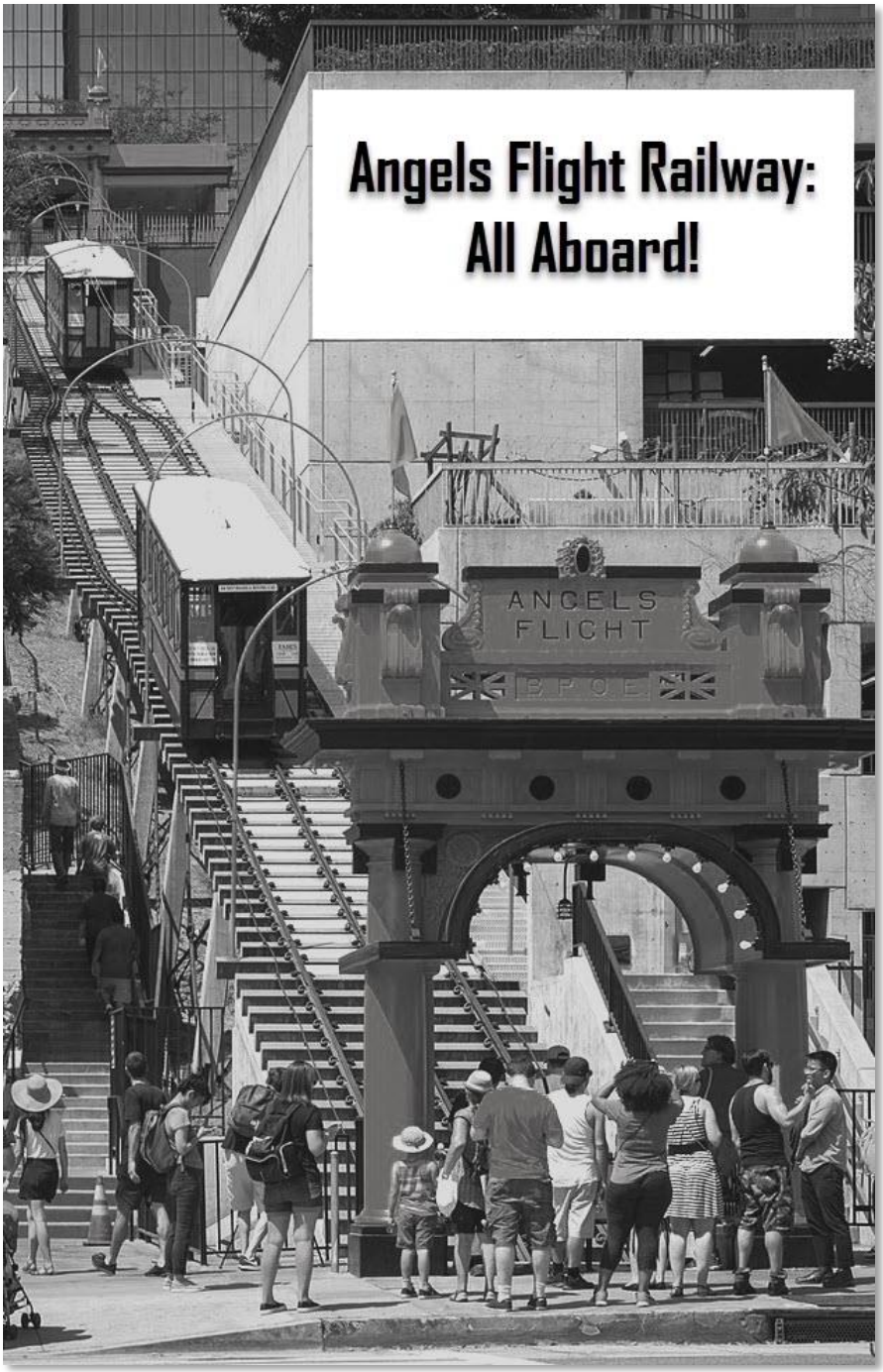


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INTRODUCTION

Thank you for your interest in this amazing piece of living history that is Angels Flight. Passengers who look upon these distinctive old-fashioned cars clattering up and down the steep tracks beneath towering modern skyscrapers often seek answers to a variety of questions:

Why is this here? (Page 4)

In which car did Ryan Gosling and Emma Stone kiss in "La La Land?" (Page 23)

How did the cars Olivet and Sinai get their names? (Page 24)

Why is it painted orange and black? (Page 29)

What's the deal with Angels Flight menswear? (Page 39)

Where are the stairs? (Page 44)

These are all questions I can answer – if and when there's time. But an operator's myriad responsibilities can often prevent them from going into much detail.

Which is why I created this informational booklet, so you not only can get these questions answered to the best of my ability, but can come away from today's visit with a better understanding of Angels Flight, its history, facets, quirks and singularity.

I'm no historian, just a native Angeleno with a passion for my city's past who jumped at the chance to be directly involved with this cherished landmark, and who offers this booklet in order to better share it with you. Welcome aboard this labor of love with my compliments and appreciation.

■ **Will Campbell**
@saturdaystationagent

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BACKGROUND PHOTO: FIRST-GENERATION ANGELS FLIGHT CAR IN FRONT OF CROCKER MANSION ATOP BUNKER HILL, C. 1901.

ANGELS FLIGHT RAILWAY: A LIVING HISTORY LESSON



COL. J.W. EDDY

Let's start with the man who envisioned and built Angels Flight: Colonel James Ward Eddy. Born in New York in 1832 he became a lawyer in Illinois where in the 1850s he befriended another lawyer there by the name of Abraham Lincoln -- which could explain why he was reportedly at the White House on April 12, 1861, when South Carolina forces started the Civil War by attacking Fort Sumter. Col. Eddy immediately signed on with a small group of citizen soldiers that successfully protected the nation's capital and his friend the President (more on that can be found on page 9).

After the war Col. Eddy returned to Illinois ultimately becoming a state senator and living there into the late 1870s, after which he went west; first to Arizona where in 1881 he got into railroad building, then to California in 1895, where he settled into the prestigious Los Angeles neighborhood known as Bunker Hill.

ABOUT BUNKER HILL

Bunker Hill today is but a ghost of what it was when Col. Eddy first arrived. Opulent and unique it was dominated by residential Victorian architecture in the Queen Anne and Eastlake styles making it the crown jewel of a Los Angeles whose entire population in the mid-1890s was around 65,000.

Bunker Hill's exclusivity was reinforced by its elevation. Let's remember, only a handful of angelenos around 1900 owned those newfangled "horseless carriages," so whether you worked or lived on Bunker Hill, were just visiting or passing through, if you didn't own a horse, the primary way you got

up or down was a fair amount of work on foot along steep streets and stairways.

Col. Eddy saw that and proposed a unique inclined funicular railway solution to the city's leaders, for which he offered to foot the bill. It was a proposal they couldn't and didn't refuse, and a scant four months after construction began Angels Flight opened on December 31, 1901. Instantly popular and beloved, Angels Flight's cars Olivet and Sinai carried more than 2,000 passengers that very first day.



BRADBURY MANSION, 147 N. HILL ST., BUILT 1887.

In an ever-changing and growing city, Bunker Hill maintained its stature into the 1920s, when urban expansion began carrying its wealthy residents away to new developments to the west like Hancock Park and Beverly Hills. Those stately manors they left behind were converted into working-class boarding houses that soon stood adjacent large-scale apartment buildings and hotels, all housing a diverse lower-income population.

The area came to be considered increasingly blighted, dangerous and antiquated through World War II and on into the mid-1950s when city planners, instead of choosing to

respect, rehabilitate, restore and revitalize, decided that what Bunker Hill required was a massive slum clearance project.

In 1959, the city authorized what would become one of the nation's largest urban displacements involving an estimated 9,000 inhabitants, the destruction of every building – even the lowering of the hill's height. A decade later, on May 18, 1969, Angels Flight, essentially the last remnant of old Bunker Hill still standing, made its final run, after which it too was erased.

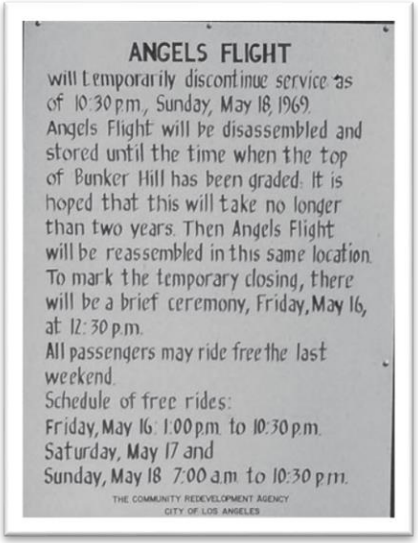


THE DEMOLITION OF BUILDINGS AROUND ANGELS FLIGHT, 1962.

GONE BUT NOT FORGOTTEN

An important event occurred seven years earlier that while mostly symbolic enabled Angels Flight's existence today. With destruction going on around it on a daily basis in 1962 the "shortest railway in the world" was declared Los Angeles Historic-Cultural Monument No.4 at the very first meeting of the city's brand-new Cultural Heritage Commission.

While that designation was not enough to prevent Angels Flight from being dismantled, it fortuitously prevented its demolition. Instead, the Hill Street arch, the Station House and drinking fountain at the top, and both cars along with other artifacts went into storage with public assurances that Angels Flight would be returned to service in two years' time.



CITY SIGNAGE ANNOUNCING THE "TEMPORARY" SERVICE INTERRUPTION.

Of course 1971 came and went as did many more years after that until 1980 when the Los Angeles 200 Committee planning for the city's 1981 Bicentennial learned details of Angels Flight's prolonged fate and took steps to raise awareness and get action taken. But it wouldn't be until 1991 through efforts of the Los Angeles Conservancy and the volunteer Angels Flight Coordinating Committee that the city began to fulfill its restoration promise – one completed a few months shy of 27 years later with Angels Flight finally returning to service on February 26, 1996, approximately 300 feet south of its original 3rd Street location. ■

SOME FUNICULAR FUN FACTS

● At a length a few feet shy of a football field, and a trip that takes a little more than one minute, Angels Flight is widely considered the "shortest railway in the world."

● Angels Flight is also recognized as the "world's most-traveled railway," having carried an estimated 100 million passengers – and counting.

● It is estimated that Angels Flight has traveled more than 267,000 miles – and counting.



SNAPSHOT: ANGELS FLIGHT, C. 1948.

● Angels Flight's cars ascend and descend at a uniform 33% grade, meaning for every three feet moved forward, one foot in elevation or descent is gained. As a comparison, interstate highway standards typically do not permit a roadway to be graded at more than 7%.

● Angels Flight's busiest week came during the Elks Convention in the summer of 1909. The Elks Lodge was located on Olive Street next door to Angels Flight's station house and across July 11-17 Angels Flight transported a record 60,000 passengers. Its second busiest came the week leading up to its May 18, 1969 closure, with an estimated 40,000 getting one final ride.

● When Angels Flight's cars Olivet and Sinai pass each other mid-way there is barely five inches of space between them.



COL. EDDY IN THE CIVIL WAR

When I began working as an operator at Angels Flight the first two things I learned about the background of its builder, Col. James Ward Eddy, was that he had been friends with Abraham Lincoln, and he had fought in the Civil War. Their friendship was a result of both men being Illinois lawyers in the 1850s. Eddy's military service had to do with his timing, fortunate or otherwise, having found himself in the literal chaos that was a largely unprotected and isolated Washington, D.C., those first days after April 12, 1861, when the Civil War began with Fort Sumter's bombardment and surrender to Confederate forces the following day.

I presumed Eddy had simply done his duty as so many American men had and enlisted at the nearest army facility. I've since learned his involvement in the war was far more unique and profound than that.

At 28 years of age, Eddy joined the "Frontier Guard," a largely forgotten company of just 116 citizen soldiers who rapidly formed a wafer-thin Union blue line to protect and defend the White House, the president and the nation's capital against Confederate forces amassing on the other side of the Potomac River that were expected at any moment to lay siege to the vulnerable city, capture it, seize the president, and overthrow the government.

The Frontier Guard was comprised mostly of battle-tested Kansans whose state had only been admitted to the Union three months earlier. They were there to celebrate statehood and support their leader, freshly minted Senator James Lane, who played a heroic and integral role in winning Kansas' bloody, brutal and protracted fight against pro-slavery factions.

With only a few hundred federal troops stationed some 12 miles to the south at Fort Washington, and increasing Confederate camp fires burning beyond the Potomac's opposite bank, Lane decided he and his men needed to protect the capital. They organized under the command of Major Cassius M. Clay, tendered their services to President Lincoln who saw them outfitted them with rifles and bayonets and invited them to camp in the East Room, the largest in the White House.



SERVED WITH FRONTIER GUARD

J. W. Eddy of Los Angeles Recalls Exciting Times When He Aided the Defense of the Capital and of Lincoln

After reading in the Express of the endeavors of Dr. T. D. Bancroft to compile a history and roster of the "Frontier Guard," who did such heroic service in scaring the confederates away from Washington during the early days of the Civil war, J. W. Eddy, well

J. W. EDDY

FROM THE 1907 LOS ANGELES EXPRESS ARTICLE.

What brought Eddy there from his Illinois home was an offer from Attorney General Edward Bates.

"I was in Washington in April 1861, having gone there from Batavia, Ill." Eddy told a reporter for a story that ran in the August 24, 1907, issue of the Los Angeles Express newspaper. "Attorney-General Bates had just offered me the federal judgeship in New Mexico. Kansas had just been admitted to the Union and the capital was filled with Kansans, many of whom I knew."

In a June 3, 1915, Eagle Rock Sentinel article on a speech Eddy gave about his time during the war, the writer recounted him telling the audience that he had called on the president and met with Senators [James] Grimes (Iowa) and John Sherman (Ohio). Eddy said he was at the White House when word came of the firing on Fort Sumter and was one of the first to enlist with the Frontier Guard, which he described as a "company hurriedly formed to act as personal bodyguard to the president and do some skirmish work in Washington."

"One night we devoted to the War Department, another to the Potomac Bridge, and another to Anacostia Bridge and others to various parts of the city," he told the reporter in the 1907 article. "When we guarded the Anacostia Bridge, Cassius M. Clay personally was in command as it was rumored that an invasion was to be attempted. We would have had little chance with a rebel horde, but we made much noise and the confederates heard that we were thousands where we were only tens."

In the meantime, Lincoln had put out the call for 75,000 volunteers, and much of Eddy's time was spent hoping for the arrival of the 6th Massachusetts Regiment and the 7th New York. The latter got to Washington first.

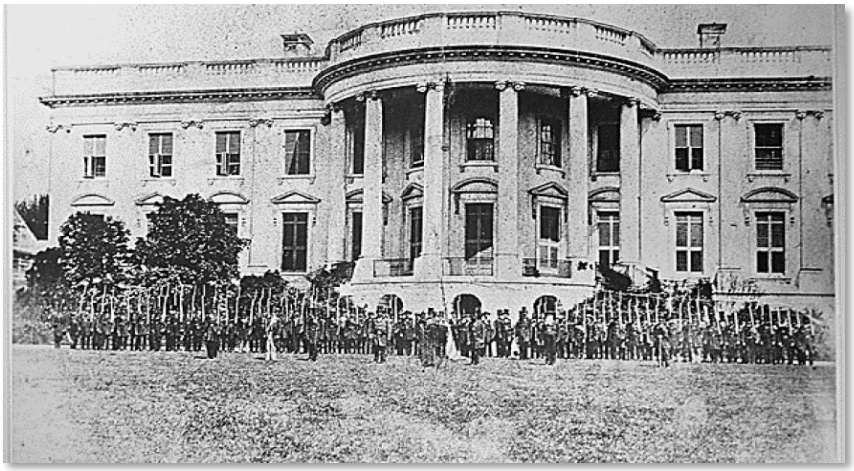
"For many days I watched for the approach of the Seventh from the top of a building, with my eyes ever-gazing down the Potomac," Eddy said. "Finally it came and when the boys swept down Pennsylvania Avenue they looked to us like ten times their number, which was only 1,000."

In the 1907 article Eddy remembered one evening in particular and the kind gesture of a commanding officer: "One night I was stationed on Pennsylvania Avenue in front of the White House, where I was told to leave my arms when I was relieved at midnight. I went to the east room to do this, and, being, tired, I threw myself down upon a sofa there. It probably was more or less a presumptuous action. In the

morning, however, I awoke to find myself covered by the army overcoat of General [David] Hunter, then in command of the United States Army."

The period of service for Eddy and the rest of the Frontier Guard was brief. In the days from the initial arrival of the 7th Regiment from New York, thousands of Union troops had come and the Confederate opportunity for an invasion had evaporated.

"Within two weeks," Eddy said, "not less than 15,000 were in the city. The Frontier Guards tendered their resignation to Lincoln, saying that as the troops had arrived, there was nothing left for the guards to do."



FRONTIER GUARD ON THE WHITE HOUSE SOUTH LAWN, APRIL 1861.

"Our resignation was accepted by the president, who invited us to the East Room of the White House, where he shook hands with each, thanked us for what we had done and wished us Godspeed."

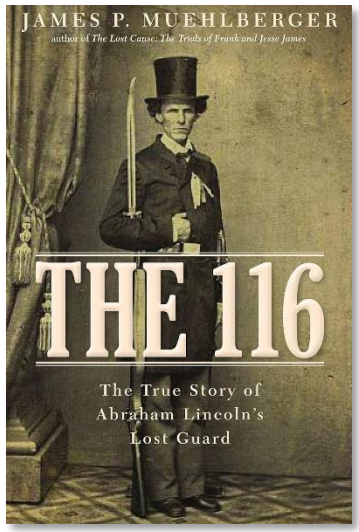
Eddy had gone to Washington with visions of a federal judgeship and instead found a war. His biggest sorrow? Misplacing his honorable discharge papers.

"Our discharges were signed by Senator Lane and contained also the facsimile signatures of Lincoln and Secretary of War [Simon] Cameron. I unfortunately lost mine, which has been a source of great regret to me."

Eddy returned to Batavia and his wife, 3-year-old daughter, and his law practice. He went on to serve on the Board of Education, as a county supervisor, and later as a member of the Illinois House of Representatives and as a state senator before coming west, ultimately to Los Angeles in 1895.

Historians by and large discount and dismiss the Frontier Guard, labeling it a "nebulous militia," unreliable" and little more than "White House visitors." Given the short term of service, its para-military status, plus the overall lack of records and documentation coupled to the minimal engagement with the enemy, I understand the impulse to diminish and discredit.

But what I also get is that in our nation's darkest hour, with thousands of residents fleeing a capital which had been virtually cut off from the outside world, and one in which the Confederates could have essentially waltzed into and taken over, those 116 men volunteered – and without pay, mind you – to stand between their president and vastly superior numbers until help arrived. And they did so steadfastly amidst the panic and fear and the threat of destruction to themselves, the capital, the Constitution and the country because there were few others to do so. That courage and commitment and sacrifice is no less valorous and no less deserving recognition and respect.



THERE'S A BOOK ABOUT IT

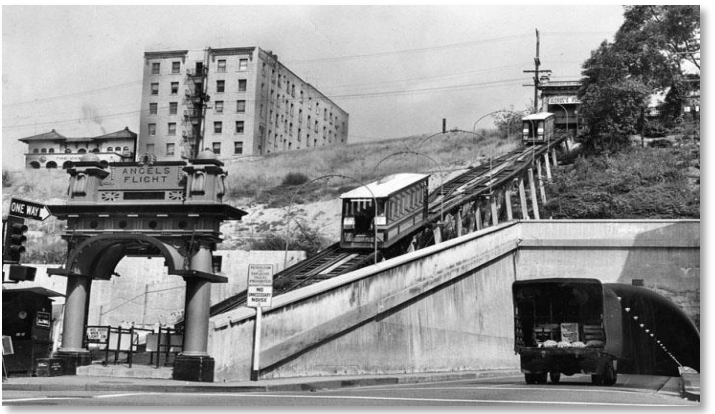
Speaking of recognition, about 10

years ago, a Kansas lawyer and author, James P. Muehlberger, took a sabbatical from his practice after learning about the Frontier Guard and spent it combing the archives of the Library of Congress for information, subsequently writing "The 116: The True Story of Abraham Lincoln's Lost Guard", published in 2016. It includes a reproduction of the only known roster taken when the company formed. Col. Eddy was the 13th man to sign up.



SNAPSHOTS: ANGELS FLIGHT IN 1952 ABOVE A PHOTO FROM 1965.





LIGHTS, CAMERA, ANGELS FLIGHT!

By way of a prologue to this next section looking at the variety of films and television programs Angels Flight has appeared in, allow me to share my personal Hollywood moment onboard.

I was 4 years old when Angels Flight was shut down in 1969, so I had to wait the next 26 years for its miraculous return to ride it. Yet when it had its Grand Reopening in February 1996, I waited another month to let the crowds die down.



On the Saturday afternoon of March 24 I excitedly purchased a roundtrip ticket with a commemorative pin (pictured) from the operator at the station house and boarded, sitting down across the aisle from a passenger who I immediately recognized as actor Nicolas Cage, resplendent in a white leather sport coat. My momentary wonder at why he might be aboard was answered with the realization that the Academy Awards were taking place the following evening nearby at the Music Center's Dorothy Chandler Pavilion, and seeing as he was up for the Best Actor Oscar for "Leaving Las Vegas," I figured he was probably there for rehearsals and heading for a lunch break at Grand Central Market.

Coincidentally, it was not my first time in his proximity. We were briefly in the same high school drama class when he was still Nicolas Coppola – I say briefly because he dropped out early on in to go star in "Valley Girl" and launch his career.

Needless to say, I opted to keep that trivial bit of shared ancient history to myself and instead complimented him on his jacket, for which he thanked me.



When our car had come to a stop at the arch, he exited ahead of me. Outside the turnstiles, I said "By the way, good luck tomorrow."

"Thanks," he said turning and smiling sheepishly. "It's in the bag."

And the next night, so it was.

ANGELS FLIGHT PLAYS ITSELF

Without further ado, please enjoy this chronological list of more than 50 motion pictures and television shows I've compiled in which Angels Flight Railway has guest-starred beginning when it was just 13 years old:

- Angels Flight's debut on film was in 1914 with **Their Ups and Downs**, a comedy starring Eddie Lyons and Victoria Forde.
- **Good Night, Nurse** (1916), starring Neal Burns and Stella Adams, featured Angels Flight.
- **Up She Goes** (1918), an apparent remake of Their Ups and Downs, also filmed at Angels Flight and starred Billie Rhodes.
- Angels Flight got its first real close-up in a 1920 comedy, **All Jazzed Up**, starring Bobby Vernon and Helen Darling.
- Angels Flight appears in the background of two Harold Lloyd comedies, **Girl Shy** (1924) and **For Heaven's Sake** (1926).

- Angels Flight appears at the start of 1932's **The Impatient Maiden**, starring Lew Ayres and Mae Clarke.

Spanning the Great Depression and World War II, a 15-year period would pass before Angels Flight would appear in its next film.

- Angels Flight guest-stars in the 1947 movie **The Unfaithful** with Ann Sheridan and Lew Ayres.
- Paul Henreid jumps aboard Angels Flight to escape mobsters in the 1948 film **Hollow Triumph** (aka **The Scar**).
- **Night Has a Thousand Eyes** (1948), starred Edward G. Robinson as a mentalist who lives near Angels Flight in this supernatural film noir.
- **Act of Violence** (1948) has Van Heflin descending into a figurative hell beneath Angels Flight.



ANGELS FLIGHT BEHIND YVONNE DECARLO IN *CRISS CROSS*.

- Angels Flight makes a background cameo in **Criss Cross** (1949) starring Dan Duryea, Burt Lancaster and Yvonne DeCarlo, a noir tale about an armored car heist gone wrong.
- Angels Flight gets some screen time in **Once a Thief** (1950) stars June Havoc as a jewel thief hiding out on Bunker Hill.

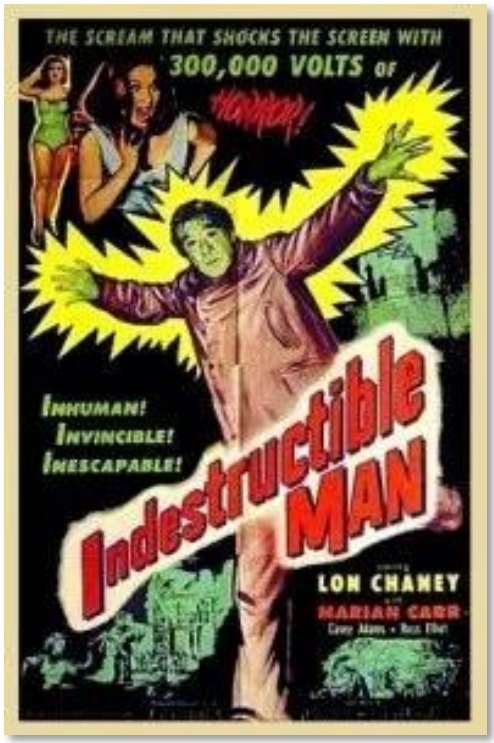
- In **Southside 1-1000** (1950) Angels Flight offers a handy getaway for counterfeiter George Tobias.
- In Joseph Losey's 1951 remake of **M**, the classic Fritz Lang film, the opening credits begin shot from inside one of the Angels Flight cars, as a man jumps in the moment it starts to ascend. It appears again near the film's climax.
- Angels Flight is featured in the 1952 crime thriller **The Turning Point**, starring William Holden.



WILLIAM HOLDEN AND ALEXIS SMITH TAKE A RIDE IN *THE TURNING POINT*.

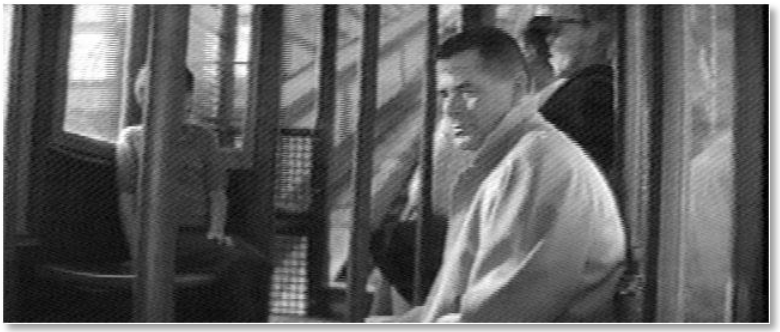
- Angels Flight is seen extensively in a 1953 TV episode of **Boston Blackie** called **Death Does a Rhumba**.
- In **Cry of the Hunted** (1953), Vittorio Gassman plays a prisoner being transported by William Conrad who escapes and rides Angels Flight to evade capture.
- Angels Flight appears in glorious Technicolor at the beginning of **The Glenn Miller Story** (1954) when Miller (James Stewart) visits a pawn shop on Clay Street and Angels Flight is visible behind him.
- Angels Flight is in the 1955 film **Kiss Me Deadly** starring Ralph Meeker as Mike Hammer, seen driving a sweet Corvette on Clay Street beneath the funicular passing above.

- Lon Chaney Jr. starred in **Indestructible Man** (1956) and rides Angels Flight up to Olive Street. Co-star Marian Carr later rides down to Hill Street.
- The Kent Mackenzie documentary short **Bunker Hill 1956** features Angels Flight.
- Angels Flight's brief cameo is the bright spot in an entirely bleak **Why Must I Die?** (1960) starring Terry Moore as a nightclub singer sentenced to death for a murder she didn't commit.
- Roger Corman's **The Little Shop of Horrors** (1960), Seymour (Jonathan Haze) is seen exiting the Station House.



- Angels Flight is shown several times in the 1961 Kent Mackenzie film **The Exiles**, which dramatizes the lives of a group of indigenous people living on Bunker Hill in 1958 (when the film was shot). The DVD of The Exiles also includes Mackenzie's short doc **Bunker Hill 1956** along with **The Last Day of Angels Flight** (1969).
- In 1961's **Chicago Calling**, starring Dan Duryea, Angels Flight appears in the film's third act.
- In 1964 the railway and surroundings are well represented in the cult trash horror flick **The Incredibly Strange Creatures Who Stopped Living and Became Mixed-Up Zombies**.

- **Angel's Flight** is a noir (filmed in 1962, released in 1965) starring Indus Arthur as a tormented Bunker Hill serial killer.
- In **The Money Trap** (1966) detective Glenn Ford rides Angels Flight tailing the wife of a murder suspect who he's after.



GLENN FORD ABOARD ANGELS FLIGHT FROM 1966'S *THE MONEY TRAP*.

- The only color episode of the original **Perry Mason** TV series, 1966's **The Case of the Twice-Told Twist**, has Perry Mason (Raymond Burr) and secretary Della Street (Barbara Hale) riding Angels Flight.
- There is a scene with Elke Sommer and Gary Lockwood shot on the railway in **They Came to Rob Las Vegas** released in 1968.
- There is a brief shot of Angels Flight in the introduction of the **Dragnet 1969** episode **Narcotics DR-21**.
- NBC's **The Outsider** starring Darren McGavin aired a 1969 episode titled **Through a Stained-Glass Window** in which he rides up Angels Flight and talks with the station agent about its history.
- Edmund Penney's 12-minute documentary from 1969, **Angels Flight Railway**, features footage shot in 1965 and during the funicular's last days in 1969.
- **The Last Day of Angels Flight** was a home movie about the day the railway closed on May 18, 1969; filmed and narrated by native Angeleno Robert Kirste.

- During the **1980 Tournament of Roses Parade** TV broadcast the World Vision International float titled "And the Angels Sing" depicting Angels Flight in a tribute to the railway.
- **Visiting With… Huell Howser** first visited the site of Angels Flight in 1994 when the funicular was about to be rebuilt at its current location.



HUELL HOWSER

- **The Return of Angels Flight: A Promise Fulfilled** hosted by actress Carmen Zapata was a documentary produced in 1995 by the City of Los Angeles as restoration work had gotten underway for its 1996 grand re-opening.
- During the **1996 Tournament of Roses Parade** TV broadcast the City of Los Angeles float depicted Angels Flight in a salute to its impending grand-reopening.
- **Visiting With… Huell Howser** revisited a fully operating Angels Flight in October 1996 for an episode featuring members of a tribe of LA Mudpeople gathered at the Arch as they interact with and are observed by passersby.
- **Tell Me No Secrets** (1997) was a television movie starring Lori Laughlin as a young attorney on a murder case and is considered the first feature film to show Angels Flight in its new location.
- Michael Sutton, star of 1998's **Wanted** is seen riding down Angels Flight, scoring some drugs and then riding back up during the opening credits.
- Angels Flight can be seen in the background near the end of **City of Angels** (1998) in which angel Nicholas Cage falls in love with mortal Meg Ryan.

- Angels Flight appeared during the end credits of episodes of the daytime soap opera **The Bold and the Beautiful** in 2002.
- Blink and you'll miss a historically inaccurate recreation of Angels Flight and surroundings in 2006's film adaptation of John Fante's **Ask the Dust**, starring Colin Farrell and Salma Hayek.
- In 2010, an episode of NBC's reality show **The Biggest Loser** featured Angels Flight in a competition in which the contestants could either walk the stairs for 5 points or ride the railway for 1 point. First one to complete 20 trips from the arch to the station house and back won.
- Angels Flight is featured in **The Muppets** (2011) when Jason Segel sings the Academy Award-winning song **Man or Muppet**.



JASON SEGEL SINGS ABOARD ANGELS FLIGHT IN *THE MUPPETS*.

- Angels Flight was closed to the public when it was operated for a single day to film Ryan Gosling and Emma Stone riding it during a musical montage in the 2016 film **La La Land**.
- In the 2017 TV movie **The Saint**, a chase of Adam Rayner as Simon Templar by Enrique Murciano as FBI Agent John Henry Fernack ends on Angels Flight.
- Julian McMahon and Virginia Gardner ride Angels Flight in the



TITUS WELLIVER STARRED IN *BOSCH*.

2018 episode of Marvel's **Runaways** titled **Old School.**

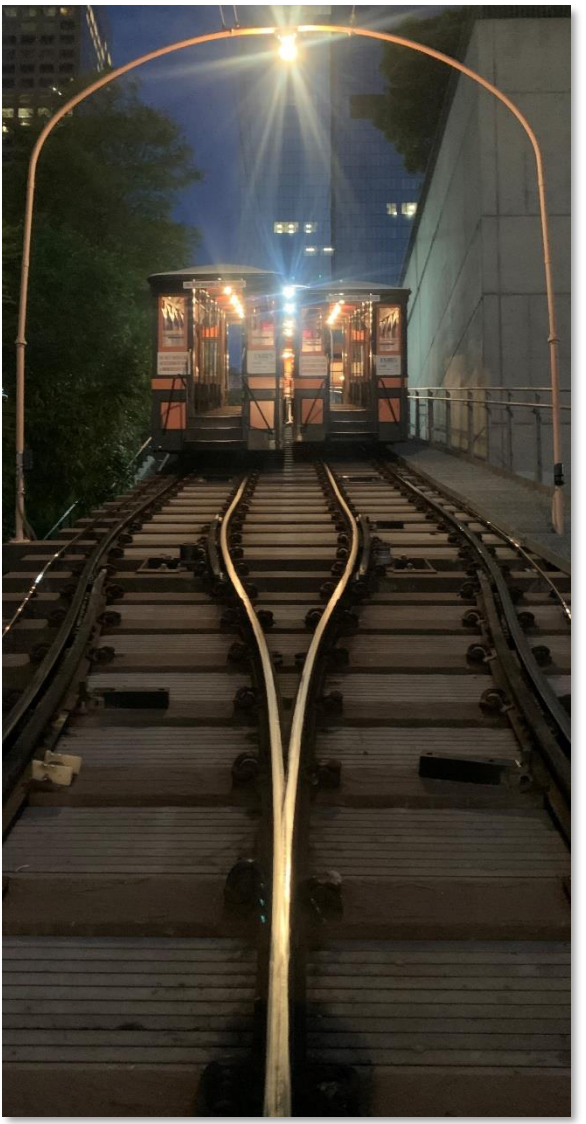
- Season 4 of **Bosch** aired in 2018 featuring the landmark and is based on Michael Connelly's book **Angels Flight**, the sixth book in the Harry Bosch series.
- The girl group Itzy dances inside Angels Flight for the 2019 music video of their song **Icy**.
- **Perry Mason**, Season 1 of HBO's 2020 origin story set in 1932 recreated Angels Flight from that period.
- The HollyTones filmed scenes for a 2023 music video of **Frosty the Snowman** aboard Angels Flight.
- Host Nathan Masters interviewed novelist Michael Connelly at Angels Flight in 2024 for a future episode of **Lost LA**.



Either car will do, but just in case you want to be as exact as possible in recreating that iconic smooch between Ryan Gosling and Emma Stone in 2016's *La La Land* (as hundreds of couples have done over the years since), you'll want to be sitting in the top two inside seats aboard Olivet (the car that runs on the south side of the tracks). The giveaway is the windows behind them have narrow horizontal crossbars near the tops and bottoms. Sinai's windows do not.



GIMME THAT OLD-TIME RAIL-IGION



It's easy to regard Angels Flight simply as a means of conveyance or a mode of transportation. After all, that's exactly what it was, is and shall continue to be to all passengers be they residents, tourists or office workers: a convenient and dependable way to get up or down a steep Downtown Los Angeles hillside.

But clues to a deeper significance – a higher purpose, if you will – are hiding in plain sight at the railway that add depth and dimension to the famed and historic funicular and speak to an underlying spirituality connected to it by its builder and original owner, Col. James Ward Eddy, who back in 1901 successfully petitioned the city to let him build it and pay for it.

It's a pretty safe bet that Col. Eddy was a pious man. That's evident not only in the name with which he christened his enterprise, but even more through the names he bestowed upon its two cars: Olivet and Sinai.

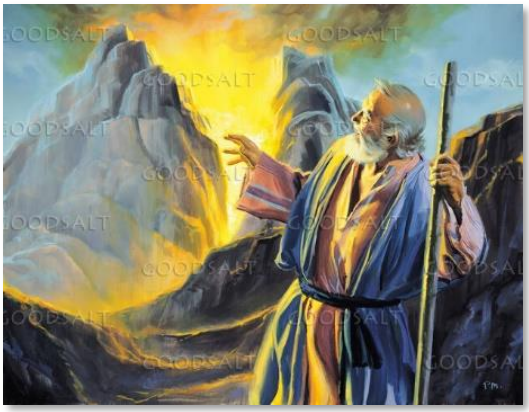
Some think Olivet is a nickname referencing Olive Street, where the Station House at the top of Angels Flight was originally located at 3rd Street until the railway's closure in 1969. Coming to that conclusion is understandable given the similarities, but that would make more sense if Olivet's sister car were nicknamed in some form for Hill Street at the bottom, which it most certainly is not. Col. Eddy named it:

SINAI

You may recognize that word from news stories about Egypt or the Middle East, or from its use as part of the name of a large local medical center, or you may know it from its mentions in the Torah, Koran or lastly in the Bible, as follows:

"Now Mount Sinai was wrapped in smoke because the Lord had descended on it in fire. The smoke of it went up like the smoke of a kiln, and the whole mountain trembled greatly. And as the sound of the trumpet grew louder and louder, Moses spoke, and God answered him in thunder."

Exodus 19:16-20



MOSES AT MOUNT SINAI.

Indeed, Sinai is the mountain unto which it is written that God came down from Heaven to bestow upon Moses the Ten Commandments. But what of:

OLIVET

That, too, is a mountain mentioned in the Bible where another significant event occurred, but going in the opposite direction. For on Olivet is where it is written Christ ascended to heaven:

"And when he had said these things, as they were looking on, he was lifted up, and a cloud took him out of their sight. And while they were gazing into heaven as he went, behold, two men stood by them in white robes, and said, "Men of Galilee, why do you stand looking into heaven? This Jesus, who was taken up from you into heaven, will come in the same way as you saw him go into heaven. Then returned they unto Jerusalem from the mount called Olivet, which is from Jerusalem a Sabbath day's journey."

Acts 1:9-12



THE ASCENSION OF JESUS FROM MOUNT OLIVET.

Col. Eddy's selection of Sinai and Olivet was clearly an inspired choice. In their physical duality of counter-balanced rising and falling he connected them spiritually and scripturally to the sites of monumental theological events where Jesus ascended and God descended.

TRACKING ANOTHER THEORY

Angels Flight's layout of three rails at the top and bottom splitting centrally to a four-rail passing loop is not an uncommon configuration among funiculars and there may well have been a simple, material reason to build that way. But given the religious connotations already discussed, it's not out of the question that Col. Eddy perhaps considered the steeply pitched tracks themselves as a representation of what Jacob dreamt about in the first book of the Old Testament:



JACOB DREAMS OF A LADDER.

"When he reached a certain place, he stopped for the night because the sun had set. Taking one of the stones there, he put it under his head and lay down to sleep. He had a dream in which he saw a stairway resting on the earth, with its top reaching to heaven, and the angels of God were ascending and descending on it."

Genesis 28:11-12

In the various interpretations of what that stairway that came to be known as Jacob's Ladder signifies, there is one aspect

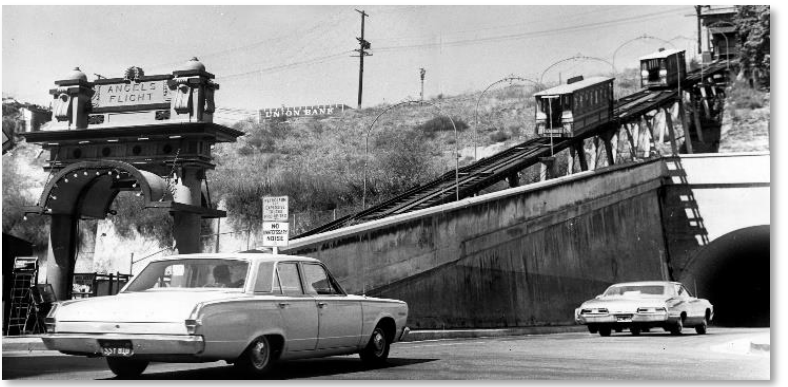
never in dispute. Jacob didn't dream about two, one next to another. There was only one.

As such consider what an upward angel and a downward angel have to do upon approaching each other. Well, short of clambering over one another they'd have to do exactly what Olivet and Sinai have done since 1901 and still do today: move outward to the opposite sides in order to pass and continue onward.

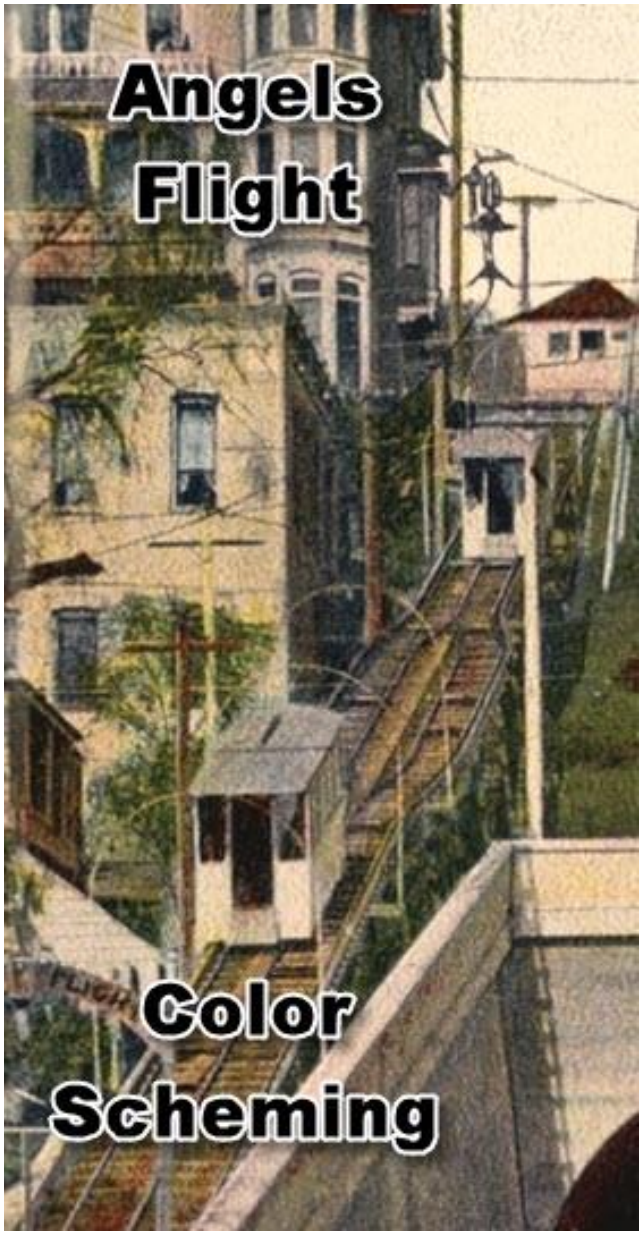
Was that Col. Eddy's vision? Hope springs eternal, but absent definitive proof this is conjecture simply offered as an option not out of the realm of possibility.

What can be pronounced with a greater degree of certainty is that from the multiple perspectives of his railway's design, manufacture, engineering and construction, the good Colonel could have saved perhaps biblical proportions of money and time with a simpler parallel two-track system, which adds some substance to the notion that with his miraculous Angels Flight Railway he was perhaps answering to a higher source.





SNAPSHOT: LAST DAYS OF ANGELS FLIGHT ON THE GHOST OF BUNKER HILL, MAY 1969.



When Angels Flight went into service on December 31, 1901, its cars, arch and station house were all painted a proper and virtuous white with gold trim (as shown at left, circa 1905) befitting the righteous name bestowed by its builder Col. J.W. Eddy.

So how and why did the beloved Los Angeles landmark end up going so dramatically from one end of the spectrum to another, from saintly and sedate to gaudy and garish? That's actually one of Angels Flight's most enduring mysteries, and several theories and a few rumors have developed around it; some plausible, some outright ridiculous.

What we do know is that Col. Eddy had nothing to do with it. He'd sold Angels Flight in 1912 and retired to Eagle Rock where he lived out his remaining years, passing in 1916 at the age of 84. What we don't know is how long after that, but it's generally accepted that the new orange-and-black scheme debuted sometime in the 1930s – exactly when during that decade is anyone's guess.

A clue might be found in looking at any changes of ownership during that time, but unfortunately that's a bit of a dead end. Angels Flight was run by the same man for 38 years. Robert Mackay Moore, served as general manager from 1914 to 1946 and then as owner to 1952. So we can conclusively say the switch happened on his watch -- but why?

In my armchair researching, I have rather inevitably come across rumors and conjecture and grapevine gossip and hearsay that will not get us any closer to solving the mystery, but are testaments to the ongoing appeal of the drastically different and undocumented color switch.

SCHOOL DAZE

There are four esteemed institutions of higher learning within a radius of a few miles from Angels Flight. USC is about three miles away to the south, Cal State Los Angeles is about five miles to the east, Los Angeles City College is about four miles to the west and Occidental College stands about six miles away pretty much due north.



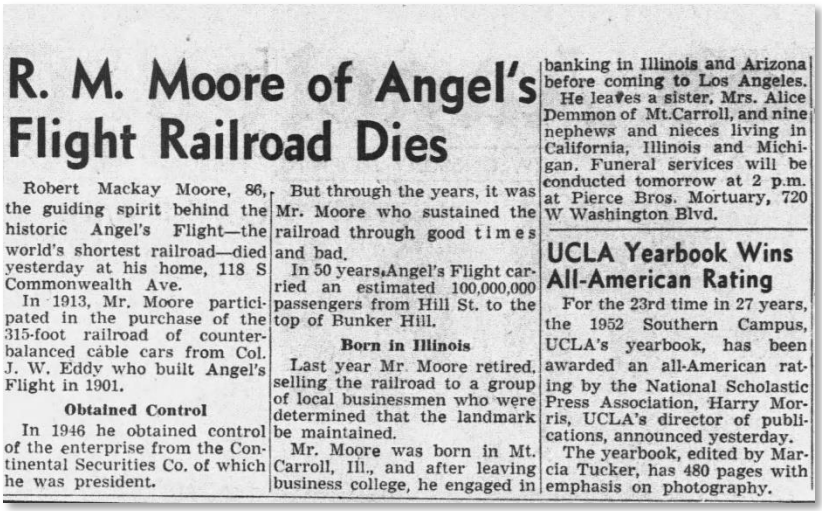
As happenstance would have it, Occidental ("Oxy" for short) has a tiger as its mascot (named "Oswald") and official colors that are, you guessed it: orange and black. It's a coincidence too fertile for rumor not to sprout about some band of pranking Oxy students, ones apparently equipped with a substantial amount

of paint, professional-level skill, and even more substantial amounts of resolve (and perhaps bootleg alcohol depending on which side of Prohibition's repeal in 1933 this is rumored to have happened), who managed to lay on the new coats under the cover of darkness and completely undetected. Perhaps they were driven to the deed by Oxy's underdog football team miraculously holding UCLA to a scoreless tie at the Coliseum in 1931, or maybe it was the Tigers trouncing their archrivals the Whittier College Poets in 1932.

Those games and their outcomes are fact, but the rest is pure balderdash. While it makes for an entertaining explanation, it's a good bet such large-scale vandalism of the landmark would have been covered in the press, and that was not the case.

Another Oxy-connected speculation is that it was something of an inside job involving General Manager Moore about whom gossip spawned after his death (at age 86 in 1953) that he had been a graduate of Oxy (Class of 1888), and in some sort of fit of nostalgia for his alma mater ordered the railway painted his school's colors.

Again, another fine bit of poppycock because Moore never attended Oxy. His obituary (below) in the February 18, 1953,



R. M. Moore of Angel's Flight Railroad Dies

Robert Mackay Moore, 86, the guiding spirit behind the historic Angel's Flight—the world's shortest railroad—died yesterday at his home, 118 S Commonwealth Ave.

In 1913, Mr. Moore participated in the purchase of the 315-foot railroad of counterbalanced cable cars from Col. J. W. Eddy who built Angel's Flight in 1901.

Obtained Control

In 1946 he obtained control of the enterprise from the Continental Securities Co. of which he was president.

But through the years, it was Mr. Moore who sustained the railroad through good times and bad.

In 50 years Angel's Flight carried an estimated 100,000,000 passengers from Hill St. to the top of Bunker Hill.

Born in Illinois

Last year Mr. Moore retired, selling the railroad to a group of local businessmen who were determined that the landmark be maintained.

Mr. Moore was born in Mt. Carroll, Ill., and after leaving business college, he engaged in banking in Illinois and Arizona before coming to Los Angeles.

He leaves a sister, Mrs. Alice Demmon of Mt.Carroll, and nine nephews and nieces living in California, Illinois and Michigan. Funeral services will be conducted tomorrow at 2 p.m. at Pierce Bros. Mortuary, 720 W Washington Blvd.

UCLA Yearbook Wins All-American Rating

For the 23rd time in 27 years, the 1952 Southern Campus, UCLA's yearbook, has been awarded an all-American rating by the National Scholastic Press Association, Harry Morris, UCLA's director of publications, announced yesterday.

The yearbook, edited by Marcia Tucker, has 480 pages with emphasis on photography.

issue of the Los Angeles Times described him as having been born in Mt. Carroll, Illinois (in 1866) and after attending an unnamed business college engaged in banking there and then in Arizona before coming to Los Angeles.

HALLOW THERE

The change very well could have been done simply out of boredom with the long-standing original color and from a promotional desire to reinvigorate the old funicular and reintroduce it to the community. But still, orange and black? It does not get much more dramatic than that – especially considering that those two colors were long synonymous with Halloween, a day many choose to believe is the antithesis of angelic.



On that point, it is of note that movements had sprung up in communities across the nation calling for a ban on the October 31 celebration, in backlash to the "Black Halloweens" of the early 1930s in which tricks and pranks were taken to the chaotic level of full-blown vandalism, violence, and looting, reportedly resulted in millions of dollars in damages to major US cities.

Yet cooler, less cancel-ready heads prevailed. In the year Prohibition had finally been repealed, people realized that the elimination of Halloween wouldn't stop people from marking the occasion – perhaps even more destructively than before. As a result religious groups, community organizations, schools, businesses and neighborhoods programmed carnivals, block parties and parades offering handouts, aka "treats," in what became the successful effort to keep (most) kids out of trouble that continues to this day.

It is not entirely out of the realm of possibility that specifically in support of those proactive efforts leading up to Halloween 1934 on Bunker Hill (as well as perhaps to protect the railway,

Angels Flight was painted orange and black, but proof of that remains unattained.

On a broader plane, Angels Flight's new colors could have been a reflection of how much had changed since those seemingly idyllic first years running at the turn of the century, on Bunker, in Los Angeles, the state, the country, and the world.

FOUL BALL!

If you're a baseball fan – more specifically a Dodgers fan -- then you know the colors of Angels Flight are the same as those of the Dodgers' oldest divisional rival: the Giants.

Those more vehement in their disdain for that team from San Francisco and more prone to conspiracy theories might look at the cars and wonder if someone in the railway's management and ownership way back when might have been a Giants fan and had Angels Flight done up in a show of subversive support. The answer is "Yer out!" for two reasons.



Back in the 1930s, the west coast was nary a gleam in the eyes of the respective owners of both New York-based teams (they each moved to California in 1958). And while it is true that the Giants first auditioned orange and black uniforms in 1933 (pictured), it was only for that one season and the team didn't fully adopt those colors until 1947. Oh, and: Let's Go, Dodgers!

NATURE CALLS

Orange and black occurs among many species of creature great and small all over the world: the oriole, the monarch butterfly, the tiger, the corn snake, the clownfish, the false tomato frog, the scarab beetle, the starry pufferfish, the poison dart frog, the alpine newt, the common tree boa, the giant crab spider, the Gila monster, the longhorn beetle, the shortfin turkeyfish, the Diademed sifaka, and the fungus beetle, to name a few. Of those there is only one – the monarch butterfly (shown at left) – that is native to California and can be found in Los Angeles. While it is true in the 1930s that Monarch populations suffered serious declines as a result of the extended drought during the Dust Bowl Era, there is absolutely no basis to believe that Angels Flight was painted with them or any other animal in mind.



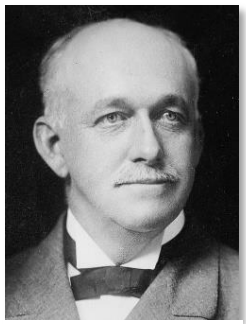
A HUNTINGTON WE WILL GO

So far we've looked at and discounted a variety of suppositions involving butterflies, baseball, boo, school spirit and more. We've saved the least unreasonable and unrealistic for next to last – but mind you this is still speculation and should in no way be construed as fact.



Far and away the theory most likely for you to consider plausible is that Angels Flight, one of the smallest railways in the world, went orange and black to connect it to or emulate one of the largest: Southern Pacific Railroad, whose locomotives and cars had long been adorned in distinctive orange and black paint jobs as well. If that was indeed the case, perhaps it was done as a tactic to align the little funicular with the big conglomerate owned by the Huntington family or maybe even to induce interest in a potential acquisition.

There is a wrinkle here in what may have been a bit of a falling out years and years earlier between Angels Flight owner Col. Eddy and Henry Huntington, who built Los Angeles' extensive Red Car transit system of the Pacific Electric Railway Company after losing a boardroom battle to take over Southern Pacific Railroad following the death of an uncle who was running it.



HENRY HUNTINGTON

After a few successful first years with Angels Flight, Col. Eddy was in prime position to be awarded the rights by the city to build a funicular running from the bottom of Vermont Canyon in nearby Griffith Park to the top of Mt. Hollywood (the peak behind Griffith Observatory). His plan was predicated on an agreement with Huntington to build a Red Car extension that ran from the city up to the end of Vermont Canyon, thus ensuring a steady flow of passengers. But for reasons unknown Huntington backed out rather abruptly, forcing the Colonel to withdraw his bid.

The point of that backstory is it would seem to make more sense from a partnering perspective for Angels Flight to align with the local inter-urban Red Car system rather than a multi-state passenger and freight corporation. But perhaps even as much as 30 years after Huntington left Col. Eddy high and

dry, the blood between the two companies was still bad enough to prevent consideration of them merging. Otherwise Angels Flight's color might be Pacific Electric red today.

STANDARD TIME

An interesting tangential discovery in my archival searches for any references to Angels Flight's colors brought me to articles in 1930, 1936 and 1940 announcing the state color combination chosen for the next year's automobile license plates, consisting of black lettering on an orange background. What caught my eye was the reason for selecting that specific color combination: science, Orange and black had been ranked No. 1 on the U.S. Bureau of Standards Visibility Scale.



DIRTY '30s

Was such a highly noticeable new color scheme on Angels Flight a form of passive protest; a Depression-era demand for attention as a byproduct of feeling overlooked and unseen? The fact is the 1930s were not good ones for the funicular. As Los Angeles surrendered to the automobile and Bunker Hill declined, Angels Flight was often mocked and

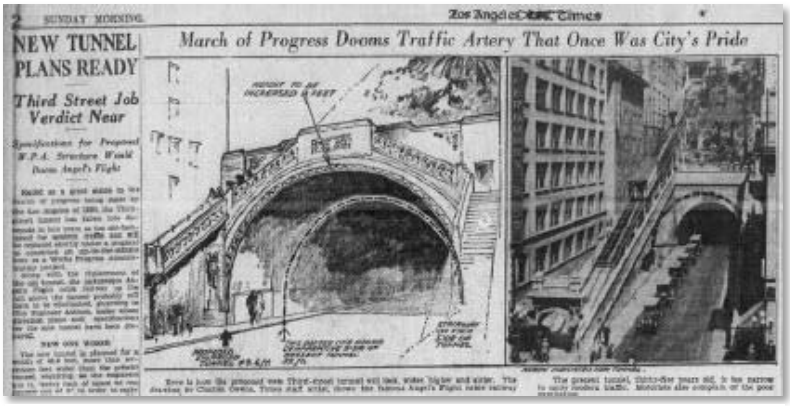

ANGELS FLIGHT TOWER DOOMED

Angels Flight Tower, standing proud and overlooking the bustle of humanity that passes Third and Hill streets daily, is doomed. Doomed to be torn down, after years of faithful service, ruled unsafe by the City Council. Old-timers will sigh sadly when it is gone, recalling youthful thrilling adventures on its lofty heights. Carol Tevis, left, and Joyce Carroll pause before a farewell to the tower.

LOS ANGELES EVENING EXPRESS, 1931.

derided as an obsolete form of transportation that had outlived its usefulness. In 1931 the companion Observation Tower that had stood for 30 years offering unparalleled views of the city, was summarily condemned in August and unceremoniously destroyed a month later.

And across most of that decade plans for a Works Progress Administration project to widen the Third Street Tunnel to better accommodate vehicular traffic included the complete annihilation of the popular Bunker Hill funicular, to be replaced by some sort of tunnel-to-top elevator system.



SUNDAY MORNING

Los Angeles Times

NEW TUNNEL PLANS READY

Third Street Job Verdict Near

Specifications for Proposed W.P.A. Structure Would Doom Angel's Flight

March of Progress Dooms Traffic Artery That Once Was City's Pride

LOS ANGELES TIMES, 1935.

If the "shortest railway in the world" was feeling a little shorted and slighted it's possible that it responded by visually waking and shaking things up with a bold new palette. Perhaps that brave new look was enough to galvanize community support and demand its protection and preservation over its doom.

Something sparked that movement, because the community did rally strong around Angels Flight, ultimately dooming the tunnel project instead. If not, we would not have Angels Flight today.



SNAPSHOTS: ATTENDEES ABOARD THE "CHAMPAGNE FLIGHT" AS PART OF A MAY 1959 PRESERVATION CAMPAIGN, BELOW THAT A PHOTO OF LEGENDARY SINGER/SONGWRITER/ACTOR PEGGY LEE RIDING, NOVEMBER 1968.

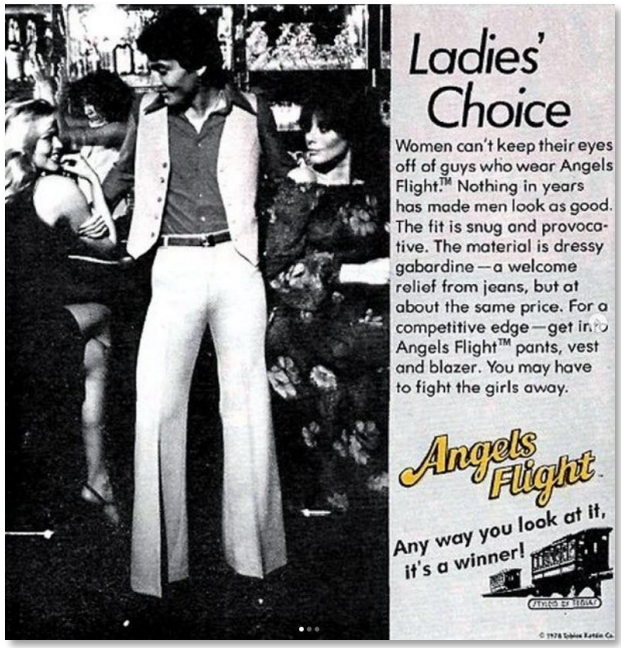




ON YOUR TRADEMARK, GET SET… GO!

Folks of the Boomer and Gen X generations have probably heard of Angels Flight clothes. Popularized in the late 1970s through films like *Saturday Night Fever*, Angels Flight menswear became synonymous with the disco era.

Personally, having never owned an article of Angels Flight clothing, I had long figured the brand's name was strictly coincidental to that of this famed funicular railway.



I was wrong, as this ad I found from 1978 at right proves, replete with illustrations of the cars at the bottom right. This was no coincidence.

That, of course, led me to wonder who in their right mind would name a men's clothing line (whose main selling point was that women might fight over the wearer of such dead sexiness) after a dismantled and defunct railway.

I found out it was a man named Tobias Kotzin, owner of an eponymous LA-based clothing company that he opened back in 1919. Given that history and connection perhaps the 1970's clothing line was so named by Kotzin in nostalgia and reverence for the railway he knew as a younger man that had been taken away a few years earlier.

About Tobias Kotzin there's not a lot out there available on the internet. The primary source of information on him was found in public documents related to a home in the Los Feliz neighborhood known as Sherwood House that he and his wife Bessie owned between 1944 and 1989, and which was declared a Historic-Cultural Landmark in 2012. Supporting documents to the declaration describe Kotzin as "a well-known clothing manufacturer in Los Angeles," an "active member of the Wilshire Boulevard Temple who was well known for his work with various charities." Kotzin resided in the house until his death in 1976. His wife, Bessie remained there until she passed in 1989.

Another document stated the company closed in 1988, after 69 years, with its most prosperous being 1979 with $50 million in sales. That's a lot of John Travolta wannabes in white suits!

Records show the Angels Flight name was first used in 1976 with the trademark then registered by Kotzin's company in 1978, and had expired in 1999.

In attempts to bring the trademark home Angels Flight Railway Foundation applied twice for it unsuccessfully, in 1994 two years before Angels Flight reopened, and again in 1998 two years after. The third time was the charm. When applied for in 2012 the trademark was granted. ■

MORE FUNICULAR FUN FACTS

● A funicular is a type of cable railway system that connects points along a track laid upon a steep slope. The system is characterized by two counterbalanced cars secured to opposite ends of a haulage cable, which travels through a pulley at the upper end of the track. The two cars move synchronously: as one ascends, the other descends at an equal speed.

● The term funicular derives from the Latin word *funiculus*, the diminutive of *funis*, meaning rope, which is what the first funiculars used.

● An average trip on Angels Flight takes approximately 75 seconds to travel the distance of about 296 feet between the arch at the bottom and the station house at the top, which equates to a speed of 2.7mph.

● When you travel on Angels Flight you leave from one zip code and arrive in another. It's 90013 down at the arch and 90071 up at the Station House.

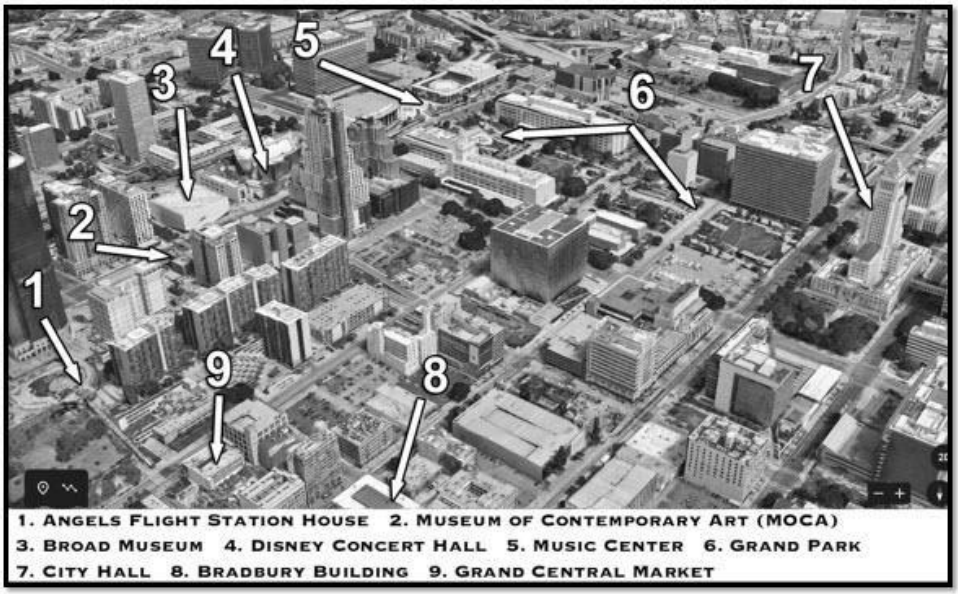
● The architectural style of Angels Flight is known as Beaux Arts.



● From the east side of Hill Street when you look at the arch you'll see the carved letters "B.P.O.E." below the Angels Flight sign. The arch was built around 1910 reportedly funded in part by a donation from the Elks Club whose lodge was up on Bunker Hill next door to the station house. The fraternal organization's full name is The Benevolent and Protective Order of Elks.



What is there to do or see around here?



1. Angels Flight Station House 2. Museum of Contemporary Art (MOCA)
3. Broad Museum 4. Disney Concert Hall 5. Music Center 6. Grand Park
7. City Hall 8. Bradbury Building 9. Grand Central Market

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Welcome to Angels Flight's Station House. Now what? Whether you hop aboard and head back down the hill or stay and take a walk around, this guide will give you an idea of what's available to see and do and point you in their directions. Thanks for riding historic Angels Flight Funicular Railway.

1. **Angels Flight Station House**
   angelsflight.org
   350 S. Grand Avenue
   6:45AM – 10PM

2. **Museum of Contemporary Art (MOCA)**
   moca.org



   250 S. Grand Avenue
   11AM – 6PM
   General Admission: Free
   Tickets must be reserved in advance at their website or by calling 213/633-5351.

3. **The Broad Museum**
   thebroad.org
   221 S. Grand Avenue
   10AM – 6PM
   General Admission: Free
   All visitors must reserve timed tickets in advance; same-day tickets may be available on website.



4. **Walt Disney Concert Hall**
   laphil.com



   111 S. Grand Avenue
   Free self-guided audio tours run 10AM – 2PM. Subject to change. Tour calendar available via website.

5. **The Music Center**
musiccenter.org
135 N. Grand Avenue
Free docent-led tours at 10AM. Subject to change. Tour calendar available on website.



6. **Gloria Molina Grand Park**
grandparkla.org
200 N. Grand Avenue
5:30AM – 10PM



7. **Los Angeles City Hall**
lacity.gov
200 N. Spring Street



8. **Bradbury Building**
laconservancy.org
304 S. Broadway
10AM-2PM



9. **Grand Central Market**
grandcentralmarket.com
312 S. Hill Street or 317 S. Broadway
8AM – 9PM
Vendor hours vary.



Beyond Bunker Hill:

Fugetsu-Do Sweet Shop
fugetsu-do.com
315 1st Street
Little Tokyo
8AM-6PM



The Last Bookstore
lastbookstorela.com
453 S. Spring Street
11AM – 8PM



Yaanga Park
(formerly Los Angeles Plaza Park)
laparks.org
125 Paseo de La Plaza
Dawn – Dusk



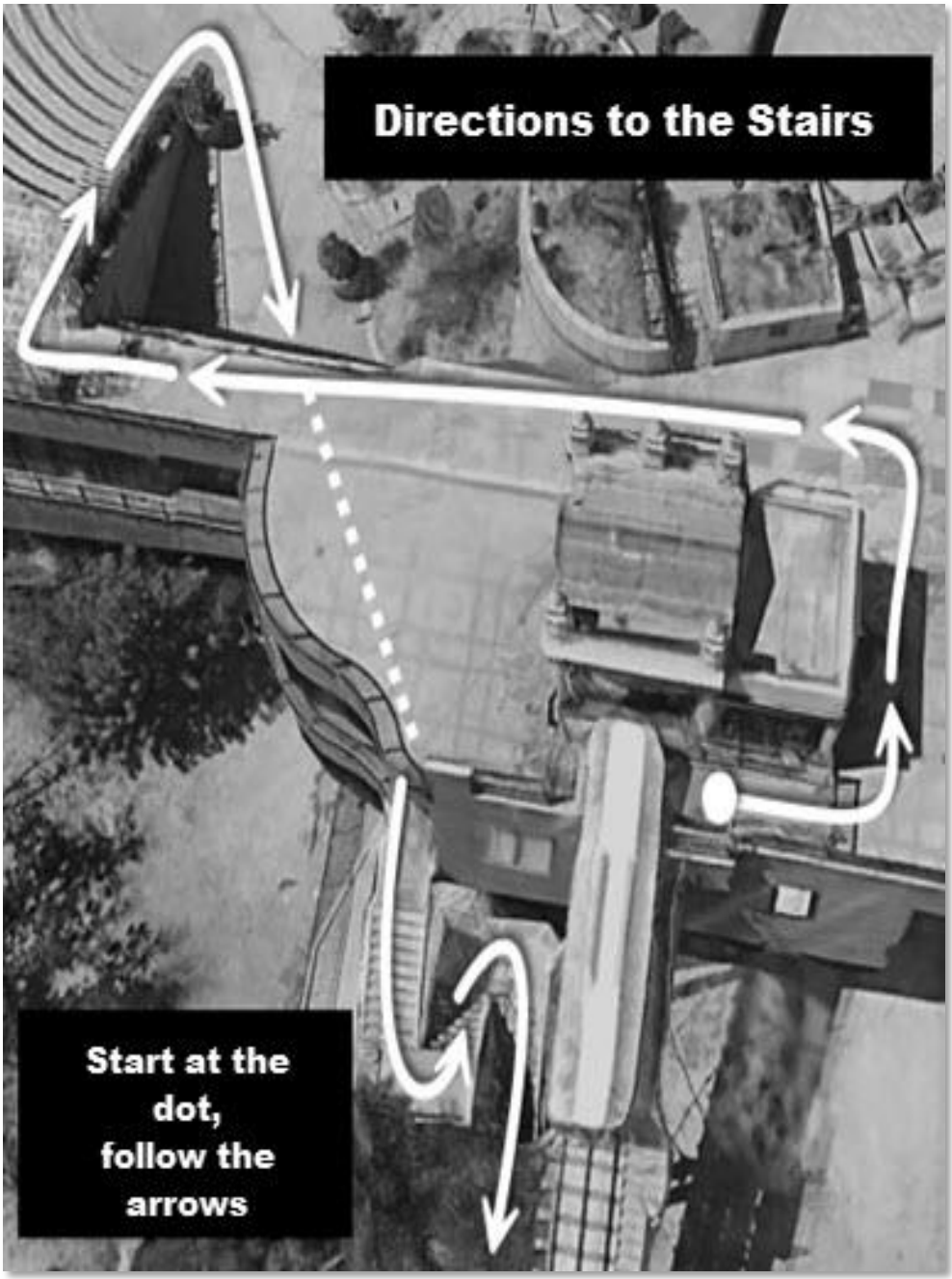
Los Angeles Central Library
lapl.org
630 W. 5th Street
Saturday 9:30AM – 5:30PM
Sunday 1PM – 5PM



For more information, visit www.angelsflight.org or Instagram: @angelsflightrailway.

P.S. Enjoy Your "Flight!"




Directions to the Stairs
Start at the dot, follow the arrows

ONE OF THESE THINGS IS NOT LIKE THE OTHERS

Hiding in plain sight at Angels Flight is the kind of quirky detail that can easily be overlooked by the casual passenger, but to easily-fixated types like myself sticks out like a sore thumb.

Let's call it: The Mystery of the Broken Scroll

On three sides of the Station House you'll find decorative scroll-shaped corbels framing each door or window. There are four on the back, four on the north side, and spanning the front of the building as shown below there are five of them, bracketing the four windows:



Now, in the above picture, count four out from the left. Notice what's different? Right: the bottom curled part of that fourth corbel is missing.

Where'd it go, or at least when?

Beyond curiosity, when it might have disappeared is important because if the change occurred at Angels Flight's 1969 dismantling, while it was in storage for more than a quarter-century after that, during its mid-1990s restoration, or at any point after the railway returned to service in 1996, then technically as Los Angeles Historic Cultural Landmark No. 4 (so declared by the city in 1962) there could be a historical inaccuracy going on here – and let me tell you, those responsible for its return were the most sticky of sticklers for recreating the funicular exactly as she was at the time of her landmark designation.



Alternately: If that detail had perhaps either always been that way since its 1910 construction or at least prior to its 1962 landmark designation, then it would be historically accurate after all.

To find an answer I went to Hollywood, by way of the films and TV shows I've showcased beginning back on page 15 of this booklet in "Lights! Camera! Angels Flight!" (many of which are available on the internet).

I got lucky in that I quickly found two films that dramatically narrowed the gap, the earlier one in which the complete corbel appears and a later one in which it shows as incomplete. As seen in the following still images with indicating arrows, the good news is Angels Flight is not due for a visit by officers from the Historical Accuracy Enforcement Bureau (which doesn't exist, but should).



THE ARROW ADDED TO THE IMAGE ABOVE FROM 1947'S *THE UNFAITHFUL* POINTS TO AN INTACT CORBEL. IN THE STILL BELOW FROM *SOUTHSIDE 1-1000* (1950) THE INCLUDED ARROW SHOWS THE CORBEL MISSING ITS LOWER END.



Could it have been broken off by bullet or bat? Did termites do it in? While the who/what/how/why may never be known, at least the when has been narrowed down to having occurred roughly between 1947 and 1950.

Last but not least, just to be thorough and make sure it had not been repaired between 1950 and 1962 I found a moment from the 1969 TV series episode of *The Outsider*, titled *Through a Stained-Glass Window*, in fact filmed only a few months before Angels Flight's closure on May 18, 1969.

Historical accuracy, confirmed!

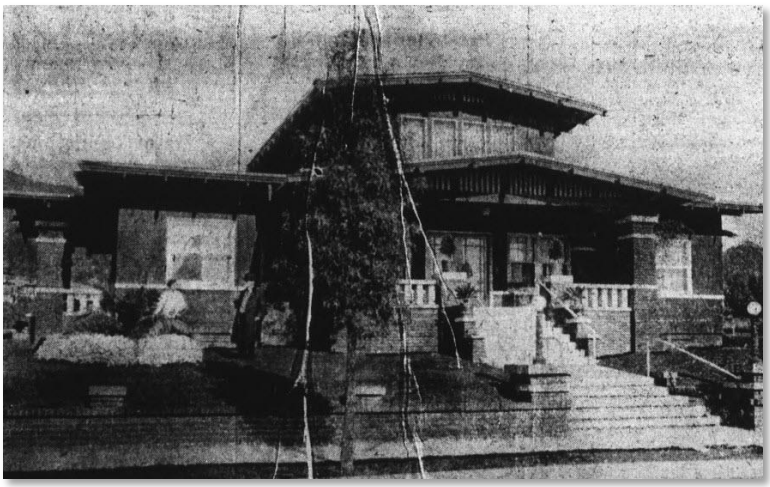
IN THIS IMAGE FROM *THE OUTSIDER*, BETWEEN ACTOR CHARLES SEEL (LEFT) AS THE OPERATOR AND STAR DARREN MCGAVIN, THE CORBEL IS SEEN AS IT IS TODAY.



But hey, you didn't think you were getting out of here without my theory as to the why and how and whodunit, did you? Apologies if it's rather anticlimactic, but since the corbel's bottom has the looks of being sawed off and sanded down I think the modification may have been intentional and done in-house rather than resulting from some sort of accident or act of vandalism. The location of that lower end of the corbel may have been jutting out just enough to block the sightline of one or more operators to the pre-boarding area and its disappearance may have resulted from a simple decision to remove it.

WHAT'S IN A [STREET] NAME?

After Col. J.W. Eddy sold Angels Flight in 1912, the 80-year-old ventured forth into a long-postponed retirement by continuing to live essentially next door to the railway in the Hill Crest Inn on Olive Street in Bunker Hill for just about the time it took to build a new home in Eagle Rock, a small municipality eight miles north of downtown situated between Glendale and Pasadena. The handsome two-story craftsman residence by the architectural firm of Train & Williams (the same that designed Angels Flight's station house and arch) stood at Colorado Boulevard on the corner of – not coincidentally: Eddy Avenue. That's right, Eagle Rock welcomed him by naming the apparently previously unnamed street he lived on after him.

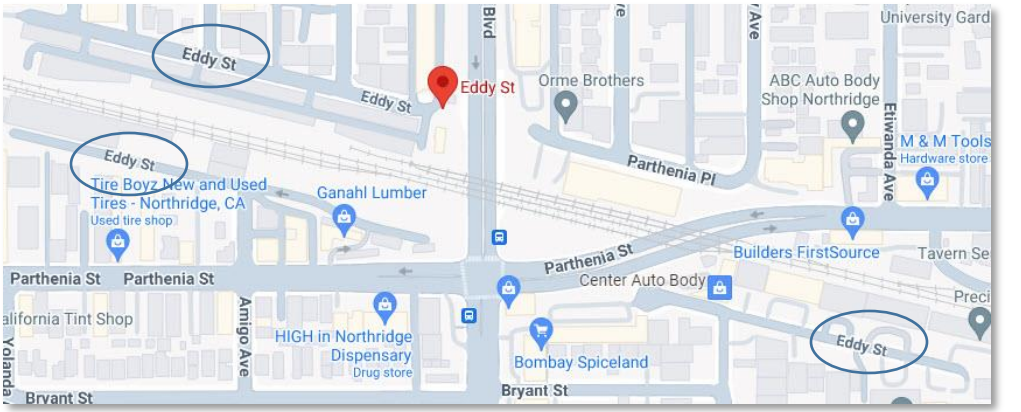


A 1915 PHOTO OF COL. J.W. EDDY'S EAGLE ROCK HOME APPEARING IN THE EAGLE ROCK SENTINEL.

Unfortunately the home no longer exists. The property is now and has long been a bank parking lot. Curiously enough, another thing disappeared: Eddy Avenue. It became El Rio Avenue.

To decipher the reason for that change we have to look at Northridge, an unincorporated Los Angeles community about 20 miles northwest of Eagle Rock in the heart of the San Fernando Valley. There, in what can best be described as an industrialized section can be found not one Eddy Street, but two – which is very odd. But a theory for the repetition begins to come into focus when you look at when they were named and where those two identically named roadways exist.

It's not easy to discern with so small an image (below), but the two Eddy streets are located parallel to each other, one on the north side of the railroad tracks cutting through the center and one on the south. I would imagine that originally, along a largely open and agricultural valley floor, the two Eddy streets were as contiguous as the tracks they bracketed, only broken up over time with developments brought on by population growth and the expansions of Reseda Boulevard and Parthenia Street into major thoroughfares that intersect in the lower center.



IN THE ABOVE GOOGLE MAPS IMAGE EDDY STREET RUNS ON A DIAGONAL NORTH PARALLEL TO THE RAILROAD TRACKS, AND ANOTHER EDDY STREET RUNS ON THE SAME DIAGONAL TO THE SOUTH OF THE TRACKS (AS INDICATED BY OVALS).

Records show the two Eddy streets were so named in 1917, but there is nothing to indicate why. For a bit of a radical

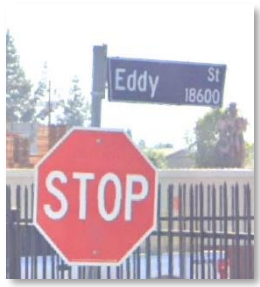
answer to that question we'll have to look at a bigger picture involving annexation, interesting timing, and street name duplication.

First off, it was only two years earlier, in 1915, when the San Fernando Valley was annexed and became part of the City of Los Angeles. At that time the Eddy streets were known as Pacific, likely due to the railroad tracks being owned and operated by Southern Pacific Railroad.

Given the task of not only developing and laying out a grid for the 260-square-mile valley, but also naming all the streets and eliminating any redundancies created with pre-existing city street names, it's no wonder a couple years passed before the powers that be got to this section.

Why am I laying all that background down? For that radical answer I mentioned earlier, and here it is:

I believe that the Eddy streets in Northridge were unassumingly named in honor of the one and only Col. J.W. Eddy, as a geographical representation of his singular creation.



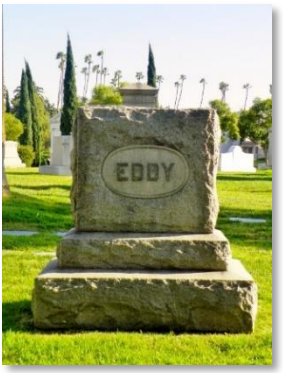
By whom? Who knows! Maybe it was a bigwig at the streets bureau or the transportation department. Maybe it was a rank-and-file surveyor. But hear me out. It's a fact that Col. Eddy was both widely beloved and immensely respected. It's also true that he'd passed in 1916, a year before the Eddy streets were named. Coincidence? I think not!

But why name what's essentially a pair of alleys in a place frankly so remote and nondescript and entirely disconnected from where Col. Eddy lived and worked? Because like his Angels Flight, there's no other place in Los Angeles like it. Whether it was envisioned at street level or while looking at a map I will believe until proven otherwise that shortly after the

Colonel's demise some admirer saw a two-dimensional similarity and in it an opportunity to memorialize Eddy and his achievement in a way the Colonel would have appreciated: quietly and without fanfare. Still don't see it? Look at that image again. Look at the Eddy streets. Look at their parallel relation to the tracks running between them. Look at the angle and relative short distance within which it all occurs. What else has two parallel identical elements running a short distance at an angle on tracks? Right!?

Trust me, I would relish the discovery of a document confirming (or even refuting) my supposition, but as I understand it, the decision-making process for naming many of the lesser-known streets in this city back then more than likely involved a coin flip than a paper trail.

And just to circle back, one thing for certain with the Eddy streets in Northridge is that their existence led to Eddy Avenue in Eagle Rock going away – and again it's all about annexation and duplication. El Rio Avenue replaced Eddy Avenue in 1923 -- the same year that Eagle Rock became a part of Los Angeles.



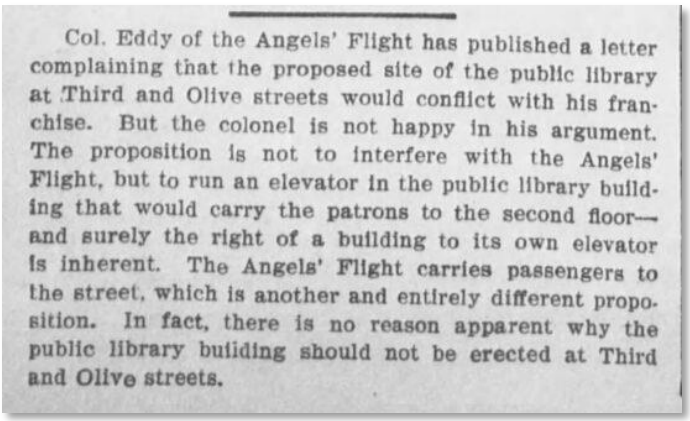
REST IN PEACE

Should you be interested in visiting a memorial to Col. Eddy whose origins are not subject to conjecture or speculation, you can pay your respects to him (1832-1916), his first wife Jane (1838-1896), second wife Isabella (1836-1913), daughter Carrie Eddy Sheffler (1858-1927) and son George (1868-1891) at the Eddy Family plot located in Section 7, Lot 220 within the Griffith Lawn area of Hollywood Forever Cemetery, 6000 Santa Monica Boulevard, Hollywood, 90038.

THIS COULD HAVE CHANGED EVERYTHING

In May 2023 I had the honor of participating in a program at the Central Library celebrating the 191st birthday (May 30, 1832) of Angels Flight's builder Col. J.W. Eddy. For my part I dug around whatever digital newspaper archives I could access and came up with a bunch of old stories about the funicular as well as Eddy that I then shared chronologically with the attendees.

One of the most curious pieces I found was an editorial brief published unsigned and without a headline in the October 15, 1905, issue of the Los Angeles Herald that took Eddy to task for a letter he published "complaining" about a proposal to build the Central Library atop Bunker Hill.

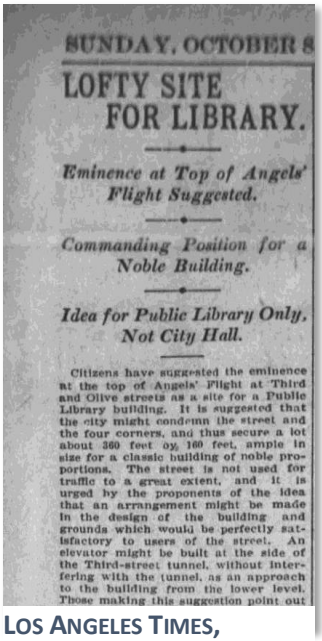


Col. Eddy of the Angels' Flight has published a letter complaining that the proposed site of the public library at Third and Olive streets would conflict with his franchise. But the colonel is not happy in his argument. The proposition is not to interfere with the Angels' Flight, but to run an elevator in the public library building that would carry the patrons to the second floor—and surely the right of a building to its own elevator is inherent. The Angels' Flight carries passengers to the street, which is another and entirely different proposition. In fact, there is no reason apparent why the public library building should not be erected at Third and Olive streets.

FROM THE LOS ANGELES HERALD, OCTOBER 15, 1905

I had never known that Bunker Hill, specifically the intersection of 3rd and Hill streets, was being considered for the flagship branch of the Los Angeles Public Library. I had been aware that downtown's Central Park (now Pershing Square) had been a frontrunner site until community backlash against losing that open space led to that option being withdrawn. I simply figured where the library now stands at 5th and Flower streets had been the alternative site.

Eventually, I found the Eddy letter. It had been published on October 13, 1905, in the Los Angeles Times under the headline "A Feather from Angels Flight." I also found the Times article that spawned Eddy's letter, published October 8, 1905. Headlined "Lofty Site For Library," over subheads "Eminence at Top of Angels' Flight Suggested" and "Commanding Position for a Noble Building," the article supported the concept, one that included an elevator that "might be built at the side of the Third-street tunnel without interfering with the tunnel, as an approach to the building from the lower level."



SUNDAY, OCTOBER 8

LOFTY SITE FOR LIBRARY.

Eminence at Top of Angels' Flight Suggested.

Commanding Position for a Noble Building.

Idea for Public Library Only, Not City Hall.

Citizens have suggested the eminence at the top of Angels' Flight at Third and Olive streets as a site for a Public Library building. It is suggested that the city might condemn the street and the four corners, and thus secure a lot about 360 feet by 160 feet, ample in size for a classic building of noble proportions. The street is not used for traffic to a great extent, and it is urged by the proponents of the idea that an arrangement might be made in the design of the building and grounds which would be perfectly satisfactory to users of the street. An elevator might be built at the side of the Third-street tunnel, without interfering with the tunnel, as an approach to the building from the lower level. Those making this suggestion point out

LOS ANGELES TIMES, OCTOBER 8, 1905

I could see Eddy having a problem with that since an elevator from the tunnel would potentially take passengers away from him, but in his response he doesn't rail on that point. Instead he agrees the location is ideal, but not if it involved the condemnation of all corners of Olive and 3rd streets as that would include the obliteration of Angels Flight.

His solution was for the library to pursue the properties adjacent Angels Flight to the south, namely the aging Crocker Mansion and the building down slope from that to Clay Street. In fact, despite the Herald piece insisting Eddy was against an internal elevator, he even recommended the placement of one inside the library at a Clay Street entrance, to allow patrons the option of either walking up to it from Hill Street or taking Angels Flight all the way up to Olive Street and entering from there.

EDDY'S LETTER, PRINTED OCTOBER 13, 1905

LETTERS TO THE TIMES.

[The Times freely publishes the views of correspondents without holding itself responsible for writers' opinions. Be brief, write plainly, state clearly. The space of 250 words, on the average, is sufficient for the expression of an idea or the presentation of a point. Well-written letters are liable to be declined merely on account of their length.]

A Feather from Angels' Flight.

LOS ANGELES, Oct. 11.—[To the Editor of The Times:] The article in your Sunday issue, headed "Lofty Site for Library," naturally interested me. Your proponents certainly struck the right lead when they proposed "Olive Heights" as the best central site for a public library building. So far, so good. It is an old and trite saying, that "the most sensible people in the world are they whose opinions agree with our own," and in their desire to get as near as possible to Angels' Flight, your proponents have my hearty approval, but when they propose to take the four very valuable corners at Third and Olive streets; to build over and blockade those now busy thoroughfares, and at the same time obliterate the "Angels' Flight," they go beyond my measure. My thirty-year franchise on Third street, between Hill and Olive streets, and which has twenty-six years yet to run, would seem to be an effectual barrier to such an undertaking. The city could not, if it would, and I am quite sure would not if it could, annul my rights therein. So I have no apprehensions on that score, but I do not see how the plan as outlined could be carried out and the Angels' Flight be allowed to remain intact. Quite likely I may not understand the plan in all of its details.

However, as I said in the beginning, Olive Heights is undoubtedly the ideal place for the public library, and herein let me suggest a practical location therefor, to wit: The Crocker and Newton properties, on the south side of Third street running through from Olive street to Clay street and having a frontage of 240 feet on both Olive and Clay and 165 feet on Third street.

From my familiarity with the value of property in that vicinity, I should say that this magnificent site could be obtained for $100,000; by negotiation probably, but by condemnation, if necessary. It is of sufficient area to give room for the building and in a large measure meet the desire of Librarian Lummis for parkage. By placing an elevator in the building at the corner of Clay and Third streets, the library patrons would have but 165 feet to walk from the street railway on Hill street, up an incline of about 16 per cent., and if they should wish to avoid this short walk up so easy a grade, they could take the Angels' Flight to Olive street. Where else can such ample grounds, so centrally located and with such commanding views, be so cheaply obtained?

But I do not care in this short communication to argue in favor of this location. A bare statement of the conditions would certainly seem to justify the authorities in making further investigations. J. W. EDDY.

In short, that Herald brief got it all wrong. Eddy wasn't "complaining" about any elevator or the choice of Bunker Hill as the library's home. His objection had to do with any plan that would destroy his business – a valid one no matter how you parse it… unless you were apparently some anonymous idiot at the Herald.

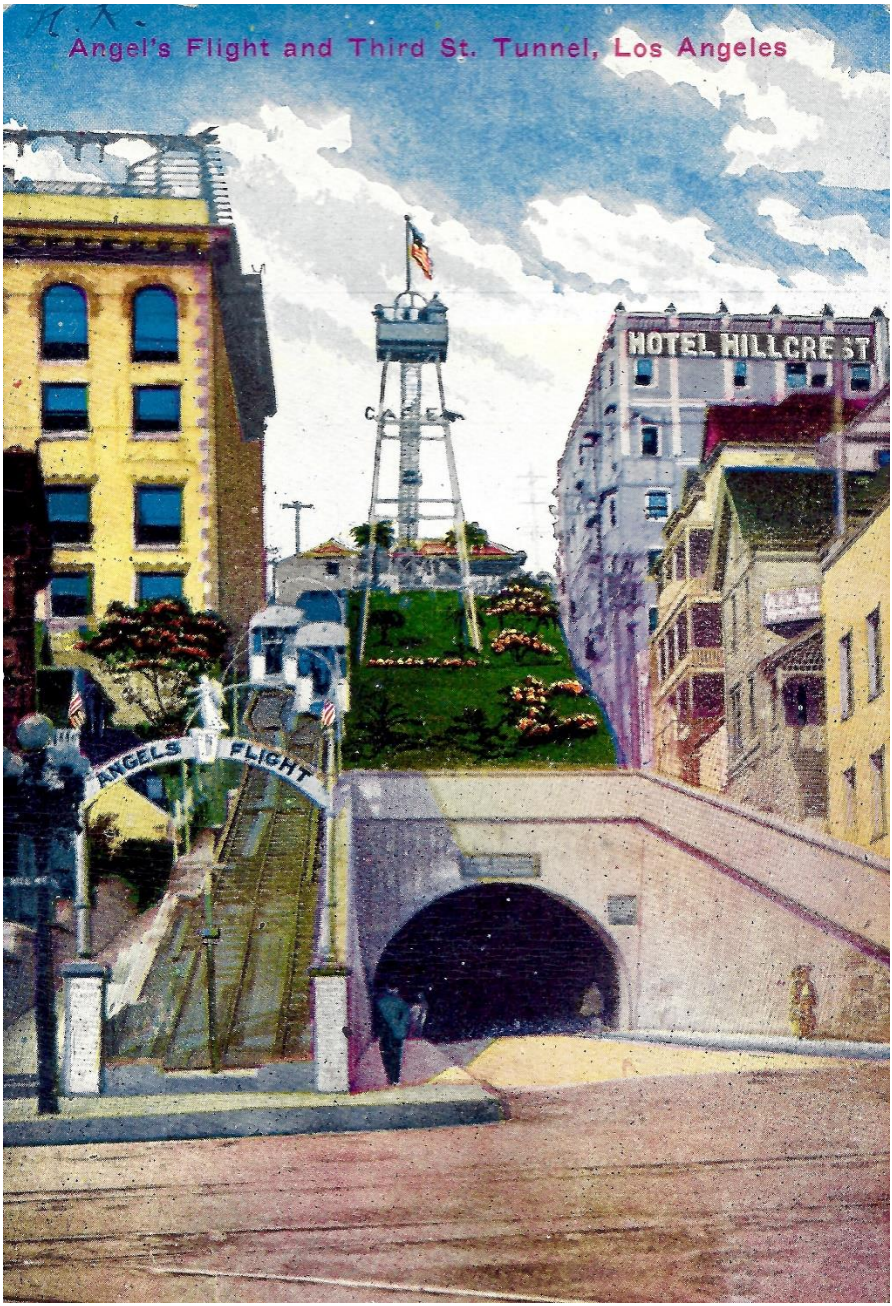
Ultimately, all was moot. By 1909 the new Elks headquarters stood next door to Angels Flight, and in 1926 the Central Library was built at 5th and Flower Streets.

It may have been but a wish to some library boosters' eyes, but discovering Bunker Hill was being considered makes me a bit wistful at what might have been. From the Times article: "Those making this suggestion point out that a library on this commanding spot would be as picturesque as a castle on the Rhine, and the talk of the country."

So true. Can you imagine looking up from Hill Street and 3rd today? If the library was there, there's a good chance Angels Flight would still be in its original location and might never have been shut down.

Change would have inevitably come to Bunker Hill in the form of redevelopment, but it's wholly possible to believe that Bunker Hill would have been a harder place to wipe so entirely away had such a jewel been set upon its crown.





SNAPSHOT: ART FROM A VINTAGE POST CARD SHOWING ANGELS FLIGHT, THE OBSERVATION TOWER, AND AREA BUILDINGS, C. 1909.

BEAUX ARTS VS. NEAUX ARTS

When you spend enough time both at Angels Flight *and* researching its background – as I do – you start to notice and question aspects of the landmark railway be it historical or physical that the average unobsessed person might not.

For example, I've long wondered about the station house. In learning that the detailed architectural style of Angels Flight (designed and built by the firm Train & Williams in 1910) is Beaux Arts, I've come to be curious about the abject incongruity between the ornate Station House and the entirely plain structure attached to its north side.



As you can see above, the station house itself has rounded columns, graceful arches, an angled roof, decorative details galore, and pennant-topped spires worthy a castle -- none of which is carried through to the boxy rest of it with its flat top, its squared-off columns, and complete lack of any ornamentation.

It's enough to make this part-time operator/armchair historian go hmmmm, and to seek out some reasoning behind this mash-up of overboard and underwhelming – Beaux Arts vs. Neaux Arts.

So of course I dug around the internet, and found visual proof Angels Flight used to have a bodacious matching pavilion, as can be seen below in a March 27, 1910, article in the Los Angeles Herald, and the following photograph after it was completed.


LOS ANGELES HERALD: SUNDAY MORNING, MARCH 27, 1910.

Partial View of New and Ornate Pavilion Facade for Angel's Flight, Fronting on Hill Street

A PREVIEW OF THE NEW DESIGN IN THE LOS ANGELES HERALD.



A VIEW OF THE COMPLETED STRUCTURE FROM HILL STREET C. 1910.

Look at all those magnificent columns, arches and spires. And each arch was lined with lightbulbs in what must have been quite an illuminating sight at night. It even had a name: Angels Rest.

So what happened? Well the only clue I found appeared in a Los Angeles Herald newspaper brief on October 2, 1914:

> **Angels Flight Railway to Remove Pillars**
>
> Notification for the Angels Flight Railway to remove the concrete pillars of the pavilion over the Third Street Tunnel was served on officials of the railway today by the city engineer's office. The engineer was instructed to take this action by the Board of Public Works, because it was claimed by the board that the pillars are sinking and moving out of place.

I describe the above article as the "only" clue, because there are no articles found on the topic before it or after. Nothing announcing any tests that found the hillside unable to support the pavilion. No coverage of anyone protesting the decision – nor of any effort to shore up the hillside and save the pavilion – or to rebuild it stronger and more stable in the same style. One can but conclude that the demolition order was fulfilled and at some later date the mismatched abbreviated addition was added, without so much as a reason why or a question asked.

I do have a theory though: The Beaux Arts architectural movement was already well on the wane by the early 20th century, and Col. Eddy was no longer involved with Angels Flight having sold it in 1912. So I'd imagine that by 1914, the new owners weren't very enthusiastic to replicate a style that had not only become less fashionable, but certainly was more costly than what was ultimately built.

You might wonder when Angels Flight was returned to its present location in 1996, almost 27 years after being dismantled, why wasn't the original pavilion brought back? Because the railway had been declared a historic and cultural landmark seven years before its final day of operation in 1969. As such, the restoration process was meticulous in fulfilling its obligation to return the famed funicular to service as it was in 1962, not from some previous era (regardless of how much better one might think it looked back then).

THE SUMMER OF THEIR DISCONTENT

Interestingly enough there are several Los Angeles Herald articles detailing efforts by the city apparently to force the pavilion's removal -- ten years earlier!



Say Pavilion Must Be Torn Down

PAVILION AT THIRD AND OLIVE STREETS WHICH THE BOARD OF PUBLIC WORKS HAS ORDERED COL. EDDY TO REMOVE

City Board of Public Works Takes Action

ORDERS OWNER TO REMOVE STRUCTURE

Hill Must Contain Nothing but Angels' Flight and Appurtenances

The board of public works yesterday afternoon recommended that Col. J. W. Eddy, proprietor of the Angels' Flight railroad, be compelled hereafter to keep strictly within the provisions of the franchise granted him by the city. This action by the board virtually disposes of the case, as the council seldom acts in opposition to a recommendation from the board of works.

The decision of the board will result in the removal of a wooden pavilion recently constructed at the Olive street end of the incline railway, and also that portion of the pavilion which was added to the railroad station.

Everything is to be removed from the hill with the exception of the railroad and its proper appurtenances and the electric light tower. No objection was made to the tower by the protestants.

Both Sides Represented

All parties to the controversy were represented at the meeting of the board of works. Col. Eddy appeared in his own behalf. W. G. Jones, who had entered into a lease of the new pavilion, was represented by Col. Tom Thornton. Charles S. Mann and other protestants appeared for themselves and in behalf of their neighbors.

The decision upon the questions involved depended upon the construction placed by the city attorney upon the franchise granted Col. Eddy by the city.

Deputy City Attorney Hewitt, who appeared for the city, presented the ordinance to the board and read the clauses which granted rights to Col. Eddy. No buildings of any kind were mentioned in the ordinance.

Councilman McAleer then moved that Col. Eddy be compelled to comply strictly with the terms of the franchise." The motion was passed without dissent or argument. Col. Eddy will be given a reasonable length of time in which to remove the objectionable buildings.

It started when the Herald vaguely reported on June 29, 1904, that owner "Col. J.W. Eddy was granted permission to construct an addition to the pavilion at Angels Flight."

Despite that approval things went sideways shortly thereafter. A July 15 article reported that Eddy's plans had been "vigorously opposed by C.M. Stamps, a property owner in the vicinity, and that a Public Works committee consisting of commissioners Lankershim, Rice, and Superintendent Legrand was appointed in the investigate." There's no mention of the reason behind Stamps' opposition.

Fast-forward to the August 13 article about the results of that investigation headlined "Say Pavilion Must Be Torn Down" (see previous page).

The gist of the conflict appeared to come down to the franchise agreement Eddy entered into with the city not including any language allowing additional construction, thus forcing Eddy (and his lessee, one G. W. Jones) to comply with those terms (or lack thereof). The article closed with Col. Eddy being given a "reasonable length of time to remove the objectionable buildings."

The next article a month later on September 14 reported that the unspecified length of time provided an apparently noncompliant Eddy and Jones had been exceeded and he was given a 10-day deadline to effect demolition or the city would do it for him.

Eddy then sought to correct what he considered errors by the press in a September 18 article in which he disputed misinformation about the entirety of the pavilion needing to be removed. "It is a mistake," Eddy said. "Only the building recently built against my protest by Mr. Jones adjoining my building has been ordered taken down."

So it appears that Jones sublet a section of the property from Eddy and built an addition to the existing pavilion. And with

Eddy stating that whatever was built was done "against my protest" is interesting. Apparently Eddy wasn't happy with the end result.

An October 8 article headlined "Proprietor of Angels Flight Structure Loses Case" then explained that Jones had sought and been denied an injunction restraining the city from removing "certain buildings at the summit of Angels Flight." Further described as "the refreshment roost," it may very well have been a snack shack of some sort.

After that… nothing. No updates regarding follow-up appeals or civil actions. No photos of Jones' roost getting razed as he looked sadly on. Only that the pavilion itself lived gloriously on as found in this vintage postcard below of its Olive Street side in 1911, after which it had only three more years before it was doomed and destroyed in 1914 because the arcade side to the left had shifted and sunk.



END NOTES



This booklet has been compiled and created by Will Campbell in his capacity as an operator but more importantly as a fan and supporter of Angels Flight. It is to be provided at his discretion for informational and educational purposes only, free of charge. It is meant to be shared, not sold.

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The thoughts and opinions expressed here are Campbell's own, and do not necessarily reflect those of Angels Flight Railway.

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www.angelsflight.org

Angels Flight: A History of Bunker Hill's Incline, by Virginia L. Comer

Los Angeles's Angels Flight, By Jim Dawson

Angels Flight, by Walt Wheelock

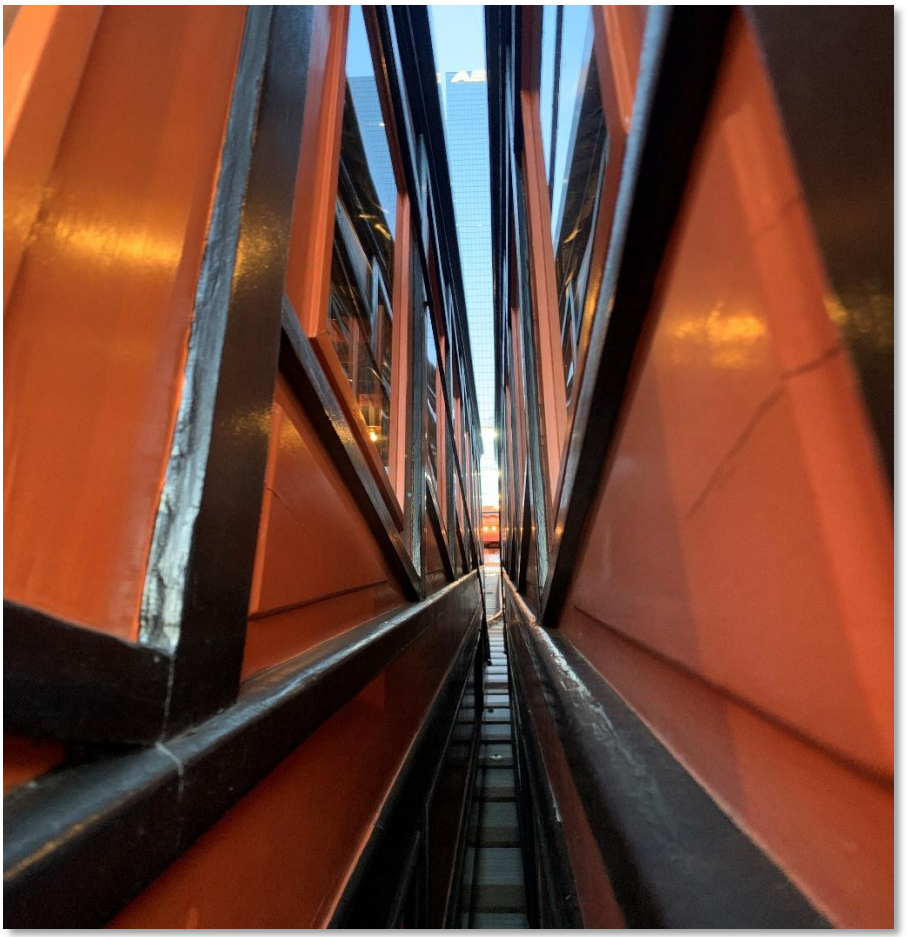
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Self-Published 2024. Revised and expanded 2025.

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A Final Thought

Whether you ride Angels Flight simply to go up or down the hill, or to travel back in time 123 years, welcome aboard and:
Enjoy Your "Flight!"



When cars Olivet (above left) and Sinai (right) pass each other, how much space is between them? (Page 7)

What Oscar-winning actor was aboard Angels Flight for the author's first ride back in 1996? (Page 15)

At about what speed does Angels Flight move? (Page 41)

What is there to do around here? (Page 42)

How old was Angels Flight's creator when he retired and where is he buried? (Pages 49 & 52)

What's with the Station House? (Page 57)