/4" = 100'

	estimated areas - sq.ft.
1. Rest Rooms	4,850
2. Offices	4,850
3. Basement/Storage	4,850
4. Photo Studio	350
5. Parking	-
6. S.C.R.T.D.	-
7. North Arcade	2,250
8. Ticket Concourse	22,630
9. Main Arcade	3,040
10. Restaurant	10,757
11. South Arcade	10,925
12. Taxi Arcade	8,750
13. South Paris	28,500
14. Waiting Room	13,621
15. North Paris	12,750
16. Medicine Shop	3,920
17. Storage	3,004
18. Power House	10,500
19. Arrival/Departure	26,093
20. Baggage	17,978
31.	-

Los Angeles Union Passenger Terminal

4-36-78

From SANIT PE Drawing No. 98-37662-2



PORTION OF DATE ST. INSIDE TERMINAL AREA NOT TO BE VACATED

(EXTENSION)

SUBWAY IN EXTENSION OF
SUBWAY (VIGNES) ST.

QUEIROLO ST.

COLLEGE