

# The Allegheny City Society Reporter Dispatch

## Fall 1999

### Heimat in Allegheny!

On Sunday, September 19th, the Allegheny City Society and the Troy Hill Citizens Council will sponsor a walking and trolley tour of the Troy Hill neighborhood. Known for many years and by many people as a community that is proud of its Germanic heritage, this tour of Troy Hill will focus on the historic development of the area and its institutions.

Tour-goers will walk about the village center with stops at Most Holy Name Church and Rectory, Troy Hill's Community Parklet (the site of the Troy Hill School for over a century), the Troy Hill Turnverein, St. Anthony's Chapel, and Grace Lutheran Church. Upon leaving Grace Church, "Molly's Trolleys" will then transport all participants to both the eastern and western limits of the "hill."

Along the "trolley" ride the following sites will be highlighted: Troy Hill's Incline, Voeghtly Cemetery, St. Andrew's Episcopal Mission, the Troy Hill Liedertafel, Good Shepherd Home, Eberhardt and Ober's Brewery (present day Penn Brewery), Bohemian Hill and the Troy Hill (Bohemian) Presbyterian Church, Allegheny City's first reservoir, St. Joseph's Orphanage, and the home of Adam and Elizabeth Rickenbach Reinemenn. The tour will end at the celebrated Troy Hill



Fire House--the home of ghosts and gourmands. At the Fire House tour-goers will have an opportunity to see a collection of Troy Hill photos and memorabilia as well as sample some treats provided by the firefighters.

All tours will begin at Most Holy Name Church. Ample parking is nearby the church. The first tour leaves at 12:40 p.m. Subsequent tours leave every twenty minutes until 3:20. Due to the limited number of trolley seats reservations are a must. The cost of the tour is \$10. Reservations can be made by calling the Troy Hill Citizens office at 321-2852. Don't be disappointed--make your reservations now!!!

### Float 'EM or Tote "Em - A Brief History of the Railroads of Allegheny City

*Following is the text of the talk given by John Lyon at the Society's Annual Meeting in April, 1999. He will give the talk again at the Northland Library this February 20, 2000 at 2:00 p.m. The talk will include a number of slides of the Allegheny Shops that were located on the present day site of the Post office*

How many of you have ever ridden on a train?

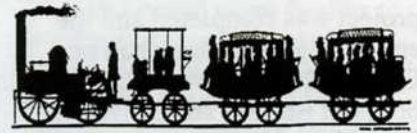
If those of you who have ridden on a train, How many of you rode on trains before or during the early 1950's?

If you answered yes to both questions, you probably rode on a train pulled by a steam engine and should consider yourself one of us who participated in the Golden Age of Railroads.

On the wall in my home is a poster I picked up at the Baltimore and Ohio Railroad Museum - a picture of an early steam locomotive with the caption "America Grew Up on Trains."

Railroads made possible the rapid expansion of our country from the east to west coast in less than 50 years.

It all began in the 1780's



when William Symington conceived of using steam to propel carriages, but he did nothing with the idea.

It was left to another Englishman, George Stephenson to perfect the idea of a steam locomotive. In 1814 he constructed a locomotive to haul coal from mines and in 1815 built the first locomotive to use steam blast. Stephenson is considered the father of the locomotive.

Here in America in 1812, Oliver Evans, a Philadelphia inventor predicted "The time will come when people will travel in stages moved by steam engines from one city to another, almost as fast as the birds can fly, 15 to 20 miles per hour. A carriage will start from Washington in the morning, the passengers will breakfast at Baltimore, dine in Philadelphia, and sup in New York on the same day."

In 1815 a gentleman from New Jersey, John Stevens obtained the first railroad charter in the United States to construct a railroad from the Delaware to Raritan Rivers.

When the War of 1812 ended east coast residents and businesses began to look westward. People and goods had to move both east and west. Three cities in the middle Atlantic states began to vie to become the center of commerce: New York, Philadelphia and Baltimore.

In Washington, D.C., Senator John C. Calhoun said we should "bind our country with a system of turnpikes and canals" However, at this time only 28 miles of canals had been built. That was about to change. In 1818 the National Road was completed to Wheeling, West Virginia. However, the New York State bought into Calhoun's idea in a grand way. They authorized the

building of the Erie Canal. Built at a cost of \$8 million over the next eight years, the 364-mile project was completed and the entire length opened when on October 29, 1825 when the first boat left Buffalo and arrived in New York City 8 days later. The canal craze was on.

The Erie Canal cut the time and cost of shipping goods east to west or vice versa. The price per ton for shipping products dropped from \$100 to \$10 or \$12 and the 20-day trip was shortened to eight days. At last there was a way to rapidly transport goods and people to and from the Western Frontier.

The success of the Erie Canal made New York City the port of entry and exit in the United States. In the next four years after the canal opened, Philadelphia, up to that time, the largest American seaport, dropped to fourth place. Baltimore to the south saw a similar decline.

Revenue in 1828 generated by the New York Customs House was enough to sustain the entire federal government.

However in 1825, another event occurred that would prove to be more important. John Stevens had been trying to convince anyone that railroads could compete with canals. He wasn't having much success, so the same year the Erie Canal was being completed Stevens constructed a railroad in his front yard to show how a steam engine would work. This was lost, however, on the canal builders. By the time the first locomotive rolled on rails in the 1830's there were 1,200 miles of canals.

Feeling the loss of revenue from the opening of the Erie Canal, on February 26, 1826, the Pennsylvania legislature passed the canal act that would build a 395-mile-long canal across the state from Philadelphia to Pittsburgh. Construction of the Western portion of the canal took about three years and on June 28,

1829 the General Lacock arrived in "Allegheny Basin" The "basin" began to become the center of a thriving business section. Other sections of the canal were authorized and finally the canal was completed and open to traffic in 1834. The cost of the entire project is estimated at \$26 million although losses and expenses increased the figure to \$40 million.

In 1828 Maryland began construction on a canal. On July 4, John Quincy Adams turned the first shovel of earth for the Chesapeake and Ohio Canal, that would link Washington, D.C. and the Ohio Valley. But construction never got further than Cumberland Maryland. The project was plagued from the start by labor shortages, labor battles and geography - the Allegheny Mountains.

In Pennsylvania, the problem of those mountains was solved by the construction of the Portage Railroad system. On this portion of the canal boats were placed on railcars, hoisted up and down incline planes and moved to the next incline by steam engines.

On the same day ground was broken for the C & O Canal, 40 miles to the north, citizens of Baltimore turned out to witness John Carroll lay the first stone of the Baltimore and Ohio Railroad. By May 1830 the railroad had laid 13 miles of track and you could travel from Baltimore to Endicott Mills Maryland, a trip of 13 miles, on a train drawn by horses.

Steam came to the B & O that same year. By 1836 the railroad had reached Harper's Ferry and plans were being made to complete the railroad to Wheeling West Virginia. In 1848 they were granted a charter to extend a branch line into Western Pennsylvania. None of this was lost on the residents of Allegheny City, Pittsburgh, and Philadelphia. If the new Pennsylvania Railroad (incorporated on March 30, 1847) could not fulfil the conditions of



its charter the B & O would be the dominant means of transportation into Western Pennsylvania from the east.

The conditions were:

- 30 miles of actual road bed were to be under contract
- \$3 million in investor subscriptions were firmed up
- \$1 million was to be in the treasury by July 30, 1847.

In July the monetary obligations of the charter were filled, the first 20 miles west of Harrisburg were let under contract and 15 miles east of Pittsburgh were also contracted and the B & O's rights were voided in August.

Despite the advance of railroads, canals enjoyed a period of prosperity, even though the Pennsylvania and C & O did not make money, however despite their head start by mid-century there was twice as many miles of railroad track. Railroads proved to be more dependable, faster and more efficient because they kept rolling year round, while ice, drought and floods would close the canals.

Just as canal fever swept the nation in the 1820's, the railroad fever began sweeping across the country in the 1830's. Starting in the late 1820's more than two hundred companies were formed and more than a thousand miles of right-of-way in 11 states were "tracked" within seven years.

In Allegheny City Charles P. Shiras published *The Railway Car* and residents said the railroad was needed to assure continued growth of the city. Allegheny was prepared to lend both moral and financial support for the "iron horse."

As early as 1836 the owners of the Pittsburgh-Beaver Turnpike had applied to the state legislature for permission to lay rails on their road. Half a dozen other roads applied for charters including two to serve Pittsburgh.

One of the last to apply was the Ohio and Pennsylvania Railroad. The railroad was incorporated in Ohio on February 24, 1848. The corporation papers were ratified by the PA legislature five weeks later. Allegheny City's William Robinson was elected president. Robinson mortgaged his own and wife's estate to furnish funds to build the railroad and ventured his whole fortune on the success of the venture. He rode along the entire intended railroad route from Allegheny City to Salem Ohio, presiding at meetings and holding interviews with farms who grudgingly allowed the approach of the railroad. Later these same farmers would see the value of their farms increased by their proximity to the railroad.

In 1848 Allegheny improved the chances of success for the O & P by empowering Mayor Henry Campbell to subscribe to the O & P's capital stock in the amount of \$200,000. This was done without the approval of the state legislature. In 1852 the approval was granted. In 1850 again without legislative approval, Allegheny City granted the railroad a 50 wide right-of-way through the common ground.

On July 20, 1851, before the railroad was completed, the first locomotive, the Salem belching smoke and sparks from its wood-fired boiler carried almost 400 invited guests on pre-opening ride. Regular passenger service to New Brighton was inaugurated in October 1851 and the railroad line extended into Ohio to Salem.

Not everyone was happy with the railroad. William Bell, whose home faced the Commons asked for an injunction against the company on the grounds that the platforms used to receive and

discharge passengers interfered with his right to graze his cattle there. However, Judge Hampton said that for more than 20 years no grass had been growing on the Commons in front of Bell's property on which cattle could graze and the appellant had never used the Commons not intended to use the ground for that purpose.

In 1851 the Pennsylvania Railroad decided to give its assistance to the O & P to extend the mail line to Crestline Ohio, where a connection could be made with the Cleveland, Columbus and Cincinnati Railroad. This would be a roundabout way to Columbus from Allegheny.

In 1853, stock subscriptions were made to the Ohio and Indiana Railroad. The O & I was to be an extension of the Ohio and Pennsylvania from Crestline to Fort Wayne. From there the line was projected to cross Indiana to Burlington Iowa. A diverging route to Chicago was considered of secondary importance. By 1855 the railroad was complete from Allegheny City to Fort Wayne Indiana. By 1856 the railroad had reached Columbia City Indiana, but the three companies that made up the route were in serious financial difficulty. Consolidation was deemed the best solution and on July 29, 1856 the Pittsburgh, Fort Wayne and Chicago Railroad (Pft.W & CRR) was incorporated with the helping hand of the Pennsylvania Railroad. Still, ironically there was no connection across the river to Pittsburgh.

Both Pittsburgh and Allegheny felt there was an economic advantage to have a railroad terminate in each city. There would be more work unloading trains, transloading into boats to cross the river and reloaded into waiting rail cars. Groups in each city felt they might lose money and civic stature if the river was bridged.

Finally more logical people prevailed and in 1857 the first Allegheny River bridge was built. Completed to Penn Avenue

in Pittsburgh on September 24, 1857, it took Pittsburgh City Council several more months to grant permission to cross Penn Avenue and join the Pennsylvania Railroad at the original Union Station (on the present site of the Gulf Building.) Finally on March 1858 continuous rail service beyond Pittsburgh and Allegheny City was possible for the first time. The western end of the line opened to Chicago on January 1, 1859.

The name of the railroad was changed to the Pft.W&CRR. The celebration was short-lived. On December 7, 1859, the railroad went into receivership. Allegheny City was \$24,000 in arrears for the bond issues due the railroad. The city continued to default on its payments until early 1862 when the creditors obtained mandamus authority that practically sequestered the city Treasury. Disposition of the case was made in April 1862 when the bondholders agreed to accept new securities at 4 percent interest in lieu of the original 6 percent bonds. This reduced the current interest obligations by about 1/3rd and spread the redemption over a 50-year period. As a result of this affair, the state constitution was amended to prohibit cities, counties, boroughs and other municipalities from extended their credit for the benefit of privately owned businesses.

Back to the railroad. In 1861 it was reorganized the Pittsburgh, Fort Wayne and Chicago Railroad Company. The earnings for that year were satisfactory and would increase with the outbreak of the Civil War. Rail traffic became more East - West than North - South and operations on the Baltimore and Ohio were suspended.

The Fort Wayne continued to prosper and on July 1, 1869 the railroad entered into a 999-year lease with the PRR. This action improved operations on the Pennsylvania Railroad. It divided the system into two parts: Lines East and Lines West. In 1870 the

Pennsylvania Company was incorporated as the separate and distinct entity, part of the "Pennsylvania Lines West of Pittsburgh."

Because the Fort Wayne was a terminal railroad, it had appropriate facilities for its status. There were classification yards and a repair facility. The Allegheny Shops were located at the present location of the mail facility on California Avenue. These shops were capable of manufacturing locomotives, passenger and freight cars or making repairs to any all types of equipment. In 1905 through 1906 extensive renovations were made to physical plant that included a new engine house. When the Lines West was merged into the PRR in the 1920's, the importance of the facility was greatly diminished. The principal repair facility became the Altoona Shops.

It would not be possible to talk about the railroads in Allegheny City without talking about standard time or Alexander Cassatt.

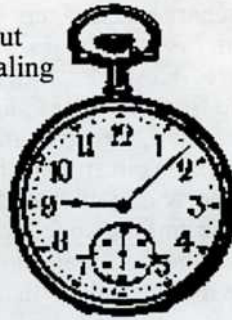
The Allegheny Observatory, located in Perry Hilltop, began broadcasting time signals to railroads over telegraph lines. This system became known as "Allegheny Time" permitted the railroad to operate more safely and efficiently. Railroads operate by timetables. If a person's watch differed by a minute or two, it could mean the difference between normal operation and disaster. Until the adoption of standard time, people set their watches by the local clock tower or from the sun or other equally inaccurate means. An historian reported there were at least six different times in the Pittsburgh area alone. Someone in Columbus could care less what time it was Pittsburgh or anywhere else. That meant that two trains could wind up on the same track at the same time and cause a wreck. Keeping trains on

time is not significant, but because signaling didn't exist, trains could collide if not run on a coordinated schedule.

So the local time in Columbus did become important to the Allegheny City resident. The time signal eliminated these discrepancies. Eventually the idea of standardized time was accepted by all railroads in 1883. This led to the development of time zones in America and eventually the world. This event has had a profound consequence of affecting every human being.

Alexander J. Cassatt was born in Allegheny City in 1839. He was the son of Robert S. Cassatt the 5th mayor of Allegheny. He went to work for the Pennsylvania Railroad and began to rise through the ranks. In 1864 he was assigned as resident engineer of the middle division of the Pennsylvania and Erie Railroad. This road linked Pennsylvania's coal fields with the east coast market. His position was one of high responsibility and as the railroad's fortunes rose so did Cassatt. The P & E Railroad had been losing \$250,000 per year. Under Cassatt the operating costs decreased and he asked for an erecting and paint shops. These shops were built in Altoona.

In 1867 he was appointed Superintendent of Machinery and Motive power for the entire Pennsylvania Railroad. The president of the railroad created the position of General Manager for the railroad. By 1874 Alexander had risen to the post of third vice president. During the railroad riots, Cassatt was torn with contradiction of his position. He had known many of the men



who now were on strike against the railroad. But he was bound to protect company property.

In 1880 Cassatt was denied the presidency of the railroad by Thomas Scott. He threatened to resign because he felt Scott was an able executive but lacked the force needed to guide the Pennsylvania. In 1882 he resigned as the first vice president to spend more time with his family. However, a year later he was elected to the board of directors.

Finally in June 1899 Cassatt was elected president of the railroad. His innovations and achievements brought the railroad to its peak of greatness. 1,070 miles of new track were added. The main line was improved. The mail line was four-tracked from New York to Altoona and almost all the way from Altoona to Pittsburgh. The Pittsburgh Fort Wayne and Chicago was double tracked from Allegheny to Columbus. The Allegheny Shops were modernized and a new station was built in Allegheny. Perhaps the crowning achievement was tunneling into Manhattan and building of Pennsylvania Station in New York.

In 1906 he took a vacation with his family. He contracted whooping cough, which was a dreaded disease at the time. Several deaths occurred during the building of the tunnels. These deaths plus the strain of working on the Pennsylvania Station project began to weigh Cassatt down. In 1906 the family's Christmas Dinner was canceled and on December 28th he died.

Selected bibliography: *American Railroads*, John F. Stover; *The Pennsy in the Steel City*, Ken Kobus and Jack Consoli; *The Pennsylvania Railroad's Golden Triangle*, Ken Kobus and Jack Consoli; *The History of the Pennsylvania Railroad*, Tomothy Jacobs; *The Story of Allegheny City*, reprinted by the Allegheny City Society.



Top: The Acoustic Shadows of the Blue and Gray perform Bottom: Ladies from the 9<sup>th</sup> Pennsylvania Auxillary served the punch and cookies at the first Civil War Soldier's Fair held on June 6, 1999.

## Civil War Soldier's Fair a Success

The first Pittsburgh Civil War Soldier's Fair was held in West Park on June 6, 1999. The purpose was to increase the public's awareness of Civil War activities and start a fund for the preservation of the two Civil War monuments in the Commons.

A number of Western Pennsylvania Civil War roundtables and other organizations manned information tables while crafters demonstrated weaving and spinning.

Renactment groups demonstrated the life of the Civil War soldiers and speakers sponsored by the Pennsylvania Humanities Council spoke on Civil War history.

An evening concert by the Acoustic Shadows of the Blue and Gray was held under the National Aviary's Rose Garden tent. This event raised more than \$2000 for the monument fund that will be administered by The Allegheny City Society.

The event was sponsored by The Allegheny City Society, with funding support from Mellon Bank, National City Bank, Triangle Tech and the Westmoreland County Historical Society.

## The Allegheny City Connection in Johnstown Pennsylvania

By Miss Allegheny Traveler

We all know about the various floods that have devastated this Western Pennsylvania town. Many of us were around when the last deluge, in the 1970's effected the area. The flood disaster everyone associates with the town is the 1889 calamity. Reading David McCullough's book entitled *The Johnstown Flood* can give you all the particulars on the event. Understanding can only come from visiting the location.

A ride up the mountain on the Johnstown Incline gives you the best overview of the physical terrain and how this terrain affected the raging flood waters once they arrived in the town.

The Johnstown inclined was built in 1891 in the aftermath of the flood. It has a 71.9% grade and travels up 900 ft from the river valley. A unique feature of this incline is that it can carry automobiles up this steep grade for only a \$ 5.00 charge.

The National Park Service has a visitor center at overlooks the site of the man-made lake, which overflowed it's banks on May 31, 1889 sending 20 million tons of water roaring down the valley. A highlight of the center is a life-size display accompanied by an oral history of Dr. Victor Heiser, a flood survivor, harrowing experience. The film *Black Friday* gives the visitor an intensely graphic view of the impact of the flood on the people of the valley. The images depicted will remain with you for a long time.

The Johnstown Flood Museum is the newest of the historical sites relating to the Great Flood of 1889. Housed in the former Carnegie library in the City of Johnstown the flood saga is depicted using state of the art exhibits and graphics. The shocking story of one of the greatest tragedies in American history is told in the museum. The Carnegie Library was given to the

City of Johnstown in 1892 making it the third library given by Andrew Carnegie. The great philanthropist and former Allegheny City resident, was a member of the South Fork Hunting and Fishing Club. The residents of Johnstown must have felt the same way the residents of Braddock felt with their gift of a library from the great robber-baron.

On June 2, 1889 seven railroad cars of coffins arrived from Allegheny City the first delivery to arrive in the city after the Flood. Over 2,000 souls lost their lives in the Great Flood of 1889, 99 entire families were gone. Grandview cemetery in Johnstown has a section called "Unknown Plot" contained in the plot are 777 people buried that could not be identified. The State Flood Commission purchased the land and the markers. A beautiful monument to the unknowns was dedicated on May 31 1892, three years to the date after the Great Flood.

A drive through nearby St. Michaels Pa. and a stop at the Clubhouse building of the South Fork Hunting and Fishing Club gives the visitor a view into the lives of the affluent club members. The Carnegies, Fricks, and Mellons, were members along with many Allegheny families such as the Chalfants, Horne, McCintock, Brunot and Phipps. (For a complete list of Allegheny City families who were members of the club see the list at the end of the following article.)

The lakeside resort owned two steam yachts, four sailboats and about fifty canoes and row boats. Historians believe lack of maintenance on the dam by the owners of the Hunting and Fishing Club caused the Johnstown Flood tragedy. The Club abandoned the resort immediately after the Flood but the members will forever be linked to the event.

A visit to the Johnstown area can link you with our Allegheny City history.

**George Hetzel**

The art of George Hetzel is featured in an exhibit at the Johnstown Flood Museum, July 3 through Sept. 30, 1999. A landscape artist and a member of the Scalp-level group, Hetzel won a medal for landscape art at the Philadelphia Centennial. The members took their name from the small village of Scalp-level Pa, where they would travel to in the summer to paint.

Mr. Hetzel painted the natural beauty of the southwestern Pennsylvania during the mid to late 1800's. The Hetzel family had immigrated to America when George was 2 years old settling in Allegheny City. Training in Germany in the 1840's, Hetzel was a well respected artist in Pittsburgh, who taught at the Pittsburgh School of Design for Women.

The exhibit is found on the

third floor of the restored Carnegie Library the home of the Johnstown Flood Museum. The third floor was the gymnasium for the building which has been restored back to the original. It is a superb example of the public gymnasium which would have been found in community buildings of the era. Included in the restoration is a pipe organ and a running track above the exercise area.



**Homes of the members of the Club along the lake.**

**The South Fork Club**

*The Johnstown Daily Tribune* of June 30, 1889 listed 60 families as the "accurate and verified list of the entire membership of the South Fork Fishing Club, which owned the fatal dam near Johnstown." 19 names from the published list of 60 were Allegheny City residents. In the end club members were found to be not responsible for the flood, it was declared an act of God.

The lake was never rebuilt and this "Retreat for the the Great Flood. Addresses for the Allegheny City residents were taken from the City Directory of 1889:

Name of Family	Business	Home Address
John W. Chalfant	Spang, Chalfant and Co.	244 North Ave.
James A. Chamber	A & DH Chambers (glass)	270 Ridge Ave.
J. K. Ewing	Ewing and Byers	162 Irwin Ave.
Henry Holdship	Pittsburgh Supply Co.	79 Lincoln Ave.
Durbin Horne	Joseph Horne and Co.	27 Bidwell St.
Dr. D. W. Rankin	Physician	85 Lincoln Ave.
Marvin F. Scaife	William B. Scaife and Sons	148 North Ave.
M. B. Suydam	M. B. Suydam and Co. (White Lead)	263 Ridge Ave.
Lewis Irwin	Rosedale Foundry	348 Western Ave.
J. J. Lawrence	W. W. Lawrence Co. (paint)	3 Lincoln Ave.
Frank T. McClintock	O. McClintock and Co.	163 Fayette Ave.
Walter L. McClintock	O. McClintock and Co	222 Ridge Ave.
H. Sellares McKee	McKee Bros. (glass)	230 Ridge Ave.
H. P. Patton	A. & DH. Chambers (glass)	60 Irwin Ave.
D.C. Phillips	Phillips and Co. (glass)	203 Ridge Ave.
Henry Phipps	Carnegie Phipps and Co.	44 Irwin Ave.
Calvin Wells	Pittsburgh Forge & Iron Co.	23 Lincoln Ave.
James H. Willock	Second National Bank	44 Beech Ave.
C. B. Shea	Joseph Horne and Co.	120 Fayette Ave.
D. R. Euwer	Euwer Bros. (lumber)	352 Ridge Ave.

**1998 - 1999 A Year in Review - Our Annual Report**

During the Allegheny City Society's activity year 1998-1999, we have continued to focus on our mission of history, preservation, and education of the legacy of the Northside of Pittsburgh, known before 1907 as Allegheny City.

At our Annual Meeting in April of 1998, Mr. John Burt, Esq. spoke about the anti-slavery forces in Western Pennsylvania, and their historic contributions to the pre-Civil War Freedom Trail, including the Underground Railroad way stations and safe houses in Pittsburgh and Allegheny City. Mr. Burt is a member of the Pennsylvania Humanities Council's Commonwealth Speaker Program, which is supported by grants from the Pennsylvania Historical and Museum Commission.

In May, our program on Victorian Baseball, explored the roots of early baseball on Pittsburgh's Northside, beginning in the 1860's, at Union Park, Recreation Park, and Exposition Park, all in Allegheny City, before moving to Forbes Field in 1909. Mark Fatla covered many of the early tales, events, statistics, rules, and equipment with an entertaining multi-media display with slides, photos, and music. The program was held in the Pirate's Board Room at Three Rivers Stadium, and included right field seats and a ball park buffet during a 7:05 ballgame against Los Angeles.

June found us in the middle of Division One of the Union Dale Cemetery, during an early summer thunderstorm. As the storm abated, Ruth McCartan guided us among the graves of many of the movers and shakers of Allegheny City, including its last mayor, Charles Kirshner. Ruth was assisted by a number of Society members with various vignettes of certain personalities.

September brought us back to the Allegheny Regional Branch of the Carnegie Library for our second edition of Show and Tell, chaired by Terry Mowrey, with a varied display of photos, post cards, Wolverine Toys, and miscellaneous memorabilia related to Allegheny City and Pittsburgh's Northside.

October's Trolley Tour of Brighton Heights took us through the northern reaches of Allegheny City's 11th Ward, known earlier as Davisville, and now the Brighton Heights neighborhood in Pittsburgh's 27th Ward. Chaired by our John Canning and sponsored and produced jointly with the Brighton Heights Citizens Federation, the historic tour focused on that area from the late 18th century up through the early 20th century.

November has traditionally provided us with an opportunity to honor an individual who has significantly contributed to the preservation of the history of Pittsburgh's Northside and Old Allegheny. 1998's recipient of the William Rimmel Award was Mr. Rick Sebak, well known for his productions of various historical videos, and particularly for his recent edition of *The North Side Story*. Our program included a special screening of footage not used in the marketed version of that video, and included interviews and scenes from our 1997 Show & Tell Exhibit. (Beginning in the year 2000, the Rimmel Award presentation will be conducted in conjunction with the Society's Annual Meeting in April, and due to the abbreviated timing in this transitional year, there will be no 1999 award.)

During October and November the Society sponsored a display in the Allegheny Regional Branch of the Carnegie Library (second floor large display case) of old tin mechanical toys manufactured by the Wolverine Toy Company of the Northside, between 1913 and 1973. The company was originally known as the Wolverine Supply & Mfg. Co., and was located in the block between Page and Western Avenues at Fontella Street.

Rounding out our year's worth of activities was a social event with an historic flavor and the aroma of hops. In March of 1999, Society members and friends gathered in the upstairs hall of the Foundry Ale Works, where Brewmaster Jonathhan Zang discussed the evolution of brewing, up to today's methodologies of modern micro-breweries. The common thread linking this former Smallman Street brass foundry, and Allegheny City was the Cadman family. One of the co-founders of the foundry, Sampson Cadman, settled in Allegheny City, and his son, and eventual owner, A.W. Cadman, was born there.

Our ongoing educational activities included our "Speakers Bureau", established last year to provide a means to "take our show on the road", which had several engagements around the area. Our ACS website on the internet continues to be popular, and provides a valuable link to persons seeking information on Old Allegheny and related history, both locally and across the country.

In addition, throughout the year, members of the Society prepared historical and pictorial exhibits for Allegheny West's Garden Tour, Victorian Christmas House Tour, Mexican War Streets House Tour, and the Manchester House Tour. The Society continues for the fourth year, the publication of its official newsletter, *The Reporter Dispatch*. Volunteers answer questions and inquiries by telephone, letter, and E-Mail. The sale of the historic book, *The Story of Old Allegheny*, made possible by a grant from the Buhl Foundation, continues, along with various other history related items.

The Society thanks its members, the Board of Directors, and the community, for its participation and support of our activities, as we strive to preserve our history and enhance positive views of Pittsburgh's Northside. Terry Mowrey, President



**Riders waiting to board the trolley for the Davisville Tour**

*We note with sadness the death of Judge Harry M. Montgomery on August 29, 1999. Judge Montgomery was born in Allegheny City in 1901, graduated from Allegheny High School. He was one of the original founders of the Allegheny City Society and was instrumental in reconstituting the Society in the late 1980's.*

The Allegheny City Society  
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### **Allegheny City Society Calendar of Upcoming Events 1999 - 2000**

- |                                 |  |
|---------------------------------|--|
| <b>September 19, 1999</b>       | Troy Hill Tour - Reservations call (412) 3212852   |
| <b>September 26, 1999</b>       | Mexican War Streets House Tour ticket Information call (412) 323-9030  |
| <b>October 10, 1999</b>         | Davisville (Brighton Heights) Tour - Reservations call (412) 766-3066<br>(No tickets sold day of tour)   |
| <b>October 27, 1999</b>         | Allegheny City Society General Meeting - Allegheny Court Conference Room<br>(Corner Galveston and Western Avenue) - Christine Davis will discuss and<br>display artifacts from the home of General William Robinson, 7:00 p.m. |
| <b>December 10, 13 &amp; 14</b> | Allegheny West Christmas House Tour  |

### **2000**

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|--------------------------|--|
| <b>February 20, 2000</b> | John Lyon will talk on the Railroads of Allegheny City - Northland Public<br>Library - 2:00 p.m.   |
| <b>April 31, 2000</b>    | Allegheny City Society Annual Meeting, Rimmel Award, Program, The<br>Allegheny - Zelenople connection - the first of a 3-part series - location to be<br>announced |
| <b>June, 2000</b>        | Second Annual Civil War Soldier's Fair - West Park Commons in front of the<br>National Aviary  |

*This newsletter is printed as a community service of National City*