

SOHO'S HIRD ANNUAL TRAIN TRIP



SANTA FE DEPOT, SAN DIEGO.

ANGELINO HEIGHTS

The map for the Angelino Heights Tract was recorded in March, 1886, in the first days of the great Los Angeles land boom that followed the lowering of railroad fares from the East. Yet, the tract was not a speculative "Boomer's" venture. As the houses here on Carroll Avenue show, it was planned as a solid, eminently respectable, Victorian suburb. It was above and away from the dust, noise and unhealthful open irrigation ditches of the City. When the tract opened, lots sold for about \$500 and the cost of building a house at that time ranged from \$7000 to \$10,000.

Many of the upper middle class residents attracted to the Heights were active in the social life of Los Angeles, their names being listed year after year in the Blue Book. A study of the Blue Book social registers published at the turn of the century shows that a remarkable stability prevailed here, in contrast to the restlessness of Los Angeles society generally, as prominent families moved from Bunker Hill to University Place to Adams District and westward.

The Temple Street Cable Railway provided transportation from downtown Los Angeles to the Heights. Cable cars operated from 1888 to 1902, when they were supplanted by the "electrics" of a street car line that circled the Heights on Edgeware Road. The street cars, which passed Carroll Avenue at ten minute intervals, made the run to Spring Street in sixteen minutes. Yet, as the barns and carriage houses show, the residents of Carroll Street relied mainly on their horses and buggies for transportation.

1300 BLOCK OF CARROLL AVENUE

Today, strolling along the 1300 block of Carroll Avenue, past the highest concentration of pre-1890 homes still standing in the area, it is easy to imagine the leisurely, gracious style of genteel life in the horse-and-buggy days, some eighty years ago. The following Victorian residences have been declared an historic-cultural monument worthy of preservation.

NORTH SIDE

#1329 (Historic-Cultural Monument #77)

This house was built in 1887-88 for the area's Councilman, Daniel Innes, and occupied by the family for about 30 years. As the Innes Shoe Store prospered downtown, the family became one of the first Blue Book families of Los Angeles. The house is in Eastlake style. Note the border of art glass panes around upper halves of windows - typical for the style. The massive granite blocks of the retaining wall are from the quarry at San Bernardino, which furnished stone for walls on Bunker Hill.

#1345 (Historic-Cultural Monument #78)

Built in 1887 for Michael Sanders, who operated a storage warehouse in Los Angeles. The red brick foundation is characteristic of the Queen Anne Style. The lattice work above the porch was considered Chinese in effect, while the wrought iron railing which crowns the roof gave the elegant "French" finishing touch. Note the venerable tree at the corner of the house.

#1355 (Historic-Cultural Monument #79)

Built in 1887 for capitalist Harry L. Pinney, this house is an example of the relatively unornamented, basic, Eastlake style. Pinney's son, Charles, who still lives here, was listed in the Los Angeles Blue Book for 1894 - one of the season's eligible bachelors. The barn, behind the house, was customary for town houses of the era but does not indicate the place was once a farm.

SOUTH SIDE

1300 (Historic-Cultural Monument #51)

This house, built by Aaron P. Phillips about 1887, is an ornate, well maintained example of the Queen-Anne-Eastlake style of architecture popular in the 1880's. Note the spindle work and turned posts at the entry, the stained glass windows, the textures obtained by the use of shingles, the shadows cast by the ornamental millwork.

1316 (Historic-Cultural Monument #73)

Built prior to 1890 in the Eastlake style. The long vertical lines of this style were considered very "sincere" in that they reflected the character of the materials from which the house was built. Note brackets, shell motif below windows and over porch steps, and over-all virtuosity of carpenter work. The design of the carriage house in the rear is classic for the period.

1320 (Historic-Cultural Monument #74)

This Queen Anne style house was built about 1888. The turrets, verandahs and generous proportions of the architectural style were considered as charming and unpretentious as the good Queen herself. For comfort, the style was thought to be superior to Eastlake.

1324 (Historic-Cultural Monument #75)

This cottage is typical of the 19th century "plan book" houses, and exhibits the high level of craftsmanship demanded in that era. The carpenter worked from a lithographed picture and floor plan, making changes to suit the owner.

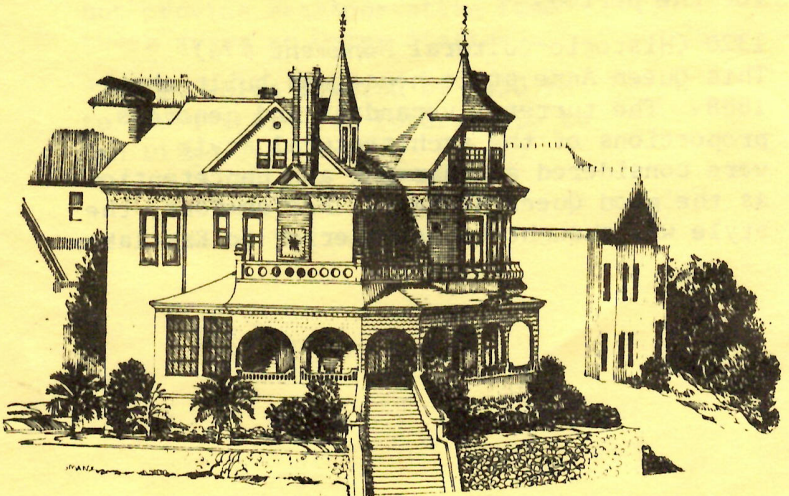
1330 (Historic-Cultural Monument #52)

The Sessions house. It was built in 1888 for dairyman Charles Sessions by San Francisco architect J. Cather Newsom. Newsom intended to design a "Californian house" and chose a lacy spindle and lattice ornament in the Moorish manner as appropriate for the climate. Note the elaborate shingle patterns, stained glass and wood carving. Features of this house were elaborated by Newsom in mansions he designed on Bunker Hill.

1344 (Historic-Cultural Monument #76)

This is a Gay Nineties house, built about 1895 and purchased after 1900 by Emil Kirchner, whose Blue Book listing remained at this address through 1913. Note the lightheartedness of the spindle and scroll saw ornamentation, and compare the turret with the more substantial, earlier style of the Queen Anne house at 1320 Carroll Avenue.

*Notes by Pat Adler, Official Researcher
Cultural Heritage Board, City of Los Angeles.



SOHO'S TRAIN RIDE INTO YESTERDAY
SATURDAY MAY 11, 1974

SCHEDULE

Depart San Diego	7:00 AM
Arrive Los Angeles	9:45 AM
Tour Olvera Street	9:45 AM
Board Bus	10:45 AM

Tour San Antonio	
Winery	10:45 AM
Lunch at Winery	11:30 AM
Depart Winery	12:30 PM

Tour Greystone	
Mansion	1:00 PM
Depart Mansion	2:45 PM

Tour Carroll St.	3:00 PM
Board for dinner areas	4:30 PM

Free Time	5:00-7:30 PM
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** Lunch and dinner not included in price of ticket. Dinner is available at Chinatown, Little Tokyo or Olvera Street. SOHO does not provide transportation from these areas to Union Station.

**Be at Union Station by 7:30 PM to board train for return trip to San Diego.