

ANGELS FLIGHT™ RAILWAY FOUNDATION

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FOR RELEASE:
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Note to Editors: Mr. Welborne will generally be available at the top of the Flight, in or near the Station House, from 6:45 a.m.

There will be a Press Availability of him and Messrs. Luna, Cherryholmes, and Moreland at the bottom of the Railway, on Hill Street, at 9 a.m. See separate Press Advisory and/or NOTE on Page 4.

HISTORIC ANGELS FLIGHT™ RAILWAY REOPENS

Los Angeles – Dennis R. Luna, chairman of the Angels Flight Railway Foundation, announced today that the Angels Flight Railway resumed regular passenger service at 6:45 a.m.

For just 25 cents a ride, Angels Flight provides public transportation between its lower station on Hill Street and California Plaza on Grand Avenue at the top of Bunker Hill. The Railway has been out of service since a 2001 accident.

At a morning briefing, Luna observed: “There has been an outpouring of support to put Angels Flight back in service. Those who again are riding Angels Flight, both local residents and visitors from far and wide, owe their thanks to institutions like the Ahmanson Foundation, Maguire Properties, The Ralph M. Parsons Foundation, and the California Cultural and Historical Endowment.” A temporary donor banner adjacent to the Railway recognizes the major donors to the \$3.5 million Campaign for Angels Flight. “We only have \$197,000 more to raise to fully meet that Campaign goal,” added Luna.

FOUR-PHASE RESTORATION PROCESS

The post-accident restoration was a four-phase process. Phase I, repairing the badly-damaged cars, *Olivet* and *Sinai*, was completed in 2002. Phase II, restoring the exteriors of the Station House at the top and the Arch at the bottom of the hill, was completed in 2007. Phase III was the design, manufacture, and installation of an entirely new Drive and Control System for the funicular's cable, plus state-of-the-art safety improvements. Although expected to be completed by the end of 2007, that Phase III work was not finished until March of 2009. Completion of the California Public Utilities Commission (CPUC) safety reviews became its own Phase IV. On November 20, 2009, the full Commission, meeting in San Francisco, approved Angels Flight's safety documentation. On March 10, 2010, the CPUC staff authorized Angels Flight to resume public revenue service.

REGULAR OPERATING HOURS

John H. Welborne, President of the Railway, said that – starting Monday – Angels Flight will resume its regular operating schedule, opening by 6:45 every morning and running until 10 p.m. every night. “Our operating schedule includes weekends and all holidays . . . the Railway serves its public 365 days a year,” said Welborne. “We plan to keep the one-way passenger fare at 25 cents as long as economically possible,” he added.

INITIAL OPERATING HOURS

Welborne cautioned that Angels Flight passengers might encounter occasional, temporary slow service and daytime closures during the initial weeks of resumed operations. “As the new Drive and Control System experiences its first busy use in regular daily passenger operation, there may be times when the systems' vendors want to

do testing and fine-tuning to maximize its efficiency. We apologize in advance in case there are some short service interruptions during the first several weeks,” Welborne said.

BUILT IN 1901 AND OPERATED TO 1969, THEN 1996 TO 2001

Originally built by engineer and Civil War veteran Colonel J.W. Eddy in 1901, the privately-operated little funicular connected the residential community at the top of Bunker Hill with the commercial and civic center district below, generally between Hill and Main Streets. In 1969, in connection with the Bunker Hill Urban Renewal Project, the City of Los Angeles Community Redevelopment Agency (CRA), dismantled the Railway and placed its parts in storage. Finally, 27 years later, the CRA completed its rebuilding of Angels Flight. When the funicular reopened in 1996, it was returned to the private sector and now is under the stewardship of the nonprofit Angels Flight Railway Foundation. “We and our successors will work to keep it running for at least another 108 years,” said Luna.

NEW SAFETY FEATURES

For the restored Angels Flight Railway, the design engineers used a proven funicular design. The restored Railway’s two cars are at the opposite ends of the SAME cable -- just like cars on traditional funiculars always have been. The completed new Drive, like the pre-1969 Angels Flight operating equipment, has a second, safety cable attached to each car. Also, in this case (unlike both the original version and unlike the immediately previous CRA-rebuilt version), each of the two cars now has a rail brake. Use of such a brake should not be necessary, however, because the new Drive also has working emergency brakes on each of the two bullwheels. Furthermore, in the unlikely case that the main motor fails, the new Drive has a completely separate and independent

evacuation motor. The 2007-2009 engineering improvements, including these redundant safety features and the all-new Drive and Control System, are among the reasons the CPUC staff wrote that it had no major concerns with regard to the safety and security design, construction, and operation of the restored Railway – and authorized resumption of Angels Flight service effective March 10, 2010.

RAILWAY FOUNDATION DIRECTORS

The nonprofit Angels Flight Railway Foundation's directors are: Dennis R. Luna, attorney at law, Luna & Glushon; John H. Welborne, attorney at law and President of the Angels Flight Railway; Michael E. Alexander, Executive & Artistic Director, Grand Performances at California Plaza; Robin Kramer, former Chief of Staff to Mayor Antonio Villaraigosa; Brenda A. Levin, FAIA, President and Principal, Levin & Associates Architects; and Adele M. Yellin, President, The Yellin Company (owner of the Grand Central Market).

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NOTE:

Beginning at 9 a.m., adjacent to the Angels Flight Railway Lower Station on Hill Street, there will be press availability for interviews and questions of:

Dennis R. Luna, Chairman of the Angels Flight Railway Foundation.

John H. Welborne, President of the Angels Flight Railway Foundation.

Christopher Eddy Cherryholmes. Mr. Cherryholmes is the great-great-great grandson of Colonel James Ward Eddy, who created Angels Flight in 1901 and operated the Railway in its early years. Mr. Cherryholmes and his family still have memorabilia from Colonel Eddy.

Robert Moreland. Mr. Moreland, age 86, is the son of Helen and Lester Moreland, owners of Angels Flight from 1952 – 1962. Robert Moreland often helped his parents with the operation and maintenance of the Railway.