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Moving on to mainstream contentln over a century, the spectacular lady at the stations sees 267,000 people cruising through their main hall - passing the iconic information mural painted on its green vaulted ceiling. Astrologers beware, not all stars are in their place. While trains to Chicago, L.A. and St. Louis still pass through the workstation - built in 1914 and restored to its glory after a prolonged closure in 1999 - the real towed effect here are the newer additions: a permanent exhibition on rail history, a planetarium, a science center for children and theater. Be sure to look up at the main hall to catch a glimpse of three 3,500pound chandeliers hanging over the head. The stunning arch main hall of the D.C. of allied station is the central part, featuring 22-karat gold leaves, decorating to Curbed. In addition to operating amtrak station, the center attracts visitors to its underground commercial vestibule - 37 million tourists, buyers and D.C. locals in all. Everything about central Cincinnati station screams Art Deco, thanks to two massive relief figures carved into the Cincinnati Museum Center - home to the city's history museum, children's museum and museum of natural history - science. Visitors also head there to explore the restored ultra-colorful, colorful rot tones of Winold Reiss that illustrate the history of the United States and Cincinnati itself. (Can't do IRL? Make a 360-degree look at the rotunda in Google Maps.) You'll want to spend most of your time at the third busiest station in the country, looking up: five floors of tall windows and glamorous Art Deco chandeliers illuminate the interior. Be sure to plan time before the train sits and people look into the waiting room, which according to Curbed is two football games. Oh, look, another Union station! Built in 1914, it was renovated and restored in 2014 and includes a hotel, three bars, an am Eatery amputee breakfast area throughout the day and Ultreia, one of denver's favorite restaurants. The interior is relatively basic compared to other stations on this list, but the large exterior of this fine arts station makes our jaws drop every time. (Note that the hotel offers daily station returned to its original appearance in 2010, after previous attempts to modernize the building by covering the ceiling with a acoustic tiles. Look down when entering the building's clock tower for yourself - once it made the station seattle's tallest building, but local channel K5 did a video tour last year. If this station looks very different from the others, it is because it is a pioneer in the architectural style called Mission Renaissance, as well as Art Deco scrap - the building has spectacular wood-base ceilings, 1930s-style chandeliers and narrow-leaf 110-foot ticket counters. Even if you weren't at the station, chances are you've seen it on screen: it appears in movies like Blade Runner, Catch Me If You Can, and City, Caesar! If you want to see the place for yourself, go to the station on the second Sunday of the month, when you can catch a free tour of the art and architecture of space - find more information here. Opened in 1915, Santa Fe Depot is defined by the Spanish style-building reminiscent of 17th-century missions, as well as the rows of palm trees that line their tracks. The starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the starting point for Amtrak's coastal journey in the Pacific Surfliner, ending in San Luis Obispo, the San Luis Obispo a complete disaster, and Amtrak actually used a separate station to service the area. But after restoration in the late 1990s, the station was as good as new, with 175-foot towers restoring stained glass stained glass stained glass stained glass stained glass and marble floors returning to its former glory. Commuters passing through Richmond will recognize the brick of the station's six-story clock tower, which runs between states 95. Inside, a fully restored station mimics the design of the original Victorian-era building - with a colorful, green and white paint scheme, according to Amtrak's historic website at the Great American Station. You have to film so much at the age of 123. There have been numerous renovations starting in 1927, when Italian marble was added to the walls and floors, and later in 1987, with the restoration of the detailed floral ceiling of the waiting room. What about the clock at the station? He still has to get injured every seven days, according to the Portland Monthly. Use the pin to teach you the power in the hatch to fit into the carousel and I caught a sand shark to regret not using a lot of iPods!!!! ###Made airsoft pen gun, but I did not make instructive yet I have green a few years ago one of them just got off the Internet We manually select everything we recommend and choose items through testing and reviews. Some products are sent offer our impartial opinions and do not accept product review compensation. All items are in stock and prices are accurate at the time of publication. If you buy something through our connections, we can earn a commission. Plane \$ Air price \$ Great value Vacation \$1143+ Holland America line cruise \$1969+ ASAP Air tickets \$745+ forward, puppies frame over spectacular hall finished in marble, glass and gold. But this is not another European cathedral. You have arrived at Antwerp Central Station. Whether it is neo-Baroque or modern, the most beautiful railway stations in the world are designed to make a great impression. Many of those that were built in the late 19th century, the golden era when train travel was new, intriguing and glamorous. Today, stations of any era continue to impress, attract tourists who do not catch even a train. Not surprisingly, these stations have endured everything from wars to urban development. The stations were not just transport hubs; they became symbols of entire empires, as rulers transported architectural and engineering know-how all the way to India and Mozambique. Equally ambitious train routes cover entire continents; Most importantly, the luxurious Orient-Express is connected to Paris with The Art Nouveau Serkeji Station in Istanbul. The railway journey has since fallen and is not in service. Recently, the growth of the high-speed railway line has been accompanied by interest in restoring and building iconic railway stations. In London, for example, workers have cleaned up £300,000 of the neo-Gothic red brick facade of St Mary's. In Melbourne, the overall refurbishment station turned South Cross Station into an avant-garde landmark whose undulating glass roof served a practical purpose: ventilation of train platforms by towing a train burnt through the docked domes. This is a welcome change after years in which the train more often takes the back seat of cars and planes, especially in America, where some stations fall or collide with the wrecking ball. Detroit Central Station in Michigan was abandoned in 1988, although broken windows and graffiti give its beauty an exquisite beauty. Perhaps most outrageously, New York has been struggling with concepts of a stately new Penn Station and Madison Square Garden for more than a decade, so far without success. But elsewhere, cities are embracing their train stations. After all, even fliers often arrive via airport trains, which means that the station is their introduction to a new destination. Still other passengers appreciate the advantages of scenic, hassle-free train travel. There is no need to appear in the hours of the station to pass through an airport as a security guard. But we recommend arriving early for a more pleasant reason: to review these wonderful cathedrals of movement. Credit: iStock This station in the central 10th district is one of the busiest and best picture in Europe. The façade is sculpted with 23 statues representing Amsterdam, Vienna, and other destinations served by the company Chemin de Fer du Nord. The interior is just as wonderful, especially when the sun filters through the panels of the glass and cast iron roof to the platforms below. How to see it: Gare du Nord looks particularly good when tures from Charles de Gaulle Airport or from London via Eurostar. If you can't do it abroad, look for this neoclassical station in films like Amélie and Bourne Identity. Advertising advertising advertising credit: the courtesy of St Pancras Renaissance Hotel This neo-Gothic red brick facade won rides when it was unveiled in 1868. And it's back in the news. After a 20th-century decline, St Pancras recently received an £800million makeover. Workers have cleaned £300,000 of mud from the bricks and restored 8,000 windows to the roof of the huge train shed. As a result, the station looks like one of London's best Victorian attractions. How to see it: Book a Chamber Package at the newly restored St Pancras Renaissance London Hotel London for views of the blue Barlow railway bar. Maids: Thomas Cockrem / Alamy Mint-green exterior, large dome, and forged iron grid make the capital city of maputo station unexpected, if modest, beauty. Reportedly designed by Gustav Eiffel in the early 20th century, the station displays several historic steam locomotives. Modern trains carry passengers daily. How to see it: Over the weekend, catch some of the best live music performances at Ka Mfumo Jazz Café, located within CFM Station. Advertising credit: imagebroker / Alamy Built in 1890 as the final part of the journey on the Orient Express from Paris, the façade of this Ottoman art nouveau building is particularly attractive. Red-brick swaths surround the wide entrance, and stained-glass windows provide splashes of light inside. Although this entrance is no longer used, people still stop admiring the interior and catching random performances through rotating dervishes inside the large entry hall. How to see it: Venice Simplon-Orient-Express traces the train's historic route once a year in the restored buses of the 1930s. It's never too early to book a seat – the pass has already been sold for 2011 and 2012 rides. Credit: Topi Mon Images/Previously called Spencer Street Station, the station was given a new name in 2005 as part of a complex modernization project. a roof that stretches across a city has been compared to a giant air-filled blanket floating on a forest of Y-shaped columns. Shape is also a function here: smoke trapped in domes, high above the platforms, escape naturally through holes cut on top, making it a kind of breathable roof. How to see it: Go to the western end of the station to enjoy the colorful details of the transport mural history. Originally installed in 1978, this 27-panel mural has been removed and restored as part of the renovations. Credit: mikecranephotography.com/Alamy Many residents were initially shocked by the city's modern entrance when it was unveiled in 2005. The drum-shaped wooden hand gate Tszuumi and the glass mothenashi Doum are controversial because they collide with the traditional architecture of this old castle – one of the best preserved in Japan since it was spared in the beauty in its shiny modern design. How to see it: After admiring the futuristic design at the entrance, stop by an ultra-cool fountain at the front that shows time as a digital clock. Advertising credit: iStock With the opening of a new terminal in 1992, locals had the inspired idea to turn the center - as well as a nightclub and several cafes. The new station is accessible through the old terminal, where passengers can buy tickets and wait for their trains. How to see it: Pay respects to the memorial to the victims of the days after the attacks. Credit: PCL/Alamy Father-son team John and Donald Parkinson contributed to the design of this station, mixing the area's Spanish colonial heritage with then contemporary styles of deco art. The tall white bell tower on the outside of the station is reminiscent of California's missions, while its main waiting room is sumptuously finished with a painted wood ceiling and multicolored marble inlays on the floor. How to see it: On a sunny day, you can wait outdoors in meticulously maintained rose gardens and courtyards with mosaic tile fountains. Credit: and Stoke British architect F. W. Stevens worked with local masters to blend Indian architectural traditions with the Victorian Renaissance style. Originally named for Queen Victoria, Empress of India, the station has endured as a Mumbai landmark - and a vital resource for the three million commuters who use it daily. The towers and intricate ornaments are similar to design elements found in Mogul and Hindu palaces along the subcontinent. How to see it: Watch out for details such as the figures at the top of the columns at the entrance gates, which represent Great Britain (the lion) and India (tiger). Advertising credit: James Osmond Photography/Alamy While the exterior is certainly beautiful - and presents 19th-century Parisian architecture with a loft roof and stone façade - it's the front room that will make you burst. The walls are covered with 20,000 lovely Azavejo cala-glazing, which took 11 years for artist Jorge Colaço to complete. How to see it: Zero in on the blue and white tile panels that depict the history of transport, as well as historical battles and artworks of King João I and Queen Philippa of Lancaster from the city's cathedral. Credit: Stephen Milne/Alamy Built in the style of Boz-arts in the early 20th century, this spectacular station was modeled after the Arch of Constantine and the baths of Caracalla and Diocletian in Rome and finished with white granite and massive mahogany woodworking. More than 70 pounds of leaf gold was used on the coffin ceiling plaster of the main hall during an extensive restoration project in the late 1980s that cemented the station as a natural treasure. How to see it: Union Station hosts several presidential hot balls. If you can't invite, dine at the two-story Centre Café in the middle of the main hall for the best views. Credit: David Klein/Alamy When this sumptuous neo-Baroque station was completed in 1905, it was criticized for its extravagance (it was decorated in more than 20 types of marble and stone). But it has been proven that it is difficult to resist the eclectic, sumptuous style of the station and a huge arched dome. You can recognize the main hall of this station from a viral video from the beginning of 2009 of 200 people performing a choreographed dance for Do Re Mi from The Sound of Music. How to See It: After a major restoration project, there are already three levels of railway tracks, but the best views of the glorious iron and glass ceiling are from the original upper platform. Advertising credit: iStock Architect A.B. Hubback went for moorish style when the design of this terminal in the early 1900s. Trains still come through this magnificent white station regularly, although it is referred to as the old station since intercity trains began to use the newer KL Sentral station in 2001. How to see it: This station serves local commuters more than tourists, but it is worth stopping to stop taking in minaret-like towers of the building and similarly designed building railway administration on the other side of the street. Credit: Lindsay Matthews This fine arts terminal, built in the early 20th century, is full of dazzling architectural details. The giant clock on 42th Street, the iconic information booth on the main street with a clock with its four fastos, and the dome Ceiling painted with astronomical signs and dotted with optical stars are only known all over the world. How to see it: Watch people while drinking cocktails at one of the bars of the mezzanini palaces, or do a self-driving audio tour to spot less well-known gems at the terminal. Terminal.

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