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Identification of Historic Properties Report



Norfolk Southern Railway Company/ Pennsylvania Department of Transportation Pittsburgh Vertical Clearance Projects

Borough of Swissvale and the City of Pittsburgh
Allegheny County, Pennsylvania

NORFOLK SOUTHERN

Prepared for
Norfolk Southern Railway Company
Atlanta, Georgia

Prepared by
Michael Baker INTERNATIONAL
Michael Baker International, Inc.
Moon Township, Pennsylvania

IDENTIFICATION OF HISTORIC PROPERTIES REPORT

NORFOLK SOUTHERN RAILWAY COMPANY/

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

PITTSBURGH VERTICAL CLEARANCE PROJECTS

Borough of Swissvale and the City of Pittsburgh,

Allegheny County, Pennsylvania

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September 2019

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ABSTRACT

Norfolk Southern Railway Company (Norfolk Southern), in cooperation with the Pennsylvania Department of Transportation (PennDOT), proposes to address six obstructions limiting vertical clearance for double-stack rail traffic in Allegheny County, Pennsylvania. The purpose of the Pittsburgh Vertical Clearance Projects is to enhance the existing rail infrastructure on the main line through Pittsburgh and in southwest Pennsylvania in order to provide more efficient movement of freight from New York/New Jersey to Chicago and specifically through Pennsylvania. The undertakings are located along Norfolk Southern's Pittsburgh and Fort Wayne Rail Lines, (together referred to as the Pittsburgh Line), which is owned and operated by Norfolk Southern.

The purpose of this report is to present to the Pennsylvania State Historic Preservation Officer (PA SHPO) the results of the historic resources survey and National Register of Historic Places (NRHP) eligibility assessment that was conducted to identify historic properties within the areas of potential effects (APEs) of the six projects. All properties within the APEs that were forty-five (45) years of age or greater (constructed prior to 1973) were surveyed and evaluated for NRHP eligibility, if no previous eligibility determination existed. This report is submitted for the purpose of consultation and compliance with Commonwealth of Pennsylvania Act 120 of P.L. 356 (Act 120), amended Section 2002, Act No. 1978-273 (as amended as Act No. 1988-72), as codified at Title 37 of the Pennsylvania Code, 37 Pa.C.S. § 101 et seq. (History Code), as applicable. All work was conducted by Michael Baker International, Inc. (Michael Baker) of Moon Township, Pennsylvania, on behalf of Norfolk Southern.

Architectural historians surveyed all historic-age resources within each APE between February and April 2018. The intensive-level survey conducted for this report identified 23 previously surveyed resources and 13 newly identified resources, for a total of 36 resources within all six APEs. This number includes six railroad segments (from two railroad corridor historic districts previously determined eligible for the NRHP). Additionally, the 36 historic resources (both previously recorded and newly identified) includes a number of railroad-related historic resources that are located within the six railroad segments and are evaluated as contributing or non-contributing features of the railroad corridor historic districts.

Of the previously recorded historic resources, 19 had existing determinations of eligibility or were listed in the NRHP and appeared physically unchanged since the time of determination. Updated Pennsylvania Historic Resource Survey Forms (HRSFs) were not created for most of these resources (12); however, updated HRSFs were prepared for seven (7) listed or eligible resources in order to provide additional information and clarity. Updated HRSFs were also prepared for three (3) resources with "undetermined" findings of eligibility, which include updated recommendations of eligibility.

Nine (9) newly identified historic resources are recommended eligible for listing in the NRHP as individual resources, as districts, or as contributing elements of NRHP-eligible districts (See Table G.1.3). Finally, four (4) newly identified historic resources are recommended not eligible for listing in the NRHP due to lack of significance, lack of integrity, or both.

Of all the resources within the various APEs, nine (9) resources have been determined eligible for listing in the NRHP, five (5) resources have been determined not eligible for listing, five (5) resources are listed

on the NRHP, twelve (12) are recommended eligible, and five (5) are recommended not eligible for the NRHP (36 resources in total) (See tables Table G.1.1 through Table G.1.5 for a comprehensive summary of all surveyed resources).

In sum, there are 26 historic properties (NRHP listed, determined eligible, or recommended eligible [either individually or as a contributor to a district]) present within the APEs of the six projects as follows:

- Survey #1: Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91
- Survey #4: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)
- Survey #5: Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353*
- Survey #6: Pennsylvania Railroad: Station (Pittsburgh)
- Survey #7: Pennsylvania Railroad: Station Rotunda (Pittsburgh)
- Survey #8: Allegheny Commons Historic District
- Survey #9: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.60
- Survey #10: Allegheny West Historic District
- Survey #13 Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)*
- Survey #15: 825-839 W. North Avenue, Hipwell Manufacturing Company Building
- Survey #16: 810-822 W. North Avenue, International Harvester/Harry Guckert Building
- Survey #17: 828 W North Avenue, Katsafanas Coffee Company
- Survey #18: Allegheny City Stables Building
- Survey #19: 1204 Brighton Road, Union Hotel/Riggs
- Survey #20: 1210 Brighton, Volbrecht, Frederick House
- Survey #21: 1212-1218 Brighton Road
- Survey #22 Mexican War Streets Western Boundary Increase
- Survey #25: Mexican War Streets Historic District
- Survey #26: Allegheny Second Ward Industrial Historic District
- Survey #27: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.82
- Survey #28: Allegheny Second Ward Industrial Historic District
- Survey #31: 901 Pennsylvania Avenue, Williams & Company
- Survey #32: 850 Pennsylvania Avenue, Cruikshank Bros. Company
- Survey #33: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-2.17
- Survey #35: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP ML-1.20*
- Survey #36: Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)

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A. INTRODUCTION

A.1 Description of the Projects

Norfolk Southern Railway Company (Norfolk Southern), in cooperation with the Pennsylvania Department of Transportation (PennDOT), proposes to undertake six[1] transportation projects along the Pittsburgh and Fort Wayne Rail Lines, (together referred to as the Pittsburgh Line), which is owned and operated by Norfolk Southern.[2]

Norfolk Southern, with funding through PennDOT, proposes to address six obstructions (the undertakings) that currently limit vertical clearance for double-stack rail traffic along the Pittsburgh Line in Allegheny County, Pennsylvania. The undertakings involve track and railbed maintenance and improvement projects and/or bridge rehabilitation, reconstruction, or replacement within existing railroad right-of-way.[3] The obstructions addressed by the projects and assessed in this study are located in the Borough of Swissvale and the City of Pittsburgh (Figure A.3.1). Individual project locations consist of the Washington Avenue Bridge in the Borough of Swissvale; the Amtrak Station in downtown Pittsburgh; and the W. North Avenue Bridge, the Pennsylvania Avenue Bridge, the Columbus Avenue Bridge, and the Ohio Connecting (OC) Bridge Flyover, all located in the North Side of the City of Pittsburgh. The projects will be partially funded with state funds with Norfolk Southern funding the remainder. No work as part of these projects is being done in intervening track area between the six individual project locations.

A.2 Statement of Purpose and Need

PURPOSE:

The purpose of the Pittsburgh Line Vertical Clearance Projects is to promote the efficient transportation of goods between Chicago and the New York/New Jersey commercial markets and to improve mobility and safety for freight traffic through Pittsburgh. The projects will remove the final remaining vertical

[1] When the PA SHPO Project Review Form was submitted in May 2018, the projects included nine (9) project locations. Since that time, the Frazier Street Pedestrian Bridge and the Overland Street Bridge in the Boroughs of Braddock and North Braddock have been removed from the scope of the projects to be reviewed (Appendix I.3 Agency Coordination). Norfolk Southern is proceeding with those projects without state or federal funding and in the normal course of its operations. The Merchant Street Bridge in the City of Pittsburgh is being funded under the same state grant but is being advanced separately since there is no vertical clearance adjustment related to that undertaking.

[2] The Pittsburgh Rail Line and Fort Wayne Rail Line is a descriptor for that portion of Norfolk Southern's main line owned and operated by Norfolk Southern, a Class I freight rail company in interstate commerce. From Harrisburg/Enola, the line travels west following the path of the Susquehanna River. On its west end, the Pittsburgh Line becomes the Fort Wayne Line after crossing the Allegheny River Bridge.

[3] Some or all of these projects are subject to FHWA categorical exclusions. See, e.g. 23 C.F.R. § 771.117.

clearance restrictions creating chokepoints and other hindrances to the efficient flow of intermodal rail traffic and will support truck/rail intermodal facilities along this important rail corridor by allowing for double-stack intermodal traffic, which is a PennDOT goal under the Commonwealth's State Rail Plan, developed in compliance with Federal Railroad Administration requirement and with the Rail Freight Preservation and Improvement Act of 1984, as amended, Public Law 587-119 [See US DOT, The Strategic Multimodal Analysis, Task 3: Chicago-New York City Corridor Analysis, Final Report (Apr. 2006) (https://www.fhwa.dot.gov/policy/otps/sma/index.cfm)].

The Pittsburgh Line is one of two Norfolk Southern mainlines through Pittsburgh. The second mainline, on the south side of the city, is referred to as the Monongahela (Mon) Line. The Mon Line is not being considered as a viable railway improvement project due to several major physical constraints and engineering factors. These factors include the fact that the Mon Line is prone to unpredictable landslides from adjacent properties, which cause hazardous conditions and substantial transportation interruption and reliability concerns for freight movement. In addition, although the Mon Line is cleared for double-stack freight movement, it has substantial capacity constraints due to a single-track line through a tunnel and a major river crossing, thus causing further delay and capacity issues for freight transit between Chicago and the east coast on that line.

Because of the constraints of the Mon Line, the Pittsburgh Line currently is the primary route through the City of Pittsburgh for sensitive freight such as hazardous materials and would be the preferred route for time-dependent freight such as intermodal traffic, in large part because it avoids the hazardous conditions and delays experienced on the Mon Line. Furthermore, the Pittsburgh Line is a shorter route between Chicago and the east coast and use of that route increases network fluidity while reducing transit time.

Although the double-track Pittsburgh Line is the preferred freight route through the City of Pittsburgh, several bridges on that line limit the clearance for rail freight such that double-stack intermodal and automobile multilevel freight cannot move on that line. Rail capacity exists on the double-track Pittsburgh Line and these proposed projects will allow the line to accommodate anticipated freight growth and double-stack intermodal traffic. In addition, the condition of the bridge over the railroad at W. North Avenue, Pittsburgh, has safety deficiencies that pose risks to current and forecasted rail traffic increases throughout the United States and within Pennsylvania in particular.

NEED:

The project need for the Pittsburgh Vertical Clearance Projects is to address:

A. Forecasted traffic demands;
B. Vertical clearance constraints;
C. Operational safety and reliability;
D. Public safety; and
E. Facility Deficiencies.

A. Forecasted traffic demands:

Anticipated increases in freight capacity projections, especially in the intermodal market, indicate that double-stack utilization will increase over the next 30 years. Pennsylvania and national rail plans have identified clearances restricting freight rail transportation as a major impediment to freight capacity, recommending reducing choke points restricting double-stack intermodal traffic [2015 Pennsylvania State Rail Plan (Dec. 2016); The Strategic Multimodal Analysis, Task 3: Chicago-New York City Corridor Analysis, Final Report (U.S. DOT, Apr. 2006); Pennsylvania Intercity Passenger and Freight Rail Plan (PennDOT 2010); 2003 Pennsylvania State Rail Plan (PennDOT 2003)]. Intermodal shipment is a method of moving freight from origin to final destination using two or more transportation modes, without handling the freight itself when changing modes. This method improves efficiency by allowing for the use of the most efficient transportation mode for each segment of a shipment of goods in a trailer or container (Congressional Research Service, 2003). In an intermodal transportation network, trains, trucks, ships, and aircraft are connected seamlessly to provide an efficient and flexible transportation system meeting the needs of the nation's consumers, carriers, and shippers (FHWA, 2009a).

The intermodal business is one way to achieve a long-term sustainable balance between business needs and the impact of railroad operations on the environment. In intermodal operations, containers often are loaded two high, called "double-stack," to allow twice as many shipments to be moved on one intermodal train. Double-stack intermodal traffic increases capacity using the existing infrastructure, with appropriate clearance and without requiring new rail lines for additional trains. Double-stack rail traffic also reduces shipping costs and improves service, while at the same time providing new competitive rail alternatives and new economic development opportunities for customers and communities.

The need for improving freight transportation throughout the United States is driven by factors such as:

- Growing congestion on U.S. highways used for long-haul freight movement;
- Volatile or high fuel prices and the quest for energy-efficiency;
- The strain on the truck driver labor pool;
- Need for improvements in shipping services;
- The national policy toward the reduction of greenhouse gas (GHG) emissions.

The Federal Highway Administration (FHWA) Freight Analysis Framework (FAF) forecasts that the tons of freight transported within the U.S. by rail will increase by more than 20% between 2015 and 2045, with a more than 80% increase in value of freight by rail over that same time frame (https://www.transportation.gov/briefing-room/dot-releases-30-year-freight-projections; https://www.bts.gov/sites/bts.dot.gov/files/docs/FFF_2017_Full_June2018revision.pdf). FHWA's FAF, which compares relevant statistics from 2012 to 2045, also predicts that, with current infrastructure, highway congestion would increase dramatically because of the increase in freight and intermodal demand. It is infeasible to accommodate these anticipated increases in freight requirements by merely maintaining the current national rail infrastructure, and commensurate congestion would result. Projects will be required to address the national need to enhance rail infrastructure as evidenced by the forecasted increase in demand and congestion.

Pennsylvania ranks first in the country in the number of operating railroads (approximately 65) and ranks near the top in total track mileage (more than 5,600 miles). Each year, around 200 million tons of freight originate in, terminate in, or pass through Pennsylvania by rail, including more than 50 million tons of coal, steel, food, and other products mined or grown throughout the Commonwealth. The Commonwealth of Pennsylvania is expected to face substantial highway truck traffic congestion as a result of the increase in demand and freight transportation. PennDOT predicts that within the Commonwealth of Pennsylvania, intermodal freight rail traffic will increase by 86.4%. The primary east-west Class I freight rail corridor in Pennsylvania is through Pittsburgh. The Pittsburgh-Allegheny County region, in particular, is expected to be highly congested in the absence of additional freight transportation planning.

To accommodate the expected increases in rail demand, as well as to support national goals relating to greenhouse gas emissions and fuel efficiency, the national freight rail system has been substantially modernized over the past decades to raise clearances, upgrade tunnels, and modify rail lines throughout much of America's 140,000-mile freight rail network to accommodate double-stack intermodal trains (See https://www.aar.org/article/6-milestones-intermodal-growth/). Limitations for double-stack intermodal trains still impact freight transportation through Pennsylvania, however. The subject clearance projects represent the final obstacles for double-stack and automobile multilevel traffic along the Pittsburgh Line and complement the clearance of 163 previously existing obstructions to double-stack container traffic in the 1990s through a Conrail/PennDOT partnership.

B. Vertical clearance constraints:

The Pittsburgh Line serves as an alternate route for the Mon Line but currently has limited vertical clearance at various locations that prevent the passage of double-stack trains or automobile multilevel traffic. Six structures limit the height of freight railroad cars travelling along the Pittsburgh Line. The bridges do not provide sufficient vertical clearance between the bridge and the tracks, and Amtrak Station's shed canopy over the freight line is not tall enough to allow double-stack intermodal trains to travel underneath. The OC Bridge Flyover has overhead obstructions on an approach ramp structure that do not allow sufficient vertical clearance as well.

The current vertical clearance at individual project locations varies along the corridor from 18'-3" to 20'-6". The PUC requirement for vertical clearance in Pennsylvania is 22'-0", absent a waiver.

C. Operational safety and reliability:

The Norfolk Southern line between Chicago and metropolitan New York City via Cleveland, Pittsburgh, and Harrisburg is referred to as the Premier Corridor and is the most critical freight artery on Norfolk Southern's 22-state network. Norfolk Southern has two east-west freight routes through Pittsburgh, one of which is cleared for double-stack intermodal trains and automobile multilevel trains. However, that double-stack route, known as the Port Perry Branch and the Mon Line (together, the Mon Line) is currently at or near capacity and, as a result, frequently faces congestion issues and service delays. In addition, the infrastructure and geography of the Mon Line create challenges for the timely delivery of the service-

sensitive intermodal freight that uses it today. The Mon Line has a three-mile, single-track segment that includes a tunnel and an adjacent bridge over the Monongahela River. This three-mile segment is the largest chokepoint on Norfolk Southern's route between Chicago and the New York metropolitan area. In addition to the choke point, and more importantly, the topography adjacent to the railroad right-of-way is susceptible to landslides from the adjacent Mount Washington. The slope of Mount Washington continues to shift, and each time it does, the potential exists for soil and rock to be deposited on the railroad tracks making them unable to be traversed until the debris is removed and the slide area stabilized. Besides the substantial costs incurred for cleanup, the unpredictable slides create hazardous conditions and cause hours of delay annually. These landslides range from moderate to severe in nature and the timing and severity of the incidents are unpredictable. Further, the landslides originate on property not owned or controlled by Norfolk Southern, and as such Norfolk Southern can merely react to landslides as they occur. Each year, delay times resulting from these events, averaging approximately 32.9 hours, create substantial cost for the railroad, customers, and businesses. Delays on the Mon Line relating to landslides are projected to cause almost 4.3 million hours of closures over the next 30 years. Service-sensitive freight on this line and the additional capacity through southwest Pennsylvania anticipated in the future will need to be accommodated.

Norfolk Southern's second mainline through Pittsburgh is the Pittsburgh Line, which is a double-track line throughout for more efficient operations. The current vertical clearance on this line, however, is inadequate for double-stack trains in several locations, and consequently the line constrains the capability to accommodate the projected increases in freight tons and the anticipated increase in intermodal capacity expected to be moving on the nation's transportation network. These limitations result in freight rail congestion and lead to less efficient intermodal transportation. An increase in intermodal traffic in order to keep trucks off highways needs to be accommodated for this major east-west artery. Under the current circumstances, adding more traffic to the Mon Line route to accommodate the forecasted increases in intermodal and other freight over the next many years would result in additional delays to train schedules and worsened congestion. In addition, Norfolk Southern's dependence on the capacity- and geography-constrained Mon Line through Pittsburgh for its double-stack intermodal traffic, most of which has interstate commerce related time sensitivities, affects its ability to deliver quality service to customers and, ultimately, to compete with trucks. The structural risks adjacent to the current Mon Line route pose a threat to its long-term vitality, especially for this service-sensitive traffic. Considering that intermodal traffic through this part of Pennsylvania is expected to substantially increase in the coming years, it is crucial that investment be made in infrastructure improvement on the Pittsburgh Line in the near-term for operational safety and reliability.

D. Public safety:

Public safety is the primary operational focus of Norfolk Southern, PennDOT, the City of Pittsburgh, Allegheny County, and Amtrak. The safety of citizens, employees, and operations are central to the goals of the Pittsburgh Vertical Clearance Projects. Additional rail capacity is beneficial to the safety of the motoring public by removing long-haul trucks from the highways of multiple states.

The Pittsburgh Line (in the project areas) has only three at-grade crossings, of which just one is a crossing. Adding freight to the Pittsburgh Line presents less risk of automobile/rail conflict for high-volume freight transportation. While at-grade crossing accidents have been greatly reduced through public education initiatives nationwide, projects like the Pittsburgh Vertical Clearance Projects boost these efforts by routing trains on heavily gated lines with pedestrian and motor vehicle crossing options.

E. Facility Deficiencies:

Structurally deficient structures become less effective and more expensive to maintain or repair as their conditions worsen. Facility deficiencies must be addressed for this key component of the rail network in order to help minimize future maintenance costs and address existing structural deficiencies and traffic demands (e.g., rail, vehicular, pedestrian and bicycle). The W. North Avenue Bridge, at the intersection of W. North Avenue and Brighton Road in Pittsburgh, is in poor condition, which has led to increased maintenance actions and will require additional substantial maintenance if the structure remains in service. These maintenance activities will eventually require more frequent interruptions on the Pittsburgh Line to allow for extensive maintenance repairs, thus causing significant disruption to interstate commerce on the busiest corridor between the Midwest and the east coast. If the structural conditions are not addressed, the poor condition of this bridge may pose a threat to public transportation connectivity. In accordance with maintenance obligations, modification or replacement of this bridge will ensure the continued safe and efficient transportation of goods by rail.

A.3 Purpose of Study

This report presents the results of an intensive-level historic resources survey and determination of National Register of Historic Places (NRHP) eligibility assessment that was conducted to identify and evaluate all buildings, structures, objects, sites, and districts forty-five (45) years of age or greater (constructed prior to 1973) within the six areas of potential effects (APEs).[4] This resulting Historic Resources Survey and Determination of Eligibility (DOE) Report defines the projects' APEs, outlines the methodology used throughout the projects, presents the results of the background research and field survey, and assesses the eligibility of the identified resources to meet one or more of the NRHP criteria as set forth in 36 C.F.R. § 60.4. This report is submitted for the purpose of consultation and compliance[5] with

[4] Under 37 Pa.C.S. § 503 and 54 U.S.C.A. § 302105 the owner of any privately owned property may object to inclusion or designation on the Pennsylvania Register of Historic Places or NRHP. The property shall not be included until the objection is withdrawn. Norfolk Southern would object to inclusion of Norfolk Southern operating rail property on the registers.

[5] Certain state and local approvals and conflicting requirements are preempted as applied to rail facilities operating in interstate commerce under the Interstate Commerce Commission Termination Act of 1995 (ICCTA), 49 U.S.C. § 10501 et seq., and Federal Railway Safety Act of 1970 (FRSA) 49 U.S.C. §§ 20101 et seq.. Norfolk Southern does not waive and expressly preserves any claims or defenses related to such ICCTA or FRSA preemption related to the subject matter of this report.

the Commonwealth of Pennsylvania Act No. 1978-273 (as amended as Act No. 1988-72), as codified at Title 37 of the Pennsylvania Code, 37 Pa.C.S. § 101 et seq. (History Code), as applicable.

Cultural resources investigations for these projects were performed in accordance with 36 C.F.R. §800.4, "Identification of Historic Properties," which outlines the procedures for compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. The results of this report will be considered as part of the environmental evaluation of the projects in accordance with Section 2002 of Act 120 to minimize harm to any historic property relating to a transportation project by or for PennDOT.

All work associated with this report was performed in accordance with Section 2002 of Act 120. Federal and state laws and guidelines pertaining to cultural resources, regardless of applicability, were considered including the History Code, Section 106 of the National Historic Preservation Act (54 U.S.C. Subtitle 3, Sec. 300101 et seq., formerly 16 U.S.C.A. 470 et seq.)(NHPA), as amended; the National Environmental Policy Act of 1969; Presidential Executive Order 11593 "Protection and Enhancement of the Cultural Environment" (1971); the regulations of the Advisory Council on Historic Preservation (36 C.F.R. § 800); the Secretary of the Interior's Standards and Guidelines (48 C.F.R. § 44716-44742); the Archaeological and Historic Preservation Act of 1974; and the Commonwealth of Pennsylvania Act No. 1978-273 (as amended as Act No. 1988-72). The assessment is based on 36 C.F.R. § 800 and the guidance regarding these regulations made available by the Advisory Council on Historic Preservation (see www.achp.gov). All work was performed by professionals meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (formerly Professional Qualification Standards for Architectural Historian Professionals [see 62 Fed. Reg. 33,708 (June 20, 1997); 36 C.F.R. § 61 (Appendix A) for Architectural Historian)].

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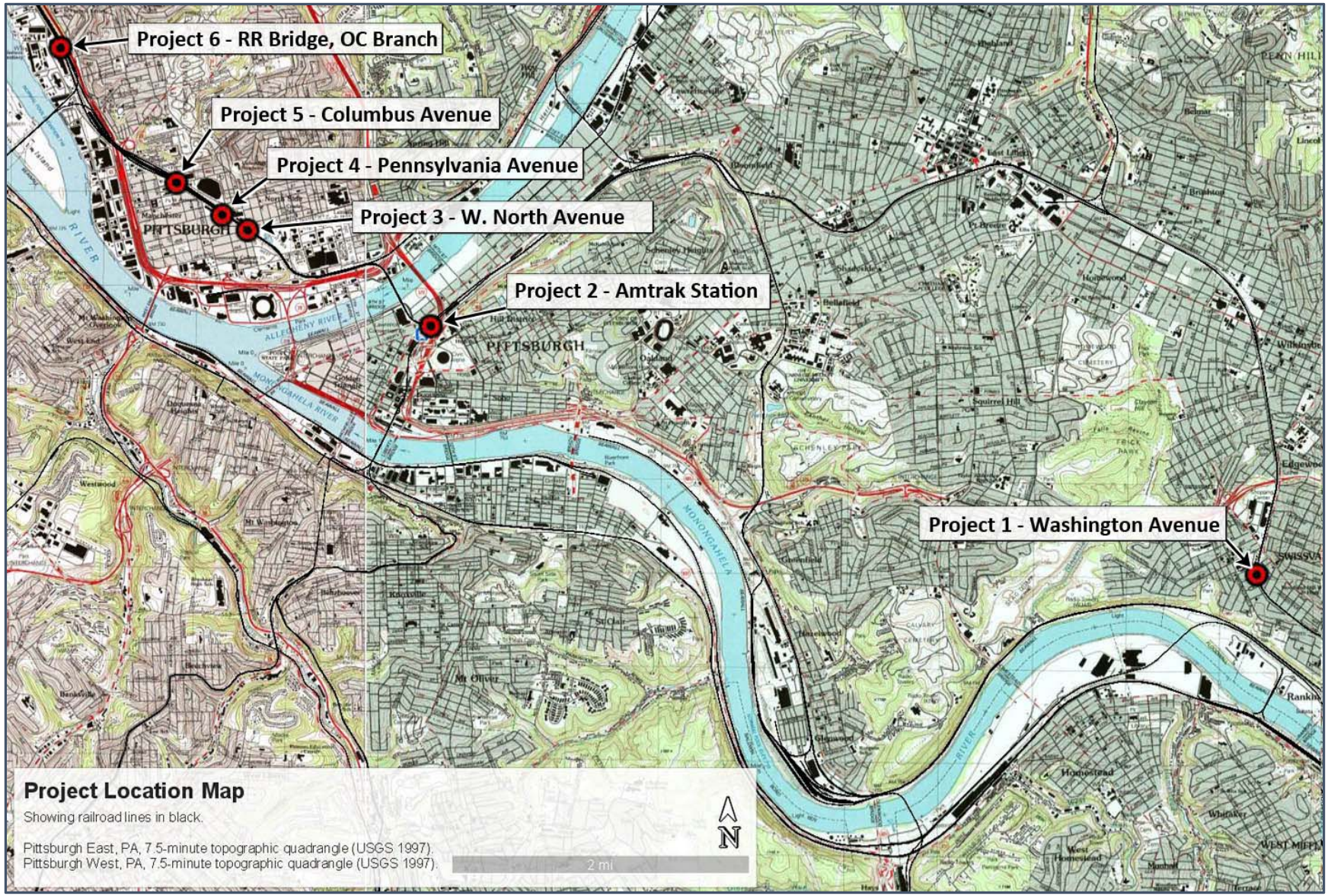


Figure A.3.1: Project Location Map, showing the six project locations for clearance improvements on USGS quadrangle mapping.

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A.4 Locations of Projects and Determination of the Areas of Potential Effects

According to 36 C.F.R. § 800.16(d), the APE is "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking" [36 C.F.R. § 800.16; Protection of Historic Properties; Final Rule, 65 Fed. Reg. 77,698 (Tuesday, December 12, 2000 / Rules and Regulations)]. Because the projects involve six separate project locations, historians delineated six APEs. The Pennsylvania State Historic Preservation Office (PA SHPO) concurred with the methodology for determining the APEs and the boundaries of the APEs in a letter dated June 5, 2018. The letter is provided in Appendix I.3, Agency Coordination.

In the following chapters, the text headings (for the various APEs) are preceded with a combination of the relevant chapter number and the project location number. The project location numbers are as follows:

(1) Washington Avenue Bridge (Borough of Swissvale)
(2) Amtrak Station (Downtown, City of Pittsburgh)
(3) W. North Avenue Bridge (North Side, City of Pittsburgh)
(4) Pennsylvania Avenue Bridge (North Side, City of Pittsburgh)
(5) Columbus Avenue Bridge (North Side, City of Pittsburgh)
(6) Ohio Connecting Bridge Flyover (North Side, City of Pittsburgh)

A.4.1 Washington Avenue Bridge (Borough of Swissvale)

The proposed undertaking will lower both main tracks 15" to create the appropriate vertical clearance under the Washington Avenue Bridge. An undercutter will lower approximately 3,000' of track. The 1907 Washington Avenue Bridge, its abutments, and the Palmer Street stone retaining wall with its iron fencing will remain unchanged.

APE Justification

The APE for the Washington Avenue Bridge project area was drawn to take into account the nature of the proposed undertaking, and its potential for direct and indirect effects to historic properties. The Washington Avenue Bridge (Key No. 129935; BMS No. 02746300008201) is a contributing element of the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh), a railroad corridor historic district that the PA SHPO determined in 1993 to be eligible for the NRHP, as described below. The APE also includes the S. Braddock/Kenmawr Avenue Bridge (Key No. 129934; BMS No. 02746300008202), which is a non-contributing element of the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) railroad corridor historic district. Because the proposed work is limited to the rail corridor itself and includes minor lowering of the tracks, the APE was drawn to encompass only the portion of the rail corridor proposed for alteration and does not include adjacent parcels. At the northern end of the APE, the railroad parcel

includes a vacant lot, owned by Norfolk Southern, which will be used as a construction staging area. This area was included due to its potential for effects, though impacts to aboveground resources will be temporary and indirect. Other indirect and visual effects will be insignificant or absent because the existing track area will be lowered and of the same character and configuration as the existing track infrastructure. The APE is illustrated in Figure A.4.1. The APE lies entirely within the Borough of Swissvale.

APE Description

The APE extends approximately 865' to the north and 4,150' to the south of the Washington Avenue Bridge and encompasses the entirety of the railroad right-of-way width, including a vacant lot at the southwest corner of the intersection of Church Street and S. Braddock Avenue. The APE contains 6.10 acres.

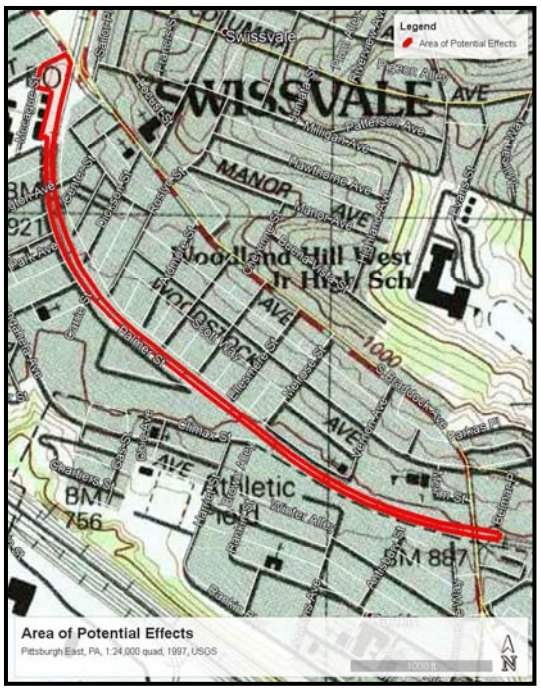


Figure A.4.1: Washington Avenue Bridge APE as depicted on the Pittsburgh East, PA, 1:24,000 quadrangle map, 1997, USGS.

A.4.2 Amtrak Station (Downtown, City of Pittsburgh)

The existing vertical clearance through Amtrak Station, housed within the ca. 1953-59 former Pennsylvania Railroad Station trainshed, will not allow for double-stack trains. The proposed undertaking will retrofit the beams of the northwest trainshed canopy over the freight line to obtain the desired vertical clearance.

APE Justification

The APE for the Amtrak Station project area was drawn to take into account the nature of the proposed undertaking, and its potential for direct and indirect effects to historic properties. The APE encompasses the NRHP-listed Pennsylvania Railroad Station (Pittsburgh), and the NRHP-listed Rotunda of the Pennsylvania Railroad Station. The NRHP boundary shown on the Cultural Resources Geographic Information System (CRGIS) encompasses the station, rotunda, and the trainshed and switchyard area. The trainshed and switchyard area are listed as an inventory item in CRGIS for the Pennsylvania Railroad Station (Pittsburgh). Because the proposed undertaking is located within and along the northwest side of the

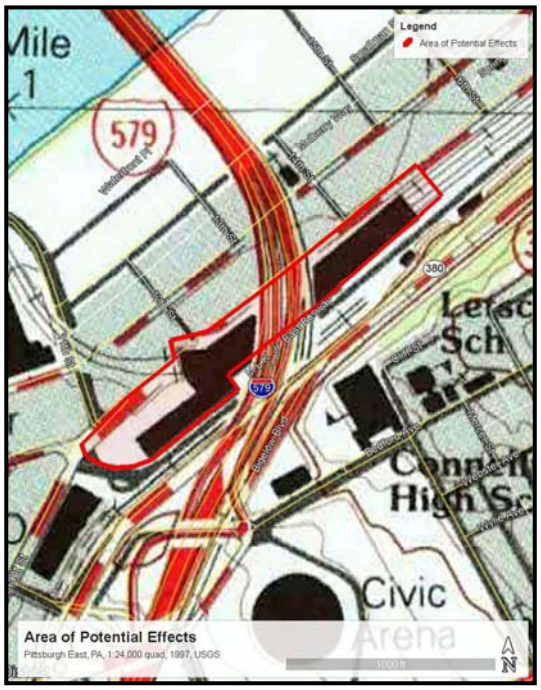


Figure A.4.2: Amtrak Station, APE as depicted on the Pittsburgh East, PA, 1:24,000 quadrangle map, 1997, USGS.

historic property boundary, the APE was drawn to include the entirety of historic property boundary as shown on CRGIS. The APE is illustrated in Figure A.4.2. The area of direct effect is limited to the shed area and specifically the canopy retrofit. The APE lies within the City of Pittsburgh.

APE Description

The APE begins at the northeast corner of the M.L.K., Jr., East Busway and Liberty Avenue. The APE extends approximately 2,080' along the southeast side of Liberty Avenue to a point just past the northeast end of the Pennsylvania Railroad trainshed. The APE then extends southeast approximately 200' across the switchyard to a point along the M.L.K., Jr., East Busway. The APE extends southwest along the busway approximately 1,325' to a point at the southwest end of the trainshed. The APE extends approximately 80' southeast to the corner of the Amtrak station building. The APE follows the curve of the M.L.K., Jr., East Busway along the southeast side of the train station approximately 920' to the point of the beginning. The APE contains 11.9 acres.

A.4.3 W. North Avenue Bridge (North Side, City of Pittsburgh)

The proposed undertaking will rehabilitate or replace the W. North Avenue Bridge, which was constructed in 1929 and was raised in the late 1940s to its current elevation. The bridge carries W. North Avenue and Brighton Road over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) rail corridor historic district. The bridge will be raised and rehabilitated or replaced with a new structure in order to obtain the appropriate vertical clearance.[6] Connecting and nearby streets will require grade changes to accommodate the height of the rehabilitated or new bridge. Potentially affected streets include Pennsylvania Avenue and Brighton Place. Driveways to private properties and garages and pedestrian entrances to individual buildings will also be potentially affected.

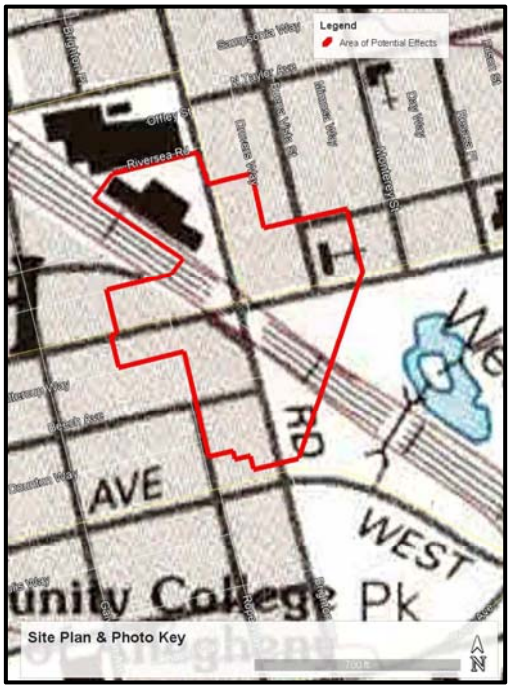


Figure A.4.3: W. North Avenue Bridge APE as depicted on the Pittsburgh West, PA, 1:24,000 quadrangle map, 1997, USGS.

APE Justification

The APE for the W. North Avenue Bridge project area was drawn to take into account the nature of the proposed undertaking, and its potential for direct and indirect effects to historic properties. The W. North Avenue Bridge (Key No. 129729; BMS No. 02730100003067) is a contributing

[6] As noted previously, final elevations are being determined in conjunction with alternatives analyses and applicable regulatory and governmental criteria, as well as engineering and safety considerations.

element of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), a railroad corridor historic district that the PA SHPO determined in 1993 to be eligible for the NRHP, as described below. Because the bridge will be raised and rehabilitated or replaced at a greater height to obtain the appropriate vertical clearance, the APE was drawn to encompass the bridge and roughly a one parcel buffer around the greater project construction limits including all potentially affected streets that would experience grade changes. These grade changes would potentially affect properties along W. North Avenue, Brighton Road, Beech Avenue, Rope Way, Buena Vista Street, and Eloise Street; garage and pedestrian entrances to buildings closest to the bridge crossing would also be potentially affected. In addition, a staging area for construction will be provided at the southwest corner of Brighton Road and W. North Avenue, which is currently a vacant lot. The APE is illustrated in Figure A.4.3. The APE lies within the City of Pittsburgh.

APE Description

Beginning at the northeast corner of Brighton Road and Western Avenue, the APE extends approximately 675' diagonally across Allegheny Commons to W. North Avenue. The APE extends northwest along tax parcel 23-N-94 approximately 200' to Eloise Street. The APE extends southwest approximately 275' to Drovers Way. The APE extends northwest along Drovers Way 190'. The APE then extends approximately 150' southwest along the northwest property line of tax parcel 23-N-27 to the southwest side of Brighton Road. The APE extends approximately 115' northwest along Brighton Road to the southeast side of Riversea Road. The APE extends southwest approximately 300' to the northwest façade of a building known as 1201 Brighton Road. The APE extends southwest along the façade wall approximately 100' to the northeast side of the railroad right-of-way. The APE extends southeast along the railroad right-of-way approximately 150' to the southeast façade wall of 1201 Brighton Road. The APE then extends southwest approximately 75' across the railroad right-of-way to Jabok Way. The APE extends southwest along Jabok Way approximately 225' to the southwest façade wall of a building known as 836 W. North Avenue. The APE then extends approximately 150' southeast along the façade wall to the southeast side of W. North Avenue. The APE extends southwest along W. North Avenue approximately 30' to the southwest property line of tax parcel 22-N-144. The APE extends 100' along the property line to Buttercup Way. The APE extends northeast approximately 225' along Buttercup Way to the northeast side of Rope Way. The APE extends southeast along Rope Way approximately 350' to the southeast property line of tax parcel 8-A-9. It follows the property line to the southeast for approximately 30' before turning back to the northeast for an additional 50'. There, the APE turns to the southeast along the southwest property line of tax parcel 8-A-15 for 50'. Finally, the APE extends northeast approximately 165' to the point of the beginning. The APE contains 12.80 acres.

A.4.4 Pennsylvania Avenue Bridge (North Side, City of Pittsburgh)

The proposed undertaking will replace the ca. 1980 Pennsylvania Avenue Bridge. The bridge carries Pennsylvania Avenue over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) rail corridor with an existing clearance of 18'-3". As noted in the PA SHPO Project Review Form, the existing bridge in this location was going to be raised in place on modified abutments. Current plans will replace

the existing bridge with a new structure in order to obtain the appropriate vertical clearance.[7] Connecting and nearby streets will require grade changes to accommodate the increased height of the bridge. Potentially affected streets include Pennsylvania Avenue and Brighton Place. Driveways to private properties and garages and pedestrian entrances to individual buildings will also be potentially affected.

APE Justification

The APE for the Pennsylvania Avenue Bridge project area was drawn to take into account the nature of the proposed undertaking and its potential for direct and indirect effects to historic properties. The existing bridge was constructed ca. 1980 and is not a historic-age resource that would be NRHP eligible individually or as a contributing element of a historic district. Because the bridge will be replaced at a greater height to obtain the appropriate vertical clearance, the APE was drawn to encompass the bridge and roughly a one parcel buffer around the greater project construction limits including all potentially affected streets that would experience grade changes. These grade changes would potentially affect properties along Pennsylvania Avenue between Allegheny Avenue and Brighton Road including intersecting streets and driveways. The APE is illustrated in Figure A.4.4. The APE lies within the City of Pittsburgh.



Figure A.4.4: Pennsylvania Avenue Bridge APE as depicted on the Pittsburgh West, PA, 1:24,000 quadrangle map, 1997, USGS.

APE Description

Beginning at the southwest corner of tax parcel 22-S-324 at the northeast corner of Allegheny Avenue and Behan Street, the APE extends northwest along the northeast side of Allegheny Avenue approximately 1,120' to its intersection with the southwest side of the railroad right-of-way. The APE then extends southeast along said right-of-way approximately 750' to the northwest side of the Pennsylvania Avenue Bridge. The APE extends northeast approximately 300' along the bridge to the southwest corner of tax parcel 22-M-97. The APE follows the southwest property line of said tax parcel approximately 200' to the southeast side of Jacksonia Street. The APE follows Jacksonia Street approximately 90' to the northeast property line of tax parcel 22-M-97 turning southeast and extending approximately 140' to the northwest property line of tax parcel 22-M-110. The APE extends northeast to the northeast side of Brighton Place. The APE follows the northwest property boundaries of

[7] As noted previously, final elevations are being determined in conjunction with alternatives analyses and applicable regulatory and governmental criteria, as well as engineering and safety considerations.

tax parcels 22-M-122 and 23-J-160 to the southwest side of Brighton Road. The APE extends southeast along Brighton Road approximately 300' to Offley Street. The APE extends southwest approximately 670' along Offley Street to the southwest side of the railroad right-of-way. The APE extends southeast approximately 375' along the southwest side of Galveston Avenue to its intersection with Behan Street. The APE extends southwest approximately 700' along the northwest side of Behan Street to the point of the beginning. The APE contains approximately 16.2 acres.

A.4.5 Columbus Avenue Bridge (North Side, City of Pittsburgh)

The proposed undertaking will lower both main tracks and the adjacent switchyard tracks 6" to create the appropriate minimum vertical clearance under the Columbus Avenue Bridge.

APE Justification

The APE for the Columbus Avenue Bridge project area was drawn to take into account the nature of the proposed undertaking, and its potential for direct and indirect effects to historic properties. The bridge (Key No. 129787 BMS No. 0273010 0003022) is a non-contributing element of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), a railroad corridor historic district that the PA SHPO determined in 1993 to be eligible for the NRHP, as described below. Because the proposed work is limited to the rail corridor itself and includes minor lowering of the tracks, the APE was drawn to encompass only the potentially affected portion of the rail corridor and does not include adjacent parcels. Indirect and visual effects will be insignificant or absent because the existing track area will be lowered and of the same character and configuration as the existing track infrastructure. The APE is illustrated in Figure A.4.5. The APE lies within the City of Pittsburgh.

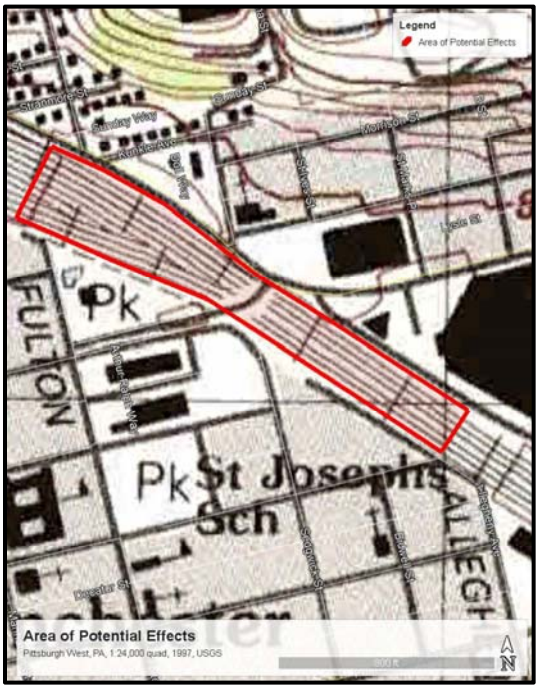


Figure A.4.5: Columbus Avenue Bridge APE as depicted on the Pittsburgh West, PA, 1:24,000 quadrangle map, 1997, USGS.

APE Description

Beginning along the southwest side of the railroad right-of-way near the intersection of N. Franklin Street and Allegheny Avenue in the City of Pittsburgh, the APE extends northwest along the right-of-way a distance of approximately 1,775' to a point in the right-of-way near the intersection of Beldale and Fulton streets. The APE extends northeast across the right-of-way approximately 300' to the northeast side of the right-of-way paralleling California Avenue. The APE follows the northeast side of the right-of-way approximately 1,800' to a point the U.S. Post Office property. The APE extends southwest across the right-of-way approximately 175' to the point of the beginning. The APE contains approximately 8.67 acres.

A.4.6 Ohio Connecting Bridge Flyover (North Side, City of Pittsburgh)

The proposed undertaking will remove overhead obstructions from an approach ramp structure associated with the Ohio Connecting Bridge over the Ohio River in order to gain the appropriate clearance over the Ft. Wayne No. 3 track and the Ft. Wayne No. 4 track.

APE Justification

The APE for the Ohio Connecting Bridge Flyover project area was drawn to take into account the nature of the proposed undertaking, and its potential for direct and indirect effects to historic properties. The flyover structures are associated with the Ohio Connecting Railway: Brunot's Island Bridge (Ohio River) (Key No. 007764), which has not been evaluated for NRHP eligibility. The Ohio Connecting Bridge Flyovers are located within the right-of-way of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) railroad corridor historic district. Given the limited potential for indirect and visual impacts to adjacent properties, the APE was drawn to encompass the only bridge ramp structure. The APE is illustrated in Figure A.4.6. The APE lies within the City of Pittsburgh.

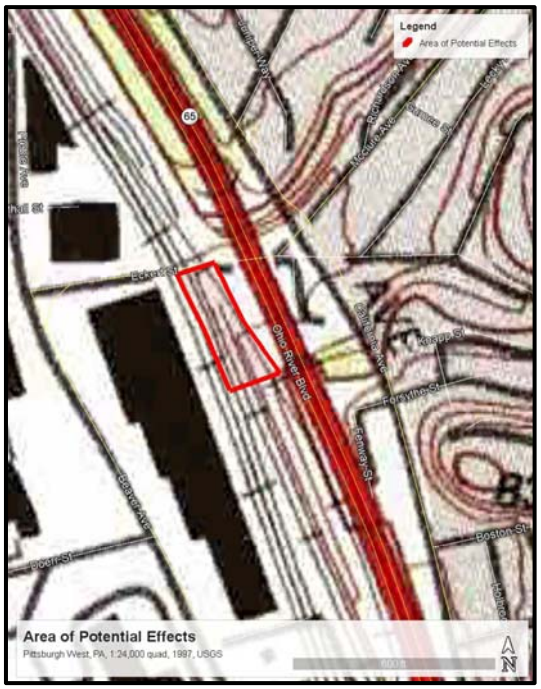


Figure A.4.6: Ohio Connecting Bridge Flyover APE as depicted on the Pittsburgh West, PA, 1:24,000 quadrangle map, 1997, USGS.

APE Description

Beginning along the northwest side of the railroad right-of-way near the southeast abutment of the Ohio River Boulevard Bridge over Eckert Street in the City of Pittsburgh, the APE extends northwest along the right-of-way a distance of approximately 625' to a point near the northwest abutment of the Ohio River Boulevard Bridge. The APE extends southwest across the railroad right-of-way approximately 150' to the southwest side of said right-of-way. The APE extends southeast approximately 615' along the southwest side of the right-of-way to a point. The APE then extends across the right-of-way approximately 200' to the point of the beginning. The APE contains approximately 2.32 acres.

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B. METHODOLOGY

B.1 Background Research Methodology

The identification of above-ground historic resources within each project APE began with an examination of the CRGIS database, examination of pertinent HRSFs, cultural resources management reports, NRHP forms, Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation, and other available records at the PA SHPO office in Harrisburg, Pennsylvania. The background research sought to identify previous studies and evaluations of historic properties in each project vicinity. Information regarding NRHP eligibility and boundaries of historic properties was especially sought and examined to determine the correct status of each previously recorded resource in the APE.

B.2 Historical Research Methodology

Historical research was conducted to provide information regarding identified resources within the projects' APEs. To this end, county, regional, and community histories were consulted along with various county records and other sources. Historical maps were also used to determine the historic development of the study area. Repositories visited were the Pennsylvania Department of the Carnegie Library of Pittsburgh; University of Pittsburgh Archives of Industrial Society; Historical Society of Western Pennsylvania; Allegheny County Assessor's Office; and Allegheny County Recorder of Deeds.

B.3 Field Survey Methodology

The field survey of the various project locations was conducted over the course of several months. Prior to field survey, qualified professionals reviewed available information regarding historic resources in the vicinity of each of the six project areas (see Background Research Methodology, above). The W. North Avenue and Pennsylvania Avenue project areas were surveyed on February 17, March 3, and March 10, 2018. The remaining four project locations were surveyed on April 5, 2018. In general, the intensive-level historic resources survey consisted of a pedestrian reconnaissance of each project area to field verify the APE and to document all properties within the APE that contained historic-age (45 years of age or older) buildings, structures, objects, sites, or districts. Project historians digitally photographed each historic resource and completed field survey forms, photo logs, and site plans as necessary. Project historians also conducted a pedestrian reconnaissance of each project's general setting by taking streetscape photographs of undocumented areas to assess the potential for historic districts. The reconnaissance was limited to a one- to two-block area paralleling the rail corridor. The results of the field survey are summarized under each of the following project location sections of this report.

B.4 Documentation Methodology

This intensive-level survey required a substantial amount of research and attention to detail. It encompassed six project areas with varying types of resources and inconsistent periods of development.

In coordination with the PA SHPO, project historians established four approaches to documenting historic resources encountered within the various APEs:

(1) Previously Recorded Historic Resources, No HRSF Updates (12 resources)

These resources were identified in advance of the field effort and were not intensively resurveyed as part of the projects due to existing determinations of eligibility, or were properties already listed in the NRHP. These resources were photo-documented and examined for any changes since their previous determinations. Updated HRSFs were not created for these resources. No changes to the existing determinations of eligibility are recommended. See **Table G.1.1** in **Chapter G. Summary** for a list of resources meeting these criteria.

(2) Previously Recorded Historic Resources, HRSF Updates Completed (11 Resources)

These resources were identified in advance of the field effort and were intensively resurveyed as part of this effort. These include resources that were previously determined eligible but not sufficiently documented and/or did not list contributing resources (project railroad segments); resources that are listed on the NRHP but were missing documentation on a portion of the property (Pennsylvania Railroad: Station); and resources that had NRHP eligibility evaluations listed as undetermined. Updated HRSFs were created for these resources, including updated recommendations of eligibility. See **Table G.1.2** in **Chapter G. Summary** for a list of resources meeting these criteria.

(3) Newly Identified Historic Resources, Recommended Eligible (9 Resources)

These resources were identified through historic mapping, county assessment data, and visual field inspections. They were recommended eligible for listing in the NRHP as individual resources, as districts, or as contributing features to NRHP-eligible districts. Full HRSFs were completed for these properties. See **Table G.1.3** in **Chapter G. Summary** for a list of resources meeting these criteria.

***(4)* Newly Identified Historic Resources, Recommended Not Eligible (4 Resources)**

These resources were identified through historic mapping, county assessment data, and visual field inspections. They were recommended not-eligible for listing in the NRHP due to lack of significance, lack of integrity, or both. Full HRSFs were completed for these properties. See **Table G.1.4** in **Chapter G. Summary** for a list of resources meeting these criteria.

***Numbering**:* All 36 of the resources (both previously recorded and newly identified) discussed in this report are numbered (Survey ID# 1-36) for ease of reference. They are sequenced in order of geographic location, from southeast to northwest.

B.5 Archaeological Resources Methodology

Current project plans do not require the acquisition of additional right-of-way. Because all construction activities will take place within the existing right-of-way, it is not anticipated that archaeological investigations will be warranted. As noted in the PA SHPO comment letter of June 5, 2018 (Appendix I.3 Agency Correspondence), there is a high probability that archaeological resources are located in the project area, but the proposed activities should have no effect on such resources. Should the scope of the project change and include additional ground-disturbing activities in areas outside of the right-of-way, such as construction staging areas, a Phase I Archaeological Survey may be necessary.

C. RESULTS OF BACKGROUND RESEARCH

C.1 Use of Historical Maps for Locating Historic Resources

Historical maps were used in all aspects of this investigation, including the identification of previously recorded historic resources at various dates. Tracking resources through historic mapping provided for a more accurate chronology of use, development, and physical changes to each building and district. Historical maps were also used to identify historic-age resources within each APE which had not been previously surveyed and to identify early uses and ownership of those properties. Researchers geo-referenced and overlaid multiple types and dates of historical maps with current aerial photographs allowing for a more concise and accurate visual interpretation of the data. Graphics generated from these files are included in each new HRSF as well as HRSF updates. The following maps were consulted (complete source references are available in Chapter H, Sources).

USGS Topographic Quadrangles

1948 *Pittsburgh West, PA*, 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1960 [1969] *Pittsburgh West, PA*, 7.5-minute topographic quadrangle (photorevised 1969). USGS, Reston, Virginia.

1960 [1979] *Pittsburgh West, PA,* 7.5-minute topographic quadrangle (photorevised 1979). USGS, Reston, Virginia.

1997 *Pittsburgh West, PA,* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Sanborn Map Company

1884 *Sanborn Fire Insurance Map, Allegheny, Allegheny County, Pennsylvania, Vol. 2.* Sanborn Map Company, New York.

1893 *Sanborn Fire Insurance Map, Allegheny, Allegheny County, Pennsylvania, Vol. 1*. Sanborn Map Company, New York.

1906 *Sanborn Fire Insurance Map, Allegheny, Allegheny County, Pennsylvania, Vol. 1*. Sanborn Map Company, New York.

1926 *Sanborn Fire Insurance Map, Pittsburgh, Allegheny County, Pennsylvania, Vol. 5*. Sanborn Map Company, New York.

1926[1951] *Sanborn Fire Insurance Map, Pittsburgh, Allegheny County, Pennsylvania, Vol. 5*. Sanborn Map Company, New York.

G.M. Hopkins Company

1872 *Atlas of the Cities of Pittsburgh, Allegheny, and the Adjoining Boroughs.* G. M. Hopkins Company, Philadelphia, Pennsylvania.

1882 *Atlas of the cities Pittsburgh and Allegheny.* G. M. Hopkins Company, Philadelphia, Pennsylvania.

1890 *Volume 1 – Real estate plat-book of the city of Allegheny: Wards 1-11*. G. M. Hopkins Company, Philadelphia, Pennsylvania.

1901 *Volume 1 – Real estate plat-book of the city of Allegheny: Wards 1-8, 12, 13.* G. M. Hopkins Company, Philadelphia, Pennsylvania.

1925 *Volume 5 - Real estate plat-book of the city of Pittsburgh: Wards 21, 27 and Part of 22 and 25.* G. M. Hopkins Company, Philadelphia, Pennsylvania.

Other Maps and Resources

1835 *Map of Pittsburgh and its Environs*. Johnston & Stockton. Pittsburgh, Pennsylvania.

1879 *Plan of Property owned by the Denny Estate, situated in the 2nd Ward, Allegheny.* 1 November. William F. Aull. Pittsburgh, Pennsylvania.

1914 *Warrantee Atlas of Allegheny County, Pennsylvania, constructed from the records on file in the Department of Internal Affairs, and surveys made on the ground during 1909, 1910, 1912 under the direction of Henry Houck.* Pennsylvania Department of Internal Affairs. Harrisburg, Pennsylvania.

1939 *Aerial Photograph, APS-72-58*. 17 May. United States Department of Agriculture. Keystone Mapping Co., Inc. York, Pennsylvania.

1957 *Aerial Photograph, APS-4R-37*. 7 May. United States Department of Agriculture. Keystone Mapping Co., Inc. York, Pennsylvania.

1967 *Aerial Photograph, APS-1HH-153*. 26 May, United States Department of Agriculture. Keystone Mapping Co., Inc. York, Pennsylvania.

C.2 Previously Recorded Historic Resources

Project historians identified twenty-three (23) previously recorded resources in the various project APEs. Maps showing the locations of previously identified resources are shown in the following sub-chapter, as are details of the resources.

Table C.2.1: Previously Recorded Historic Resources within the Various Project APEs

Project	Resource Name	Location	CRGIS Key #	NRHP Status	Survey ID	Current Documentation Effort
Location 1 – Washington Avenue Bridge						
1	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)*	RR ROW within the APE	112369	Eligible (09-14-93)	1	HRSF Update
	Pennsylvania Railroad: Main Line (Swissvale to Rankin Segment)*		201322	Eligible (03-05-15) Contributes to Eligible RR district (Key #112369)	1	Updated under Key# 112369
1	S. Braddock Avenue & Kenmawr Avenue Survey District	S. Braddock and Kenmawr avenues between 5th Ave. and Woodstock.	201323	Not Eligible (03-05-15)	2	None

Table C.2.1: Previously Recorded Historic Resources within the Various Project APEs

Project	Resource Name	Location	CRGIS Key #	NRHP Status	Survey ID	Current Documentation Effort
1	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale/ Rankin)*	Carrying Braddock/ Kenmawr Avenue over railroad corridor	129934 (BMS# 027463000 08202)	Not individually eligible (03-05-07) Non-contributing to RR district (03-05-15)	3	None
1	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)*	Carrying Washington Avenue over railroad corridor	129935	Not Individually Eligible (03-05-07); Contributes to Eligible RR district (Key #112369)	4	None
Location 2 – Amtrak Station						
2	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)*	RR ROW within the APE	112369	Eligible (09-14-93)	5	HRSF Update
2	Pennsylvania Railroad: Station (Pittsburgh)	1101 Liberty Avenue	001762	Listed (04-22-76) Contributes to Eligible RR district (Key #112369)	6	HRSF Update
2	Pennsylvania Railroad: Station Rotunda (Pittsburgh)	1101 Liberty Avenue	001769	Listed (04-11-73) Contributes to Eligible RR district (Key #112369)	7	None
Location 3 – W. North Avenue Bridge						
3	Allegheny Commons Historic District	Approximately bounded by Brighton Rd., W. North Ave., Cedar Ave., South Commons, and Ridge Ave.	086811	Listed (09-17-13) City of Pittsburgh Historic Site (11-26-90)	8	None

Table C.2.1: Previously Recorded Historic Resources within the Various Project APEs

Project	Resource Name	Location	CRGIS Key #	NRHP Status	Survey ID	Current Documentation Effort
3	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	RR ROW within the APE	112372	Eligible (09-14-93)	9	HRSF Update
3	Allegheny West Historic District	Roughly bounded by Brighton Road, Ridge Avenue, Allegheny Avenue, and W. North Avenue	001719	NRHP Listed (11-02-78) City of Pittsburgh Historic Site (11-26-90)	10	None
3	917 Brighton Road	917 Brighton Road	156408	Not Eligible (03-14-11)	11	None
3	800-814 Beech Avenue	800-814 Beech Avenue	156407	Not Eligible (03-14-21)	12	None
3	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)*	W. North Avenue and Brighton Road over railroad corridor	129729	Not individually Eligible (03-05-07) Contributes to Eligible RR district (Key #112372).	13	None
3	Trinity Lutheran Church	622 W. North Avenue	077607	Non-Contributing element in a listed district (05-28-75)	14	HRSF Update
3	Hipwell Manufacturing Company Buildings	831-835 W. North Avenue [note actual address is 825-845]	003883	Undetermined	15	HRSF Update
3	International Harvester/Harry Guckert Company	810-822 W. North Avenue	004024	Undetermined	16	HRSF Update
3	Allegheny City Stables Building	836 W. North Avenue	004023	Eligible (09-23-16) City of Pittsburgh Historic Site (07-07-07).	18	None

Table C.2.1: Previously Recorded Historic Resources within the Various Project APEs

Project	Resource Name	Location	CRGIS Key #	NRHP Status	Survey ID	Current Documentation Effort
3	Mexican War Streets Historic District	Approximately bounded by W. North Ave., Drovers Way, Armandale St., and Sandusky St.	001754; 082601 (boundary increase)	Listed (05-28-75), (09-4-08) City of Pittsburgh Historic Site (12-26-72)	25	None
Location 4 – Pennsylvania Avenue Bridge						
4	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	RR ROW within the APE	112372	Eligible (09-14-93)	27	HRSF Update
Location 5 – Columbus Avenue Bridge						
5	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	RR ROW within the APE	112372	Eligible (09-14-93)	33	HRSF Update
5	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh)*	Carrying Columbus Avenue over the RR tracks.	129787 (BMS #0273010 0003022)	Not individually Eligible (03-05-07) Does not contributes to Eligible RR district (Key #112372).	34	None
Location 6 – Ohio Connecting Bridge Flyovers						
6	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	RR ROW within the APE	112372	Eligible (09-14-93)	35	HRSF Update

Table C.2.1: Previously Recorded Historic Resources within the Various Project APEs

Project	Resource Name	Location	CRGIS Key #	NRHP Status	Survey ID	Current Documentation Effort
6	Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)*	Connects former Pennsylvania Railroad's Panhandle Division (west side Ohio River) and Fort Wayne Division (east side Ohio River) via Brunot's Island	007764	Undetermined	36	HRSF Update (Abbreviated)

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

C.2.1 Washington Avenue Bridge, Borough of Swissvale

Four (4) previously recorded historic resources are located within the Washington Avenue Bridge Project APE. One (1) resource is a railroad corridor historic district, two (2) resources are road bridges over a depressed railroad corridor, and one (1) resource is a small survey area/district (Figure C.2.1).

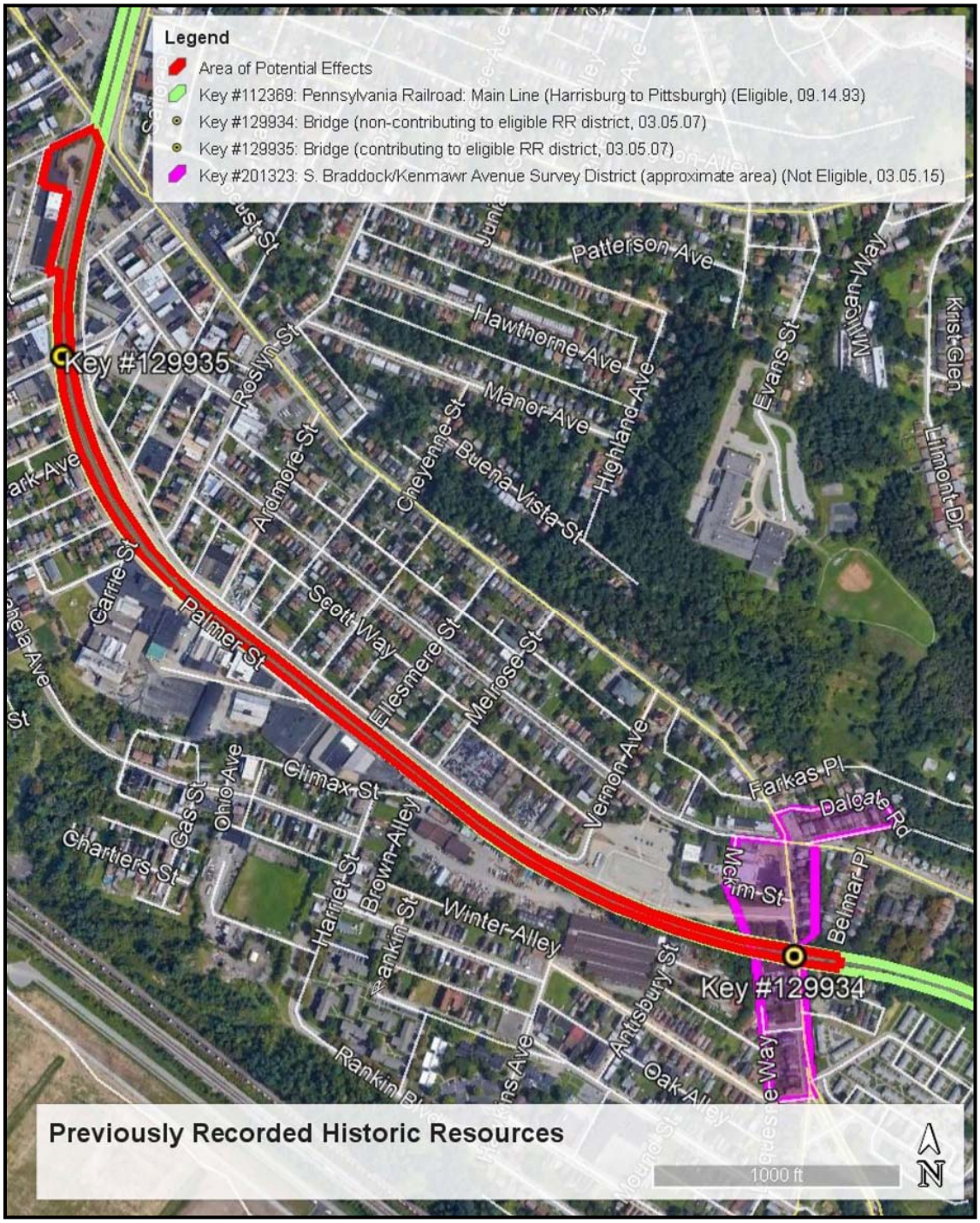


Figure C.2.1: Washington Avenue Bridge project area showing previously recorded historic resources within the APE.

Survey #1: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Key No. 112369) Eligible (09-14-93), also surveyed as Pennsylvania Railroad: Main Line (Swissvale to Rankin Segment) (Key No. 201322, Eligible (03-05-15)

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Key No. 112369) is eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). In 2015, the railroad corridor segment from Swissvale to Rankin (Key No. 201322) was surveyed and determined NRHP eligible (03-05-15). To simplify mapping and avoid confusion, only the primary key number for the railroad corridor historic district (Key No. 112369) is depicted on project mapping and figures. It is recommended that the PA SHPO update CRGIS mapping to include the original Pennsylvania Railroad Main Line route to downtown Pittsburgh because the district as currently mapped only includes Norfolk Southern's Monongahela Line (Mon Line) via the Port Perry Bridge; in addition, Key No. 201322 should be listed as inventory items for Key No. 112369. The railroad segment in the APE was completed in 1852. The railroad corridor historic district's period of significance is 1847 to 1958. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.2). See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.2: A segment of the Pennsylvania Railroad Main Line near Washington Avenue.

Survey # 2: S. Braddock/Kenmawr Avenue Survey District (Key #201323) Not Eligible (03-05-15)

Archaeological and Historical Consultants, Inc. surveyed the S. Braddock Avenue and Kenmawr Avenue Survey District (Figure C.2.3) in July 2012 as part of the Kenmawr Bridge replacement project (Zug-Gilbert, 2012[2015]). The abbreviated HRSF evaluated a residential and commercial area on the north and south sides of the S. Braddock Avenue and the Kenmawr Avenue Bridge for potential NRHP eligibility. The survey area included approximately seven acres. In a letter dated March 5, 2015, the PA SHPO concurred that the district was not eligible, due to lack of significance.



Figure C.2.3: Braddock/Kenmawr Avenue Survey District

Survey # 3: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge (Swissvale) (Key No. 129934) (BMS No. 02746300008202); Not Individually Eligible (03.05.07); Non-Contributor to Eligible Railroad Corridor Historic District (Key #112369 (03-05-15)

The S. Braddock/Kenmawr Avenue Bridge (Key No. 129934; BMS No. 02746300008202; Figure C.2.4) over the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) railroad corridor historic district is a single-span, 79'-long, built-up through girder bridge constructed in 1911. It is supported on stone ashlar abutments and concrete bridge seats. The bridge was determined not individually eligible for the NRHP by the PA SHPO on March 5, 2007 (A.G. Lichtenstein & Associates 1997) and was similarly determined a non-contributing element of the railroad corridor historic district on March 5, 2015 (ER 2000-6064-003). The S. Braddock/Kenmawr Avenue Bridge replaced an earlier bridge, and for that reason, the PA SHPO indicated that the existing structure "was not critical to operations on the railroad" and therefore not significant (MacDonald 2015).



Figure C.2.4: S. Braddock/ Kenmawr Avenue Bridge.

Survey #4: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale); Not Individually Eligible (03-05-07); Contributor to Eligible Railroad Corridor Historic District (Key #112369)

The Washington Avenue Bridge (Key No. 129935; BMS No. 02746300008201; Figure C.2.5) over the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) is a two-span, 122'-long, built-up through-girder bridge constructed in 1907. It is supported on stone ashlar abutments and a steel bent on a concrete footer. The bridge was determined not individually eligible for the NRHP by the PA SHPO on March 5, 2007, but it was determined to be a contributing element of the railroad corridor historic district. The bridge is significant for its association with the development of the Pennsylvania Railroad Main Line and its efforts to improve the safety and efficiency of the line by improving grade crossings (A.G. Lichtenstein & Associates 1997). The bridge contributes to the railroad corridor historic district's eligibility under Criteria A and C.



Figure C.2.5: Washington Avenue Bridge (Swissvale).

C.2.2 Amtrak Station, Downtown, City of Pittsburgh.

Three (3) previously recorded historic resources are located within the Amtrak Station Project APE. One (1) resource is a railroad corridor historic district, one (1) resource is an NRHP-listed train station, and one (1) resource is an NRHP-listed rotunda of the former train station (Figure C.2.6).

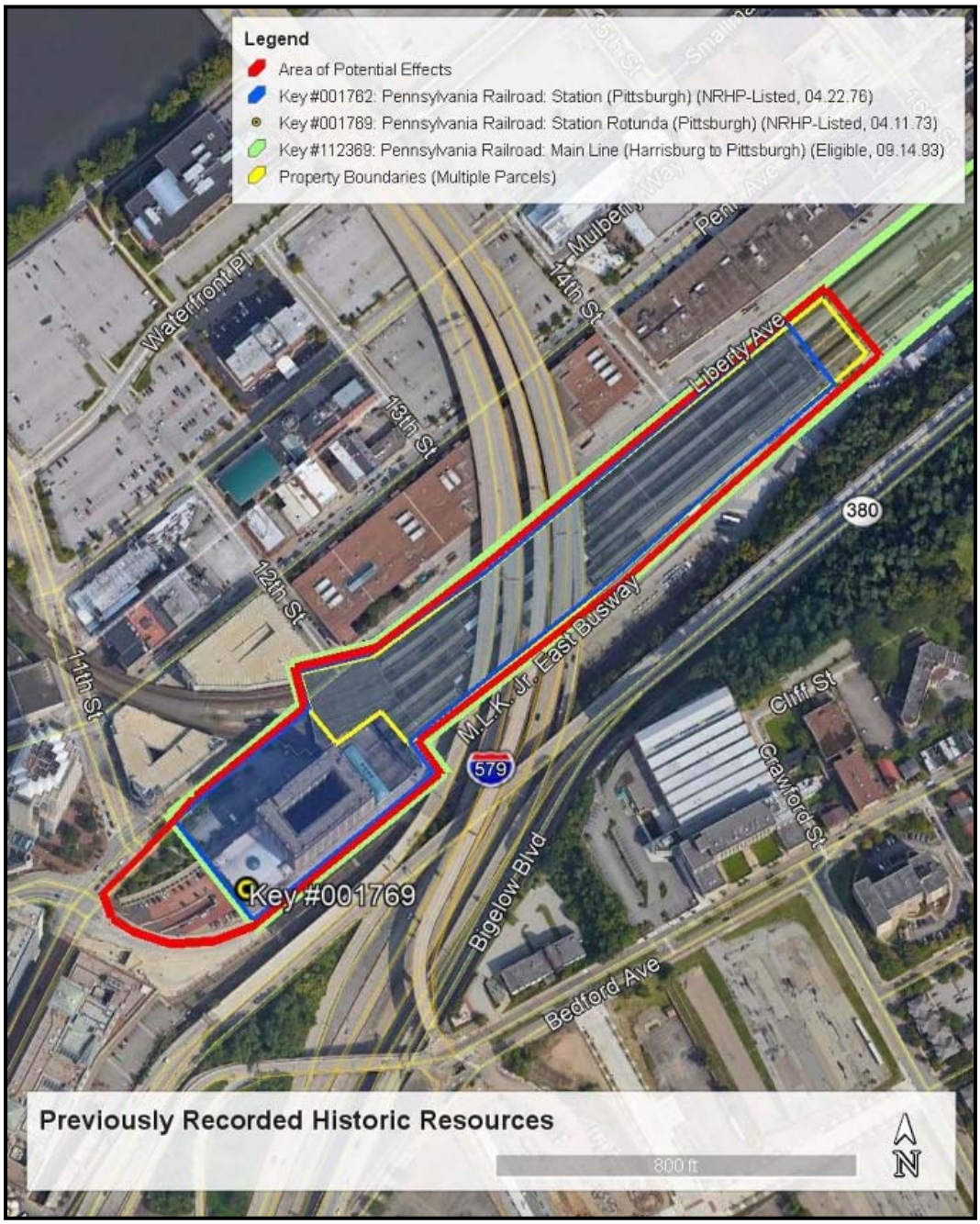


Figure C.2.6: Amtrak Station project area showing previously recorded historic resources within the APE. Note, the trainshed occupies multiple parcels which are not individually depicted.

Survey #5: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Key No. 112369), Eligible (09-14-93).

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Key No. 112369) is eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). The railroad segment in the APE dates to 1852. The district's period of significance is 1847 to 1958. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.7). See Chapter F, National Register Eligibility Recommendations, for more information. It should be noted that the segment of the resource within the APE is correctly mapped; the terminus of the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) CRGIS mapping should be updated accordingly.



Figure C.2.7: A segment of the Pennsylvania Railroad Main Line at the Amtrak Station.

Survey #6: Pennsylvania Railroad: Station (Pittsburgh) (Key No. 001762) Listed (04-22-76)

The Pennsylvania Railroad Station (Pittsburgh), also known as Union Station (Figure C.2.8), was listed in the NRHP on April 22, 1976, under Criterion A for its association with rail transportation and under Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style (Schmidlapp 1975). The twelve-story building was designed by noted architect D.H. Burnham and was constructed between 1898 and 1903. The attached trainshed was replaced in the 1950s and has not been previously categorized as eligible or contributing, because of its relatively recent age at the time of the 1976 NRHP listing.



Figure C.2.8: The Pennsylvania Railroad Station.

Survey #7: Pennsylvania Railroad: Station Rotunda (Pittsburgh) (Key No. 001769) Listed (04-11-73)

The Rotunda of the Pennsylvania Railroad Station (Figure C.2.9) was listed in the NRHP on April 11, 1973, under Criterion A for its association with rail transportation and under Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style (PHMC 1973). The rotunda was designed by noted architect D.H. Burnham and was constructed from 1901 to 1902.



Figure C.2.9: The Pennsylvania Railroad Station Rotunda.

C.2.3 W. North Avenue Bridge, North Side, City of Pittsburgh

Eleven (11) previously recorded historic resources are located within the W. North Avenue Bridge Project APE. One (1) resource is a railroad corridor historic district, three (3) resources are historic districts, six (6) resources are buildings, and one (1) resource is a railroad bridge (Figure C.2.10).

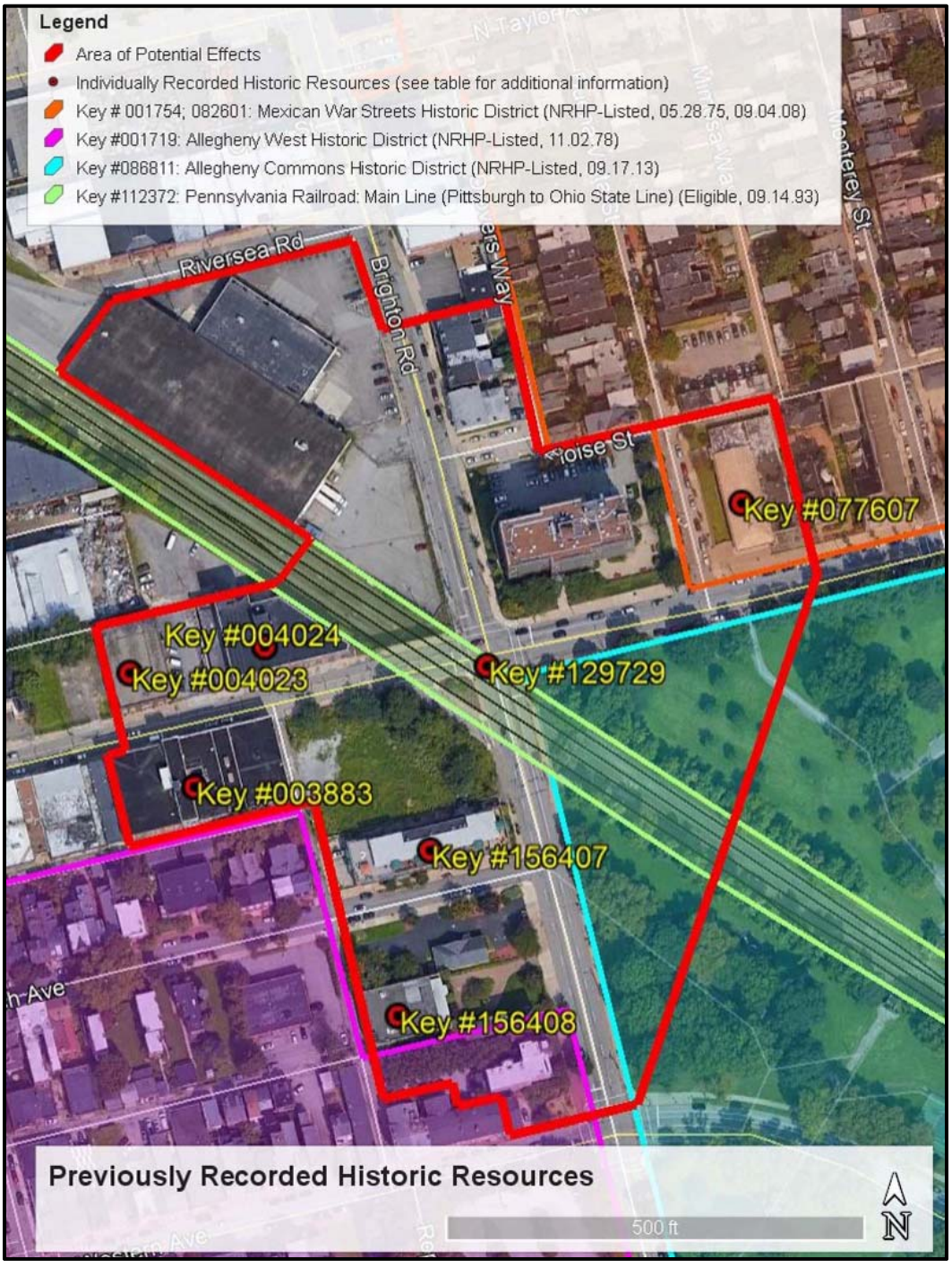


Figure C.2.10: W. North Avenue Bridge project area showing previously recorded historic resources within the APE.

Survey # 8: Allegheny Commons Historic District (Key No. 86811), Listed (09-17-13)

The Allegheny Commons Historic District (Key No. 086811; Figure C.2.11) was listed in the NRHP on September 17, 2013 (Bamberg, 2013). The park was initially constructed between 1868 and 1876, with major alterations ca. 1935 and 1967; the landscape architecture firm of Mitchell and Grant was responsible for the park's initial design, and the firm Simonds and Simonds designed the mid-1960s alterations. The park is significant under NRHP Criterion A in the area of Community Planning and Development and under Criterion C in the area of Landscape Architecture. Allegheny Commons is the oldest public park in Pittsburgh, the city's only formal urban park, and one of the first public parks developed west of the Allegheny Mountains. Allegheny Commons was designated a City of Pittsburgh Historic Site on November 26, 1990.



Figure C.2.11: Allegheny Commons Historic District, view of park along railroad tracks near Brighton Road and W. North Avenue, facing northwest.

Survey #9: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372), Eligible (09-14-93)

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the that the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372) was eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.12. See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.12: Pennsylvania Railroad: Main Line from W. North Avenue, facing northwest.

Survey # 10: Allegheny West Historic District (Key No. 001719), Listed (11-02-78)

The Allegheny West Historic District (Key No. 001719; Figure C.2.13) was listed in the NRHP on November 2, 1978. Bounded roughly by Brighton Road, Ridge Avenue, Allegheny Avenue, and W. North Avenue, the 43-acre district contains 197 buildings, 93% of which contribute to the district's significance. Comprised primarily of residential properties, the district was listed for its significance in architecture and social history (Criteria A and C) (Van Trump 1976).



Figure C.2.13: View toward Allegheny West Historic District from Brighton Road, facing southwest.

The Allegheny West Historic District was designated a City of Pittsburgh Historic Site on November 26, 1990.



Figure C.2.14: 917 Brighton Road, west façade, facing northeast.

Survey # 11: 917 Brighton Road (Key No. 156408), Not Eligible (03-14-11)

917 Brighton Road (Key No. 156408; Figure C.2.14) is a ca. 1920 former commercial/industrial building that was converted to a single-family dwelling ca. 1999. The building was determined not eligible for the NRHP on March 14, 2011, in conjunction with the West Ohio Street/Ridge Avenue Bridges Project.



Figure C.2.15: 800-814 Beech Avenue, south façade, facing northwest.

Survey # 12: 800-814 Beech Avenue (Key No. 156407), Not Eligible (03-14-11)

800-814 Beech Avenue (Key No. 156407; Figure C.2.15) is a ca. 1930 former commercial/industrial building that was converted to six condominiums ca. 2006. The building was determined not eligible for the NRHP on March 14, 2011, in conjunction with the West Ohio Street/Ridge Avenue Bridges Project.



Figure C.2.16: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh).

Survey # 13: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh) (Key No. 129729), Not individually eligible, Contributor to Eligible Railroad Corridor Historic District (03-05-07).

The Pennsylvania Railroad Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh (Key No. 129729; BMS No. 02730100003067; Figure C.2.16) over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) was determined not individually eligible for the NRHP on March 5, 2007. However, the bridge was found to be a contributing element of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) railroad corridor historic district. The 1929, skewed, single-span, encased steel through girder bridge is a grade crossing improvement constructed by the Pennsylvania Railroad to replace a ca. 1910 steel truss at this location. It was constructed within the line's 1851-1958 period of significance and it is historically associated with the line's development (A.G. Lichtenstein & Associates 1997). The bridge is significant for its association with the development of the Pennsylvania Railroad Main Line and its efforts to improve the safety and efficiency of the line by improving

grade crossings (A.G. Lichtenstein & Associates 1997) and contributes to the railroad corridor historic district's eligibility under Criteria A and C.

Survey # 14: Trinity Lutheran Church (Key No. 077607), Undetermined

622 W. North Avenue (Trinity Lutheran Church; Key No. 077607; Figure C.2.17) is a 1963, modern style church building that was rated a non-contributor to the Mexican War Streets Historic District because it was constructed outside of that district's period of significance. An individual HRSF, prepared by Pittsburgh History & Landmarks Foundation in 1984, called the building an intrusion but did not address individual significance (Bylewski 1984). As part of this project, the HRSF was updated to provide a more detailed history, and to reflect the building's significance.



Figure C.2.17: Trinity Lutheran Church, south façade, facing north.

Survey # 15: Hipwell Manufacturing Company Buildings (Key No. 003883), Undetermined

825-845 W. North Avenue (Hipwell Manufacturing Company Buildings; Key No.003883; Figure C.2.18) is a ca. 1895-1901 complex of three- to four-story brick buildings built or later occupied by the Hipwell Manufacturing Company. An individual HRSF, prepared by Pittsburgh History & Landmarks Foundation in 1980, did not address individual significance. As part of this project, the HRSF was updated to provide a more detailed history and to evaluate the complex's significance.



Figure C.2.18: Hipwell Manufacturing Company Buildings, north façades, facing southwest.

Survey # 16: International Harvester/Harry Guckert Company (Key No. 004024), Undetermined

810-822 W. North Avenue (Harry Guckert Company; Key No. 004024; Figure C.2.19) is a 1902, four-story, brick, commercial building with Classical stylistic details. A matching addition was built ca. 1913. An individual HRSF, prepared by Pittsburgh History & Landmarks Foundation in 1980, did not address individual NRHP eligibility. As part of this project, the HRSF was updated to provide a more detailed history and to evaluate the building's significance.



Figure C.2.19: McCormick Harvester/ Harry Guckert Company, south and east façades, facing northwest.

Survey # 18: Allegheny City Stables Building (Key No. 004023), Eligible (09-23-16)

836 W. North Avenue (Allegheny City Stables Building; Key No. 004023; Figure C.2.20) is a three-story, Romanesque Revival influenced building originally occupied by the Allegheny City (later Pittsburgh) Department of Public Works as a horse stable and equipment storage building. The building was determined eligible for the NRHP on September 23, 2016. It is significant under Criterion A in the area of Politics/Government for its association with the bygone municipal government of the City of Allegheny, in particular its Public Works Department. It is one of a very small number of remaining municipal buildings constructed by and for Allegheny City. It is also associated with the government of the City of Pittsburgh, in particular its early-twentieth-century Division of Highways and Sewers and Bureau of Horses. Of the city-owned stable facilities known from the Bureau's records, a preliminary survey indicates that the former Allegheny City Stables is the only such building remaining. Its period of significance is 1895 to 1928. The Allegheny City Stables Building was designated a City of Pittsburgh Historic Site on July 7, 2007.



Figure C.2.20: Allegheny City Stables Building, south and east façades, facing northwest.

Survey # 25: Mexican War Streets NRHD (Key Nos. 001754; 082601), Listed (05-28-75, 09-04-08)

The Mexican War Streets Historic District (Key Nos. 001754; 082601; Figure C.2.21) was listed in the NRHP on May 28, 1975, and the district boundary was expanded on September 4, 2008 (Van Trump 1975; Eversmeyer 2008). The district was initially listed for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (1848 to ca. 1975). The initial NRHP district contained 119 buildings and encompassed 27 acres. The 2008 historic district expansion area lies outside of the proposed APE. This area contains an additional 288 contributing buildings and 29 non-contributing buildings and encompasses an additional 25.7 acres. The Mexican War Streets Historic District expansion is significant under NRHP Criterion C (architecture) and has a period of significance of 1848 to ca. 1930. A portion of the NRHP district was designated a City of Pittsburgh Historic Site on December 26, 1972.



Figure C.2.21: Mexican War Streets Historic District, facing north along Buena Vista Street from W. North Avenue.

C.2.4 Pennsylvania Avenue Bridge, North Side, City of Pittsburgh

One (1) previously recorded historic resource is located within the Pennsylvania Avenue Bridge Project APE, a railroad corridor historic district (Figure C.2.22).

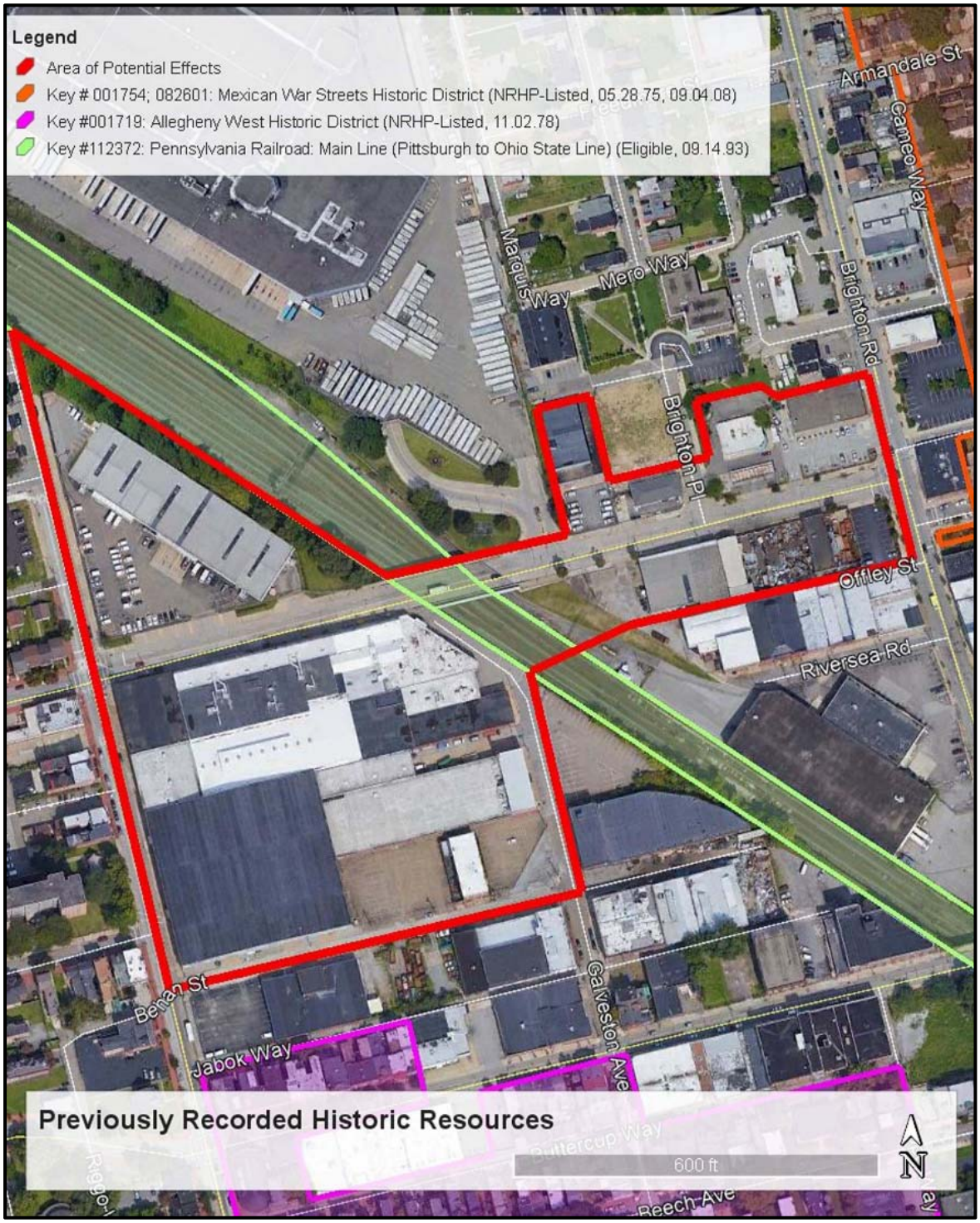


Figure C.2.22: Pennsylvania Avenue Bridge project area showing previously recorded historic resources within the APE.

Survey #27: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372), Eligible (09-14-93)

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the that the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372) was eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.23). See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.23: Pennsylvania Railroad: Main Line looking toward Pennsylvania Avenue.

C.2.5 Columbus Avenue Bridge, North Side, City of Pittsburgh

Two (2) previously recorded historic resources are located within the Columbus Avenue Bridge Project APE. One (1) resource is a railroad corridor historic district and one (1) resource is a bridge over the railroad corridor (Figure C.2.24).

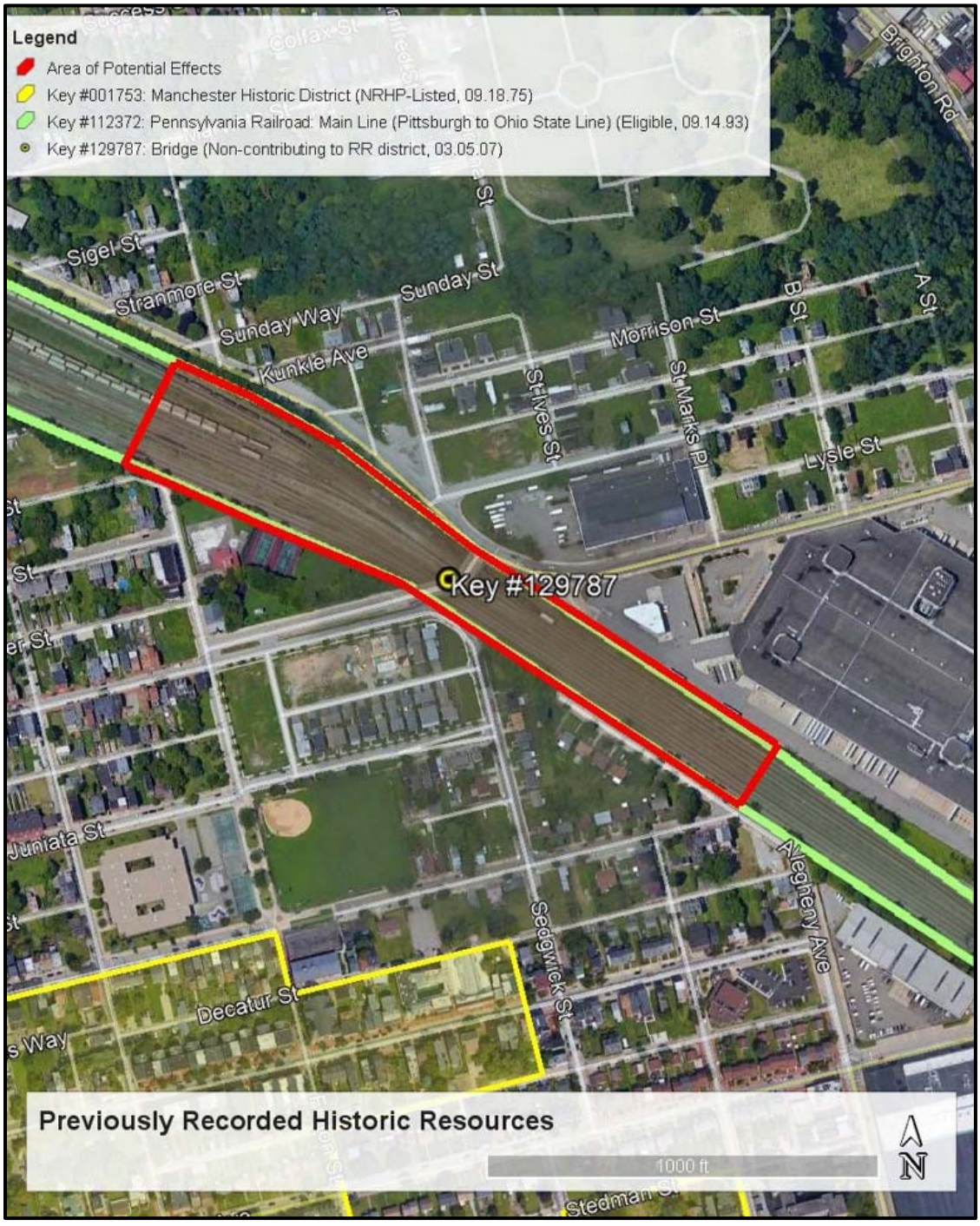


Figure C.2.24: Columbus Avenue Bridge project area showing previously recorded historic resources within the APE.

Survey #33: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372), Eligible (09-14-93)

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the that the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372) was eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.25). See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.25: Pennsylvania Railroad: Main Line from the Columbus Avenue Bridge.

Survey #34: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh) (Key #129787), Non-Contributor to Railroad Corridor Historic District (03-05-07)

The Columbus Avenue Bridge (Key No. 129787; BMS No. 02730100003022; Figure C.2.26) over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) was determined not individually eligible for the NRHP on March 5, 2007. The bridge was also found to be a non-contributing element of the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) railroad corridor historic district (A.G. Lichtenstein & Associates 1997). The 1907, skewed, two-span, Warren pony truss bridge was constructed as part of a grade separation project in Pittsburgh from the line's place of beginning at the Allegheny River Bridge to the Woods Run valley. In 1990, the bridge was extensively altered with steel members welded and bolted to all built-up members, and connections were changed from rivets to bolts at many of the lower panel points. Because of these changes, the bridge has lost integrity of design and workmanship.



Figure C.2.26: The Columbus Avenue Bridge over the Pennsylvania Railroad: Main Line.

C.2.6 Ohio Connecting Bridge Flyovers, North Side, City of Pittsburgh

Two (2) previously recorded historic resources are located within the Ohio Connecting Bridge Flyovers Project APE. One (1) resource is a railroad corridor historic district, and one (1) resource is a railroad bridge (Figure C.2.27).



Figure C.2.27: Ohio Connecting Bridge Flyover project area showing previously recorded historic resources within the APE.

Survey #35: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372), Eligible (09-14-93)

On September 14, 1993, as part of consultation for Consolidated Rail Corporation's Pennsylvania Double-Stack Clearance Improvement Project, the PA SHPO stated that the that the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) (Key No. 112372) was eligible for the NRHP under Criteria A and C for its state-wide significance in transportation, economy, and the development of Pennsylvania's industries and communities (Barrett 1993; ER No. 93-4041-042-A). The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1915. An updated HRSF was prepared to record the presence or absence of any contributing elements of the railroad corridor historic district within the APE at this project location (Figure C.2.28). See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.28: Pennsylvania Railroad Main Line near Eckert Street.

Survey #36: Ohio Connecting Railway: Brunot's Island Bridge (Ohio River) (Key No. 007764), Undetermined

The Ohio Connecting Railway: Brunot's Island Bridge (Ohio River) (Key No. 007764) was recorded in 2016 in conjunction with the Brunot Island-Crescent 138kV Reconductor and Rebuild Project (ER #2016-0366-003-A) and in the Allegheny County Survey of the early 1980s. The submitted documentation was insufficient for the PA SHPO to make a determination of individual NRHP eligibility. Between 1999 and 2000, the Historic American Engineering Record (HAER) conducted the Pennsylvania Historic Railroad Bridges Recording Project with support from Consolidated Rail Corporation (Conrail) and the Pennsylvania Historical and Museum Commission. As part of this study, a HAER written and photographic documentation of the Ohio Connecting Railway: Brunot's Island Bridge was prepared and is on file with the Library of Congress (HAER No. PA-509). The bridge is significant for its complexity, carrying rail traffic in four directions across the Ohio River on a system of high viaduct spans and through trusses including riveted Parker through truss, pin-connected Pratt deck truss, riveted Warren deck truss and riveted plate-girder trestle. Because the bridge flyovers within the project area (Figure C.2.29) are a part of the original approach structures of the Ohio Connecting Railway: Brunot's Island Bridge, an updated HRSF was prepared to determine the NRHP eligibility and resource boundary of the structure. See Chapter F, National Register Eligibility Recommendations, for more information.



Figure C.2.29: Flyovers of the Ohio Connecting Railway: Brunot's Island Bridge.

It should be noted that CRGIS plots the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) as including the Ohio Connecting Railway Bridge. It is more logical to map the "Main Line" through downtown Pittsburgh on the Pennsylvania Railroad's original tracks from Pittsburgh to points east rather than have a duplicate "main line" mapped as part of the railroad's Mon Line on the south/west sides of the Monongahela and Ohio rivers, which was historically part of the Pennsylvania Railroad's Panhandle Division and the Pittsburgh, Cincinnati, St. Louis, & Chicago Railroad.

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D. CONTEXT & PROPERTY TYPES

These projects encompass six separate project areas throughout the City of Pittsburgh and the Borough of Swissvale. This Identification of Historic Properties report will not attempt to compile an exhaustive context for the entirety of this area; rather, developmental and contextual information relevant to each surveyed resource is provided in the each respective HRSF. Similarly, each survey form provides a discussion of the property type documented there within and how the physical characteristics of the resource reflect the historic development of the property type and/or of the neighborhood or larger historic resource.

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E. FIELD RESULTS

E.1 All Properties Recorded on HRSFs

The following table enumerates all surveyed properties recorded on HRSFs (24 resources). This includes previously recorded historic resources (updated forms) and newly identified historic resources. Maps showing the locations of all historic resources (previously recorded and newly identified) follow the table.

Table E.1.1: All Properties Recorded on HRSFs

Photograph	Name/ Type	Address	Street	Date	Survey No.	Key No.	Current Documentation Effort	NRHP Eligibility Recommendation
Location 1 – Washington Avenue Bridge								
	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)*	Milepost PT-344.91		Ca. 1850; ca. 1910	1	112369; demote # 201322	HRSF Update Form	Eligible (09-14-93); Eligible (03-05-15)
Location 2 – Amtrak Station								
	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)*	Milepost PT-353		Ca. 1850; ca. 1910	5	112369	HRSF Update Form	Eligible (09-14-93)
	Pennsylvania Railroad: Station (Pittsburgh)	1101	Liberty Avenue	1898-1903; 1954	6	001762	HRSF Update Form	Listed (04-22-76) Contributes to Eligible RR corridor historic district (Key #112369)
Location 3 – W. North Avenue Bridge								
	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	Milepost PC-1.60		Ca. 1850; ca. 1880; ca.1910	9	112372	HRSF Update Form	Eligible (09-14-93)
	Trinity Lutheran Church	622	W North Avenue	1963	14	077607	HRSF Update Form	Not Individually Eligible; Does not contribute to listed district

Table E.1.1: All Properties Recorded on HRSFs

Photograph	Name/ Type	Add-ress	Street	Date	Survey No.	Key No.	Current Documentation Effort	NRHP Eligibility Recommendation
	Hipwell Manufacturing Company Buildings	825-839 W North Avenue		Ca. 1895-1901	15	003883	HRSF Update Form	Individually Eligible; Contributes to potential historic district
	International Harvester/Harry Guckert Company	810-822 W North Avenue		1902; 1913	16	004024	HRSF Update Form	Individually Eligible; Contributes to potential historic district
	Katsafanas Coffee Company	828	W. North Avenue	1901	17	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential historic district
	Riggs Lounge & Restaurant	1204	Brighton Road	1857	19	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential boundary increase area of listed historic district
	Volbrecht, Frederick House	1210	Brighton Road	Ca. 1890	20	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential boundary increase area of listed historic district
	Row houses	1212-1218	Brighton Road		21	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential boundary increase area of listed historic district
	Mexican War Streets Historic District Western Boundary Increase	Roughly bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street.		Ca. 1848-1891	22	*To Be Assigned*	HRSF	Boundary increase area contributes to historic listed district

Table E.1.1: All Properties Recorded on HRSFs

Photograph	Name/ Type	Add-ress	Street	Date	Survey No.	Key No.	Current Documentation Effort	NRHP Eligibility Recommendation
	Buncher Building	1201	Brighton Road	1972	23	*To Be Assigned*	HRSF	Not Eligible; Does not contribute to a potential historic district
	Keystone Plumbing Company Building	1215	Brighton Road	1963-66	24	*To Be Assigned*	HRSF	Not Eligible; Does not contribute to a potential historic district
	Allegheny Second Ward Industrial Historic District	Roughly bounded by Allegheny Ave., Pennsylvania Ave., RR tracks, and W. North Ave.		Ca. 1850-1968	26	*To Be Assigned*	HRSF	Eligible
Location 4 – Pennsylvania Avenue Bridge								
	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	Milepost PC-1.82		Ca. 1850; ca. 1880; ca.1910	27	112372	HRSF Update Form	Eligible (09-14-93)
	Allegheny Second Ward Industrial Historic District	Roughly bounded by Allegheny Ave., Pennsylvania Ave., RR tracks, and W. North Ave.		Ca. 1850-1968	28	*To Be Assigned*	HRSF	Eligible
	Warhola Scrap Metal	817	Pennsylvania Avenue	Ca. 1926-1951	29	*To Be Assigned*	HRSF	Not Eligible; Does not contribute to a potential historic district
	Warhola Scrap Metal	825	Pennsylvania Avenue	Ca. 1945-1951	30	*To Be Assigned*	HRSF	Not Eligible; Does not contribute to a potential historic district
	Williams & Company	901	Pennsylvania Avenue	Ca. 1905; 1930, 1950, 1960	31	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential historic district

Table E.1.1: All Properties Recorded on HRSFs

Photograph	Name/ Type	Add-ress	Street	Date	Survey No.	Key No.	Current Documentation Effort	NRHP Eligibility Recommendation
	Cruikshank Brothers Company Building	850	Pennsylvania Avenue	Ca. 1885	32	*To Be Assigned*	HRSF	Not Individually Eligible; Contributes to potential historic district
Location 5 – Columbus Avenue Bridge								
	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	Milepost PC-2.17		Ca. 1850; ca. 1880; ca.1910	33	112372	HRSF Update Form	Eligible (09-14-93)
Location 6 – Ohio Connecting Bridge Flyovers								
	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)*	Milepost ML-1.20		Ca. 1850; ca. 1880; ca.1910	35	112372	HRSF Update Form	Eligible (09-14-93)
	Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)*	Connects former Pennsylvania Railroad's Panhandle Division (west side Ohio River) and Fort Wayne Division (east side Ohio River) via Brunot's Island		1890; 1913-1916	36	007764	HRSF Update Form	Individually Eligible; Contributes to Eligible RR corridor historic district (Key # 112372)

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

E.2 Maps Showing all Previously Recorded and Newly Identified Historic Resources

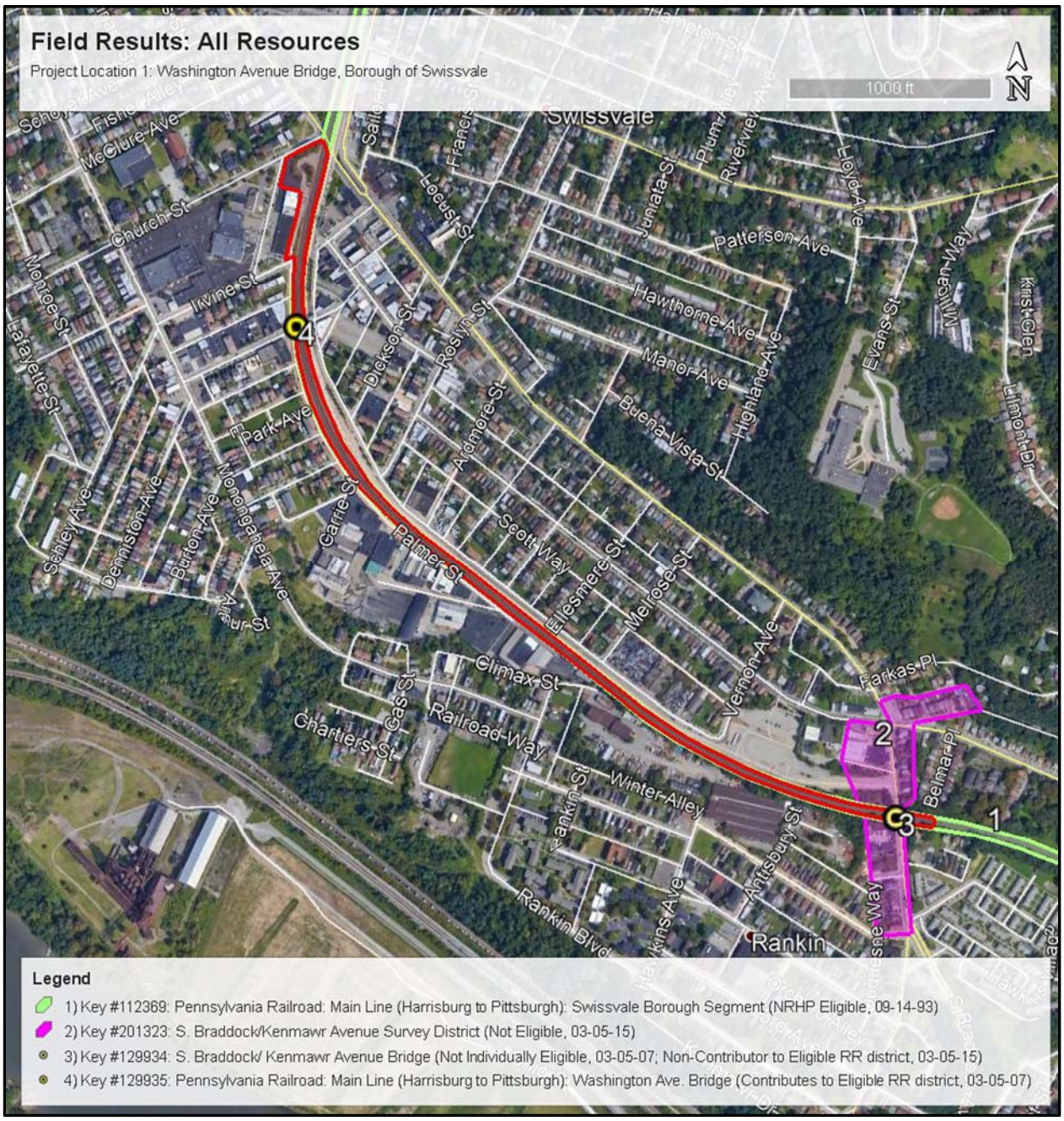


Figure E.2.1: Aerial photograph of Project Location 1, showing the APE, previously recorded historic resources, and newly identified historic resources.

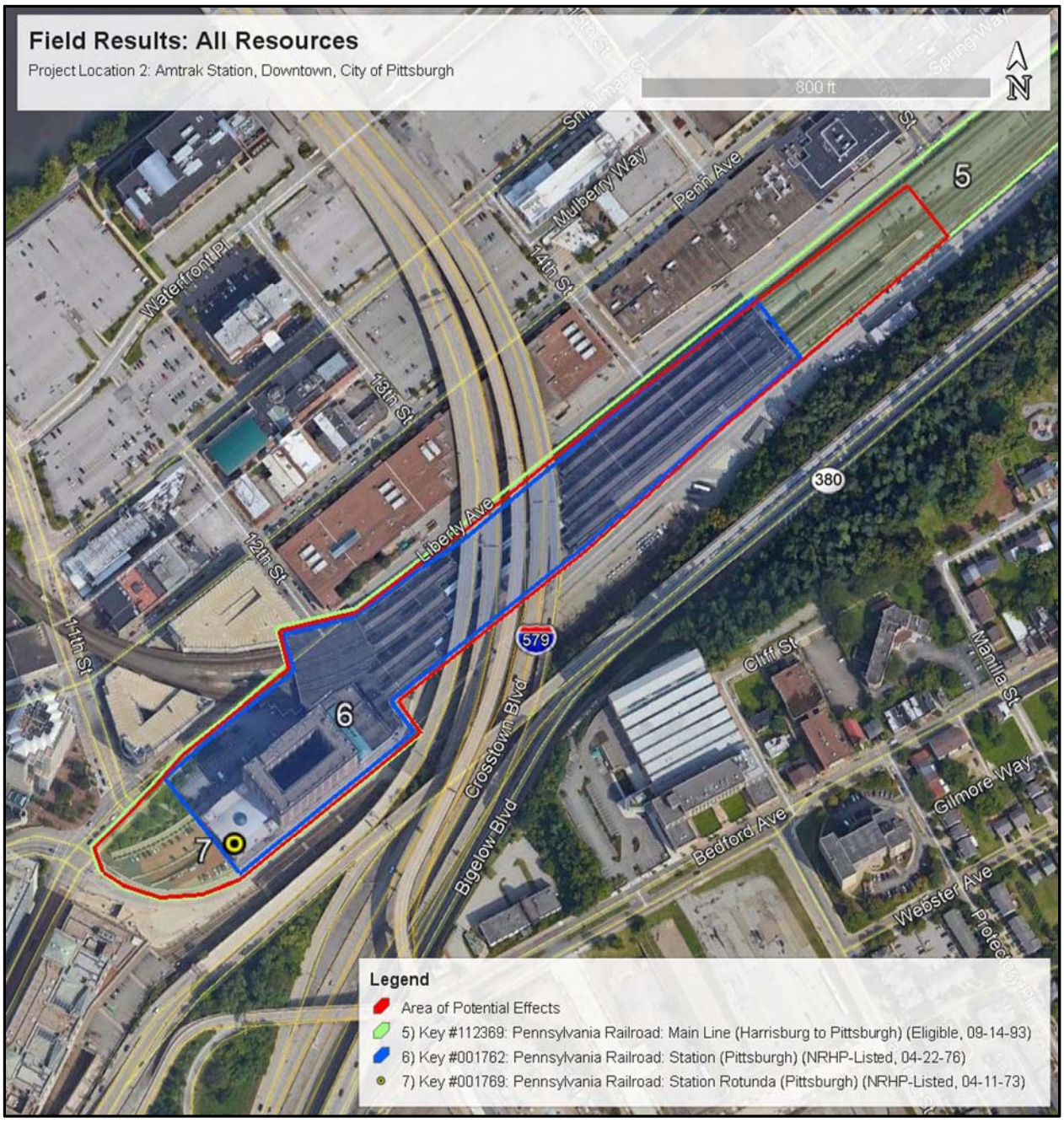


Figure E.2.2: Aerial photograph of Project Location 2, showing the APE, previously recorded historic resources, and newly identified historic resources.

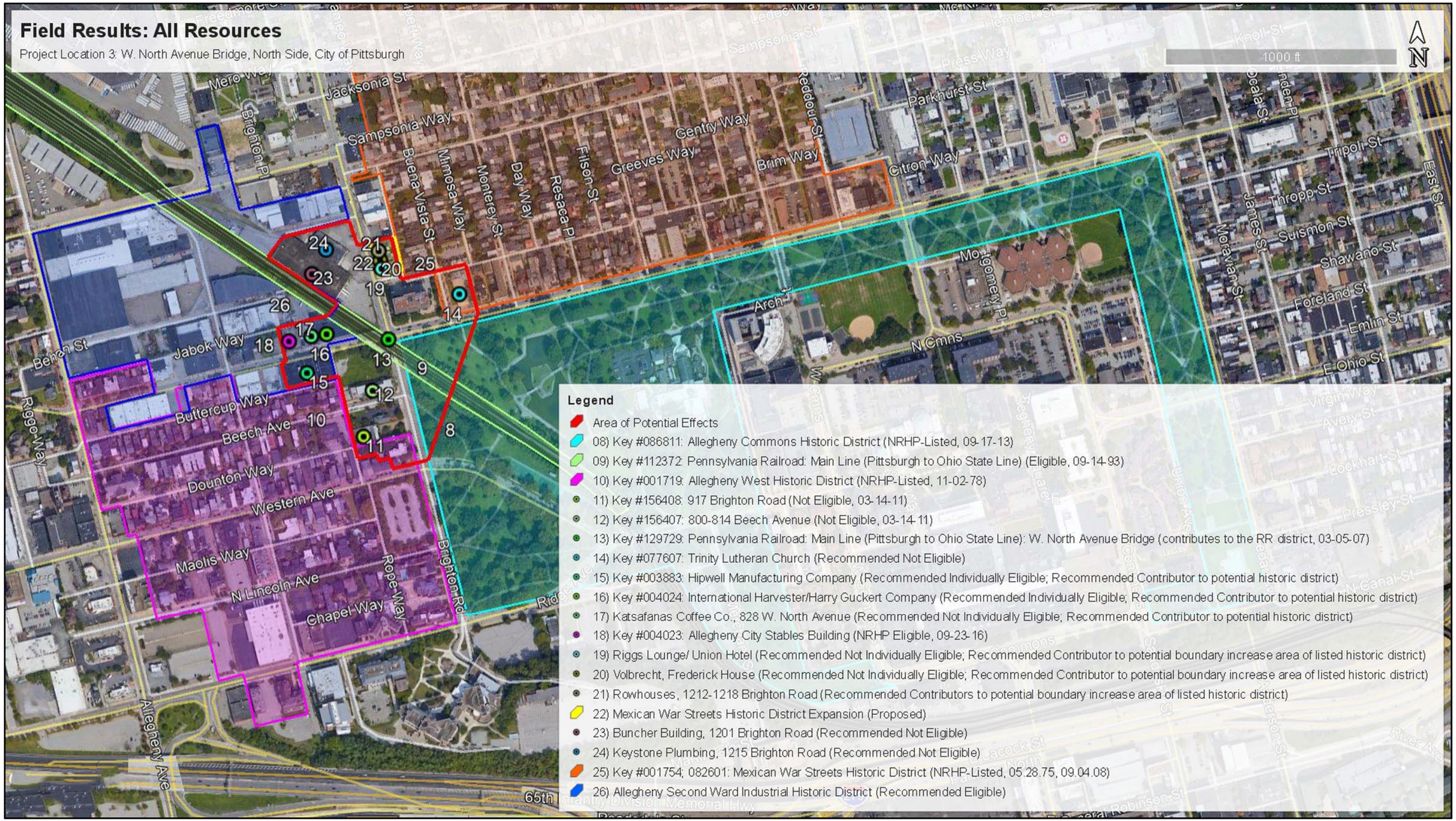


Figure E.2.3: Aerial photograph of Project 3, showing the APE, previously recorded historic resources, and newly identified historic resources (broad view, to show the entirety of the Allegheny Second Ward Industrial Historic District).

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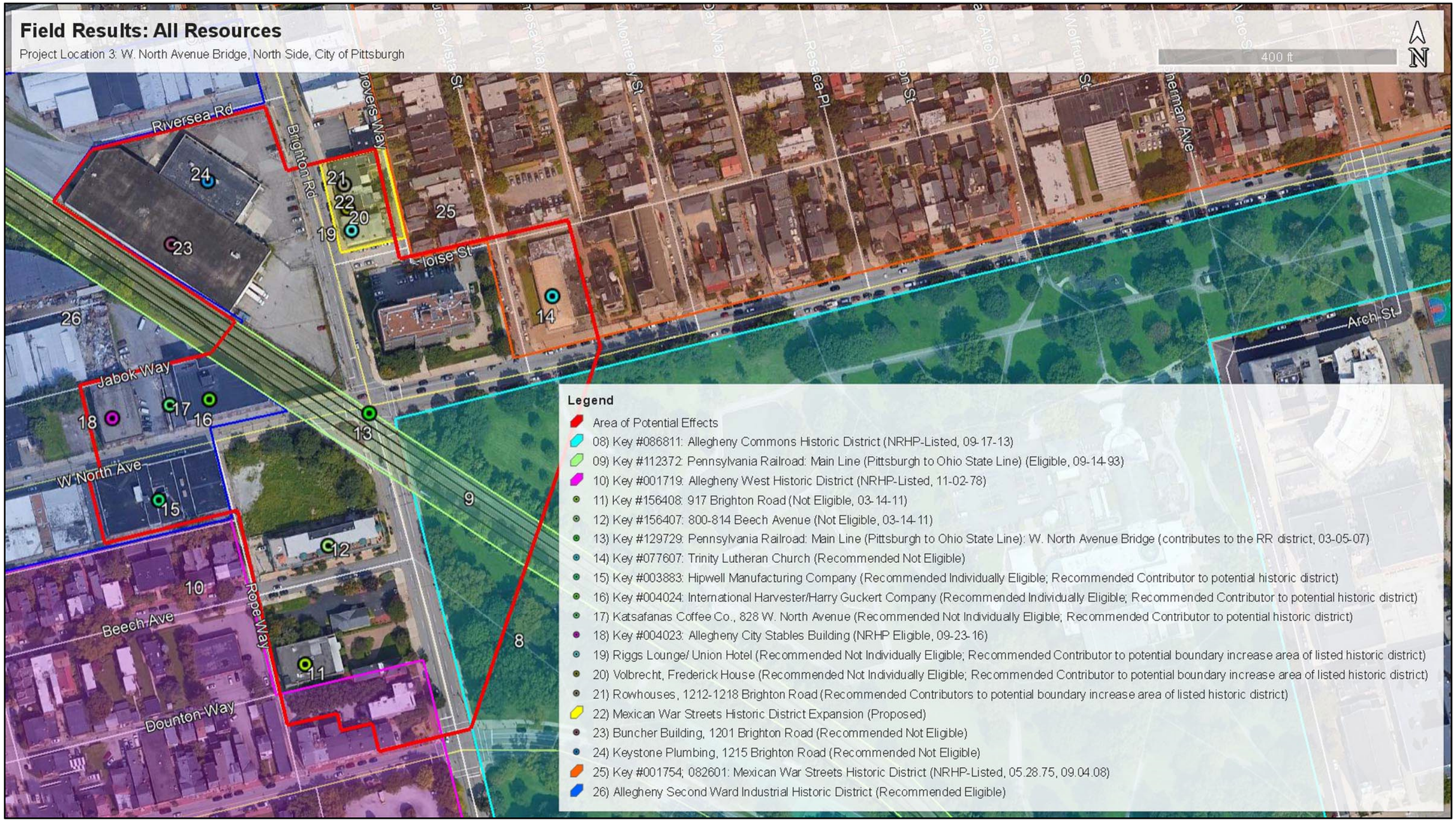


Figure E.2.4: Aerial photograph of Project 3, showing the APE, previously recorded historic resources, and newly identified historic resources (close view to show the locations of the resources)

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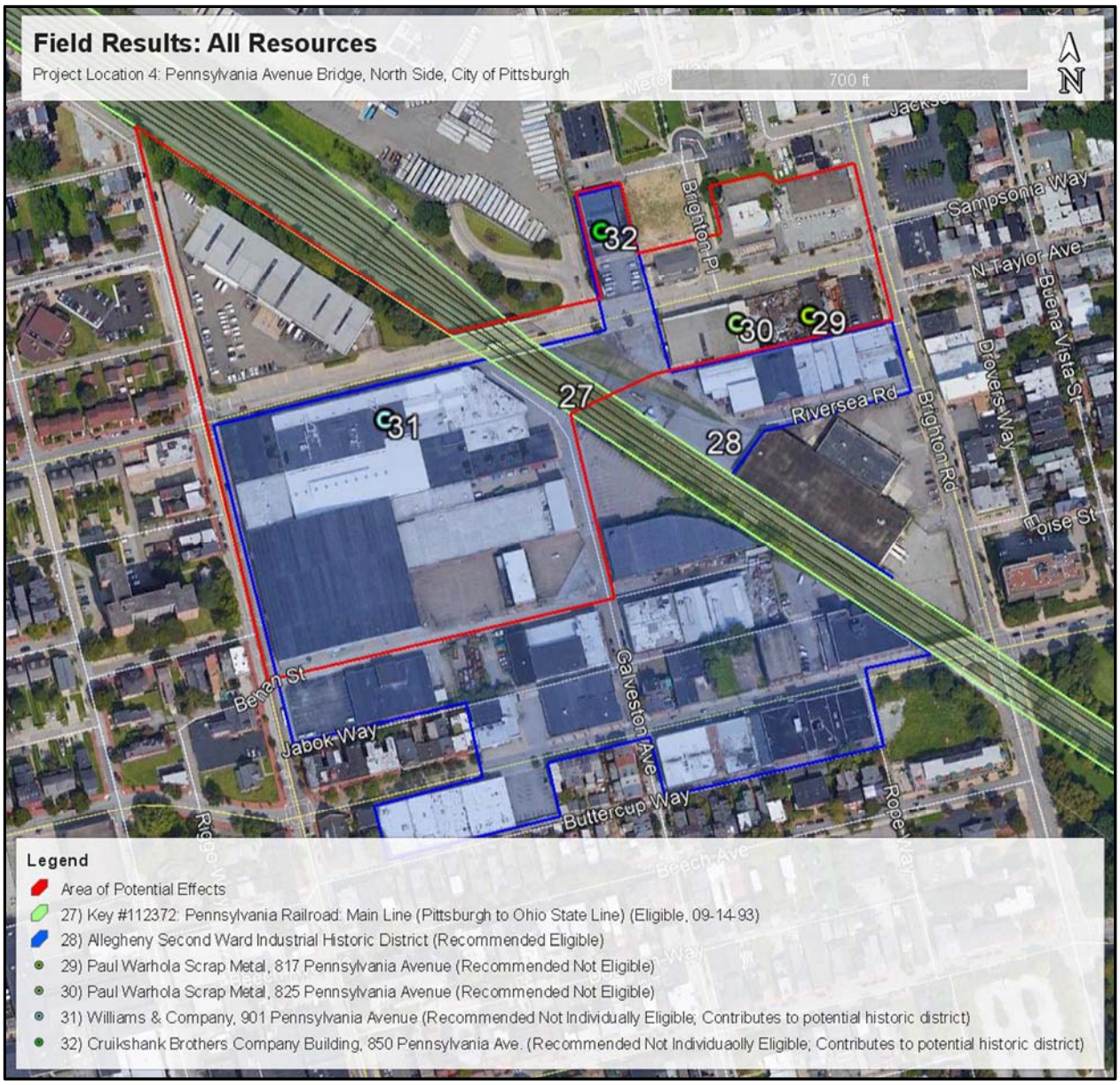


Figure E.2.5: Aerial photograph of Project 4, showing the APE, previously recorded historic resources, and newly identified historic resources.

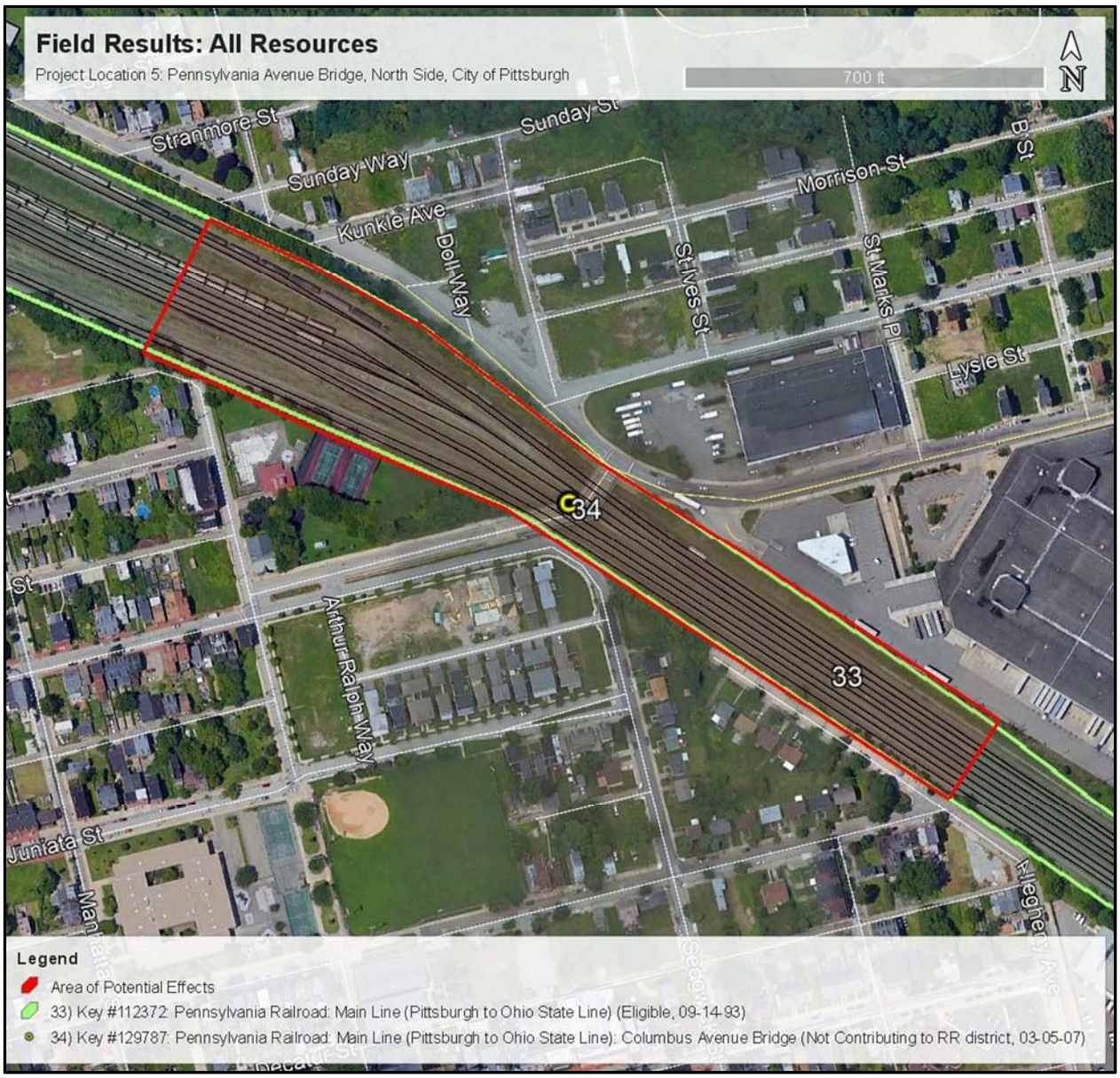


Figure E.2.6: Aerial photograph of Project 5, showing the APE, previously recorded historic resources, and newly identified historic resources.



Figure E.2.7: Aerial photograph of Project 6, showing the APE, previously recorded historic resources, and newly identified historic resources.

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F. NATIONAL REGISTER ELIGIBILITY RECOMMENDATIONS

F.1 Resources Recommended Eligible

The following section presents surveyed historic resources which are recommended eligible for listing in the NRHP. These include both previously recorded historic resources that were reevaluated on updated HRSFs and newly identified historic resources. The history, description, and NRHP status sections of the following historic resource overviews are summaries of the information found on the HRSFs. The HRSFs contain additional information on the application of the NRHP Criteria for Evaluation and the assessment of the NRHP's seven aspects of integrity and are not repeated in detail below. Please refer to the HRSFs in Appendix I.2 for this additional information.

The newly identified historic resources within the APEs were evaluated according to the guidelines established in *National Register Bulletin 15*: "How to Apply the National Register Criteria for Evaluation" (National Park Service 1991). The NRHP is a listing of historic properties significant in American history, architecture, archaeology, engineering, and culture. Historic properties include districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association. A historic resource must meet at least one of four criteria to be eligible for listing in the NRHP:

- Criterion A: Properties that are associated with one or more events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Properties that are associated with individuals whose specific contributions to history can be identified and documented.
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Properties that have yielded or may be likely to yield information important in history or prehistory.

Above-ground historic resources and archaeological sites that are eligible for listing on the NRHP are referred to as "historic properties." Federal law defines historic properties as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior." (36 C.F.R. § 800.16). Historic properties which are listed in or eligible for listing in the NRHP will be identified as "NRHP-eligible" properties or "NRHP-listed" properties.

Where prior determinations of eligibility were available, those are identified in this report and applied unless new, additional, or omitted information was also available. In these circumstances, the additional information is provided and documented for PA SHPO and PennDOT consideration and review.

Properties may also be identified and listed under State law. See Pennsylvania Historic District Act, Act of June 13, 1961, P.L. 282, No. 167 as amended, 53 P.S. § 8001, et. seq. No state listed properties were identified within the projects' APEs, as described below.

Various local (county, city, borough) ordinances may establish historic properties. Although such designations may be preempted as applied to the projects, this report documents the local historic properties with the projects' APEs. Locally designated historic properties in the project APEs are the Allegheny Commons Historic District, which was designated a City of Pittsburgh Historic Site on November 26, 1990; the Mexican War Streets Historic District, which was designated a City of Pittsburgh Historic Site on December 26, 1972, the Allegheny West Historic District, which was designated a City of Pittsburgh Historic Site on November 26, 1990, and the Allegheny City Stables Building, which was designated a City of Pittsburgh Historic Site on July 7, 2007.

F.1.1 Washington Avenue Bridge (Borough of Swissvale)

Survey #1: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91; (Key No. 112369) Eligible (09-14-93), also recorded as Pennsylvania Railroad: Main Line (Swissvale to Rankin Segment) (Key No. 201322) Eligible (03-05-15).



Figure F.1.1: Pennsylvania Railroad Main Line, near Washington Avenue.



Figure F.1.2: Detail of stone retaining walls and decorative wrought iron railings along Palmer Street, both contributing elements of the railroad corridor historic district.

History: The Pennsylvania Railroad was chartered by the Pennsylvania legislature in 1846 and charged with construction of a rail line from Harrisburg to Pittsburgh. Construction began the following year, proceeding from Harrisburg in a westerly fashion. The line was completed to Pittsburgh by 1851. The Pennsylvania Railroad merged with the New York Central to form the Penn Central Transportation Company in 1968; it operated until 1976, after conclusion of the 1970 bankruptcy proceedings (*Pittsburgh Press* 1970:1). The company that emerged from the bankruptcy was the Consolidated Rail Corporation (Conrail), owned by the U.S. government. After its privatization in 1987, CSX Transportation and Norfolk Southern acquired the former Conrail system and began operating the respective lines by 1999.

Description: The portion of railroad corridor surveyed for this project area includes approximately 5,090 linear feet of right-of-way between the railroad's intersections with Church Street to the north and S. Braddock Avenue/Kenmawr Avenue to the south (Figure F.1.1). The track milepost at Washington Street is PT-344.91. The surveyed

portion of the corridor is approximately 50-feet wide and is double tracked. Four (4) historic-age features were identified in the survey area: the bridge carrying Washington Avenue over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935] (Figure F.1.3); the bridge carrying S. Braddock/Kenmawr Avenue over the railroad tracks [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale), Key No. 129934)]; stone retaining walls abutting the Palmer Street approaches to Washington Avenue; and the wrought-iron railings atop the stone retaining walls (Figure F.1.2).



Figure F.1.3: Washington Avenue Bridge over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935], which is a contributing element of the railroad corridor historic district.

NRHP Status: The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) was previously determined eligible for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Of the four (4) historic-age component features of the railroad corridor historic district identified within the APE, one (1) feature is not eligible individually, nor as a contributing element according to a previous SHPO opinion: the bridge carrying S. Braddock/Kenmawr Avenue over the railroad tracks [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale), Key No. 129934)]. One feature is eligible as a contributing element, the bridge carrying Washington Avenue over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935], which was determined not individually eligible for the NRHP by the PA SHPO on March 5, 2007, but was determined eligible as a contributing element of the railroad corridor historic district (Lichtenstein & Associates 1997). The remaining two (2) features are recommended eligible as contributing elements of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the stone retaining walls along the Palmer Street approaches to Washington Avenue; and the decorative wrought iron railings atop the Palmer Street retaining walls.

F.1.2 Amtrak Station (Downtown, City of Pittsburgh)

Survey #5: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353; (Key No. 112369) Eligible (09-14-93).

History: The Pennsylvania Railroad was chartered by the Pennsylvania legislature in 1846 and charged with construction of a rail line from Harrisburg to Pittsburgh. Construction began the following year, proceeding from Harrisburg in a westerly fashion. The line was completed to Pittsburgh by 1851 (Stevenson & Foster 1875:4). The Pennsylvania Railroad merged with the New York Central to form the Penn Central Transportation Company in 1968; it operated until 1976, after conclusion of the 1970 bankruptcy proceedings (*Pittsburgh Press* 1970:1). The company which emerged from the bankruptcy was that of the Consolidated Rail Corporation (Conrail), owned by the U.S. government. After its privatization in 1987, CSX Transportation and Norfolk Southern acquired the former Conrail system, and began operating their respective lines by 1999.



Figure F.1.4: Pennsylvania Station Trainshed.



Figure F.1.5: The trainshed portion of the NRHP-listed Pennsylvania Railroad Station (Key No. 001762), which is a contributing element of the railroad corridor historic district.

Description: The portion of railroad corridor surveyed for this project area includes approximately 1,800 linear feet of right-of-way at the line's terminus, the Pennsylvania Station in Pittsburgh. The track milepost at the station concourse is PT-353. The surveyed portion of track, including the right-of-way varies from approximately 150-to-220 feet wide, and contains five tracks. Two historic-age features were identified in the survey area: the NRHP-listed 1898-1903 Daniel H. Burnham Pennsylvania Railroad Station (Key No. 001762) (which includes the attached 1953-1958 McKim, Mead, and White trainshed (Figures F.1.4 and Figure F.1.5) and the undergrade bridge at Liberty Avenue, which partly supports two passenger platforms) and the NRHP-listed Pennsylvania Railroad Station Rotunda (Key No. 001769) (Figure F.1.6)[8].



Figure F.1.6: The NRHP-listed Pennsylvania Railroad Station Rotunda (Key No. 001769), which is a contributing element of the railroad corridor historic district.

NRHP Status: The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) was previously determined **eligible** for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its

[8] Though it is not standard current practice to divide parts of a building in to contributing/non-contributing features, the rotunda, which an integral part of the station, is counted separately here because it is individually listed in the NRHP.

"state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. The two (2) historic-age component features identified within the APE are recommended **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the 1898-1903 Daniel H. Burnham Pennsylvania Railroad Station (Key No. 001762) (which includes the contributing 1953-1958 McKim, Mead, and White trainshed and the undergrade bridge at Liberty Avenue, which partly supports two passenger platforms) and the Pennsylvania Railroad Station Rotunda (Key No. 001769).

Survey #6: Pennsylvania Railroad: Station (Pittsburgh) (Key No. 001762) Listed (04-22-76); Recommended Contributor to Eligible Railroad Corridor Historic District

History: The Pennsylvania Railroad's Pittsburgh Station (commonly called Union Station) was built in 1900-1903 as a passenger rail station that served Pittsburgh during the twentieth century. Designed by Chicago architectural firm D.H. Burnham & Company, the building's rotunda with corner pavilions is the station's crowning feature.



Figure F.1.7: Pennsylvania Railroad Station, Liberty and Grant avenues.

Description: The Pennsylvania Railroad Station (Figure F.1.7) is a rectangular building with 12 stories and a basement. It was designed by noted architect D.H. Burnham and was constructed between 1898 and 1903 (*Pittsburgh Commercial Gazette* 1898:6; *Pittsburgh Commercial Gazette* 1901:6; Burgess 1949:497). The attached trainshed was designed by the New York architectural firm of McKim, Mead, and White, replacing the original barrel-vaulted, D.H. Burnham & Company-designed trainshed of 1900-03 (Pennsylvania Railroad 1950). The shed is a one-story structure with several subterranean features. Construction formally began in 1953 (*Pittsburgh Press* 1953:182). The trainshed was completed in 1958. The structure consists of the shed canopy, passenger platforms, a railyard, a subterranean passenger concourse, a subterranean passenger tunnel exiting to Liberty Avenue, and an undergrade bridge at Liberty Avenue, which supports two platforms. Also contained within the site are sundry utility and service tunnels. The trainshed is of steel, concrete, masonry, and glass construction. The shed has not been previously categorized as eligible or contributing, due to its relatively recent age at the time of the 1976 NRHP listing.

NRHP Status: The building was **listed** on the NRHP on April 22, 1976, under Criterion A for its association with rail transportation and under Criterion C for its architectural merit as an excellent example of the Beaux Arts architectural style (Schmidlapp 1975). As part of this project, an HRSF update form was completed to provide additional information regarding the McKim, Mead, and White trainshed appended to the building in 1953-1958. The updated form recommends no changes to NRHP eligibility and defines clear NRHP boundaries for the resource, including the trainshed, which is recommended to be treated as an integral and contributing part of the listed station. The station is also recommended **eligible as a contributing element** of the Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) railroad corridor historic district (Key #112369).

F.1.3 W. North Avenue Bridge (North Side, City of Pittsburgh)

Survey # 9: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.20; (Key No. 112372), Eligible (09.14.93)

History: A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Railroad (PFW&C) on July 26, 1856 (Stevenson & Foster 1875:9). The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912.

Description: The portion of railroad corridor surveyed for this project area includes an approximately 566 linear foot segment centered at the W. North Avenue/Brighton Road railroad overpass bridge on Pittsburgh's North Side at milepost PC-1.60. The surveyed segment's depressed railroad corridor measures 58 feet wide between retaining walls and contains four tracks. Six (6) historic-age features were identified in the survey area: the 1929 bridge carrying W. North Avenue and Brighton Road over the railroad corridor [Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh) (Key No. 129729) (Figure F.1.8), a signal bridge (Figure F.1.9), decorative wrought-iron fencing (Figure F.1.10), an elevated out-of-service siding (Figure F.1.11), concrete retaining walls with stone coping (Figure F.1.12), and standard three-rail railroad safety fencing (Figure F.1.13).

NRHP Status: The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) was previously determined **eligible** for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958.



Figure F.1.8: Pennsylvania Railroad Main Line, near W. North Avenue Bridge. The bridge is a contributing element of the railroad corridor historic district.



Figure F.1.9: The signal bridge, which is a contributing element of the railroad corridor historic district.



Figure F.1.10: Decorative wrought-iron fencing, which is a contributing element of the railroad corridor historic district.

Of the six (6) historic-age component features of the railroad corridor historic district identified within the APE, one (1) feature is **eligible as a contributing element**: the bridge carrying W. North Avenue and Brighton Road over the railroad corridor [Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh), Key No. 129729; BMS No. 02730100003067], which was determined not individually eligible for the NRHP by the PA SHPO on March 5, 2007, but was determined eligible as a contributing element of the railroad corridor historic district (Lichtenstein & Associates 1997).



Figure F.1.11: The elevated, out-of-service siding, which is a contributing element of the railroad corridor historic district.

The remaining five (5) features are recommended **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the concrete retaining walls with stone coping along the northeast and southwest edges of the rail corridor, decorative wrought-iron fencing, standard three-rail railroad safety fencing, an elevated out-of-service siding, and a signal bridge, all of which are attributable to the early-twentieth-century grade separation project.



Figure F.1.12: A portion of concrete retaining wall with stone coping, which is a contributing element of the railroad corridor historic district.



Figure F.1.13: Standard three-rail railroad safety railing, which is a contributing element of the railroad corridor historic district.

Survey # 15: Hipwell Manufacturing Company Buildings (Key No. 003883), Recommended Individually Eligible; Recommended Contributor to potential historic district

History: The Hipwell Manufacturing Company Buildings (Figure F.1.14) consist of five separate buildings. The Allegheny Transfer Company (Building E) was constructed ca. 1895. Transfer companies were historically used to transfer and warehouse household goods, furniture, materials, products, etc. a short distance between specific terminals. The John L. Kennedy Stable building (Building A) was constructed in 1896 and used as a livery until ca. 1920. The first Hipwell Manufacturing Company building (Building C) was also constructed in 1896. The second Hipwell building (Building B) was constructed in 1898 as the first expansion to the business. The final building (Building D) was constructed in 1899 as the home of the Iron City Pharmacal Company, which was short lived, and soon followed by the Soda Mint Gum Company.



Figure F.1.14: Hipwell Manufacturing Company Buildings A and B.

Description: 825-845 W. North Avenue (Hipwell Manufacturing Company Buildings; Key No.003883) is a ca. 1895-1901 complex of three-to-four-story brick buildings built or later occupied by the Hipwell Manufacturing Company.

NRHP Status: As part of this project, the HRSF was updated to provide a more detailed history and to assess the significance of the complex. This property is recommended **eligible for individual listing** in the NRHP under Criterion A. Under Criterion A, the complex of five buildings is significant for its contribution to the broad patterns of our local and national history, in the areas of industry and invention. The Hipwell Manufacturing Company (HIPCO) operated at this location for 109 years, and during that time, five generations of Hipwell family members were instrumental in advancing lighting technologies, single-cell batteries, and other inventions. Over 30 patents were assigned to Harry T. Hipwell and Harry H. Hipwell of the Hipwell Manufacturing Company. These included improvements to incandescent lamps, flash-lights, battery cells, insulators, flashlight batteries, electric lamp switches, and telephone receivers, to name a few. The building complex is significant for the many inventions developed there, for its contribution to the improvement of lighting technology, and for its high-volume flashlight production.

In addition, it is recommended **eligible as a contributing element** of the Allegheny Second Ward Industrial Historic District, which is recommended NRHP **eligible** under Criteria A and C as part of this study.

Survey # 16: International Harvester/Harry Guckert Company Building (Key No. 004024), Recommended Individually Eligible; Recommended Contributor to potential historic district



Figure F.1.15: International Harvester/ Harry Guckert Company.

History: On August 23, 1901, the McCormick Harvesting Machine Company purchased land in Allegheny City, currently the North Side of Pittsburgh, for the construction of a warehouse and distribution facility near the Pittsburgh, Fort Wayne, and Chicago Railroad line (ACDB 1136:556; *Pittsburgh Press* 1901:4). On June 3, 1902, the company secured a building permit to construct a brick warehouse for a cost of $75,000 (City of Pittsburgh 1902:5; *Pittsburgh Press* 1902:4). In August 1902, an effort to unify the major harvester manufacturers was undertaken. The McCormick Harvesting Machine Company, the Deering Harvester Company, the Warder, Bushnell & Glessner Company, the Plano Manufacturing Company, and the Milwaukee Harvester Company consolidated to form the International Harvester Company with Cyrus H. McCormick, Jr. serving as president (Conant 1913:2). The International Harvester Company maintained its Pittsburgh warehouse at 810 W. North Avenue through the 1950s (Sanborn 1951). In 1959, the company moved its operation to Leetsdale, Pennsylvania (*Pittsburgh Press* 1959:17).

Description: 810-822 W. North Avenue (Harry Guckert Company Building; Key No. 004024) is a 1902, four-story, brick, commercial building with Classical influenced stylistic details (Figure F.1.15). A matching west addition was built ca. 1913. The building's interior retains an exceptionally high level of integrity.

NRHP Status: As part of this project, the HRSF was updated to provide a more detailed history and to assess the building's significance. The building is recommended **individually eligible** for listing on the NRHP under Criteria A and C in the areas of commerce and architecture, respectively. The resource is nationally significant under Criterion A for Commerce for 1) its association with the 1902 transition of the McCormick Harvesting Machine Company to the International Harvester Company and 2) as a representative example of the campaign for national expansion during the "Harvester Wars" by the McCormick Harvesting Machine Company in the late-nineteenth and very early-twentieth centuries. Under the direction of Cyrus McCormick, Jr., the site and plan for the International Harvester Building was selected in 1901. In August 1902, the International Harvester Company was formed in a combine of the McCormick Harvesting Machine Company and four other harvester manufacturing concerns. The subject building was completed in 1902 as one of the final acts of the McCormick Harvesting Machine Company and one of the earliest assets of the newly formed International Harvester Company. Prior to World War I, the International Harvester Company continued this intensive campaign of national expansion. This includes the 1912-13 addition to the subject building.

The building is locally significant under Criterion C for Architecture as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. Although programmatically utilitarian, the choice of the McCormick Harvesting Machine Company (and subsequently the International Harvester Company) to invest in a building of quality design, materials, and workmanship

demonstrates a commitment to architecture and aesthetics that is not often observed with the warehouse typology. This commitment is further demonstrated by the deliberate pairing and incorporation of Classical Revival design elements in the 1912-13 addition, such that the resource visually reads as a single, cohesive work of architecture.

It is also recommended **eligible as a contributing element** of the Allegheny Second Ward Industrial Historic District, which is recommended NRHP-eligible under Criteria A and C as part of this study.

Survey #17: Katsafanas Coffee Company Building, 828 W. North Avenue, Recommended Not Individually Eligible; Recommended Contributor to potential historic district



Figure F.1.16: Katsafanas Coffee Co. Building, 828 W. North Avenue.

History: In October 1901, Richard L. McCready applied for a building permit to construct a two-story, brick, commercial warehouse on W. North Avenue near Irwin Avenue [now Brighton Road]. Thomas Cummings was the builder listed on the permit ledger, for the construction of a 20x100-foot building estimated to cost $3,500. The 1906 Sanborn map shows the building as a "warp and weavers supply factory" and "carpet cleaning" (Sanborn 1906). McCready was the proprietor of North Avenue Carpet Cleaning Company at 828 W. North Avenue in 1907 (1907 City Directory). In 1922, Henry S. and Irene A. Denny sold the parcel to Max Moses. By 1923, the business had changed to the American Coat & Apron Company (*Pittsburgh Post-Gazette*, 17 November 1923:19), operated by Moses (Hopkins 1925).

By 1924, Moses sold the property at 828 W. North Avenue to John F. and Peter W. Katsafanas (ACDB 2235:416). The southeast (front) façade of the building was likely altered at this time to its current appearance. The 1926 map shows a two-story building labeled as "coffee roasting" occupying the entirety of the parcel (Sanborn 1926). Brothers John and Peter Katsafanas were Greek immigrants who established the coffee company in 1919 (unknown location) (*Pittsburgh Post-Gazette*, 20 July 1984:6).

Description: This two-story, brick commercial building (Figure F.1.16) was constructed in 1901 but was later remodeled with an Art Deco-influenced southeast (front) façade. The building is constructed on a continuous stone foundation containing a full basement level. Its exterior brick walls are laid in a common bond pattern except for the southeast (front) façade. The exterior walls extend above the roofline to form a low parapet wall.

NRHP Status: This property is recommended **not eligible for individual listing** in the NRHP. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

The building is, however, recommended **eligible as a contributing element** of the potential Allegheny Second Ward Industrial Historic District, which is recommended NRHP-eligible under Criteria A and C as part of this study.

Survey #19: Riggs Lounge & Restaurant/ Union Hotel, 1204 Brighton Road, Recommended Not Individually Eligible; Recommended Contributor to potential boundary increase area of listed historic district



Figure F.1.17: Riggs Lounge & Restaurant/Union Hotel at 1204 Brighton Road.

History: William Veach constructed this building (the Union Hotel and tavern) ca. 1857. The Union Hotel began as a drover's hotel serving the nearby stockyards in the Allegheny's Second Ward. A July 4, 1855, newspaper article refers to Veach's stockyards in Allegheny, which then contained "473 beeves…and 426 sheep" (*Pittsburgh Gazette*, 4 July 1855:3). It is likely that the stockyards referred to were those located north of the Union Hotel site in the present-day 1200 block of Brighton Road.

Description: The three-story, frame commercial building was constructed ca. 1857 (Figure F.1.17). It exhibits a vernacular style, though the six pairs of tall cornice brackets (now removed) show Italianate influence in the building's original design. The building consists of a rectangular main section, a two-story brick rear wing, and a two-story light-timber-frame rear wing. The building is constructed on a continuous rubble-stone foundation. Its exterior walls are clad in aluminum siding, except for the rear wing, which is brick laid in common bond.

NRHP Status: This property is recommended **not eligible for individual listing** in the NRHP. Though the property has a strong association with events that have made a significant contribution to the broad patterns of history (NRHP Criterion A), mid-twentieth century façade alterations preclude the property from individual listing in the NRHP. Further, the building is not associated with the lives of significant persons in our past (Criterion B); does not embody the distinctive characteristics of a type, period, or method of construction (Criterion C); and is not likely to yield information important in history or prehistory (Criterion D).

The building is recommended **eligible as a contributing element** of the Western Boundary Increase area of the Mexican War Streets Historic District, which encompasses properties at 1204 to 1218 Brighton Road and is recommended NRHP-eligible as part of this study. The former Union Hotel contributes to the significance of the Mexican War Streets Historic District because it is one of two extant drovers' hotels within the original Robinson Plan that are a link to the period in which the west side of the neighborhood was occupied by drove yards. The Union Hotel is significant in the area of commerce for its association with Allegheny Union Stock Yards, which were an important part of the Allegheny City Second Ward's economy from 1857 until 1885 when the yards were transferred to the Ninth Ward near Woods Run. The early drove yards at Allegheny City, and in turn, its hotels, were an important component of Allegheny's meat processing industry and the Pittsburgh region's economy in general. Today, the former Union Hotel

(Riggs Restaurant & Lounge) is one of three extant buildings all thought to date to the 1850s or early 1860s that are associated with the drove yards in Pittsburgh's North Side.

Survey #20: Volbrecht, Frederick House, 1210 Brighton Road, Recommended Not Individually Eligible; Recommended Contributor to potential boundary increase area of listed historic district

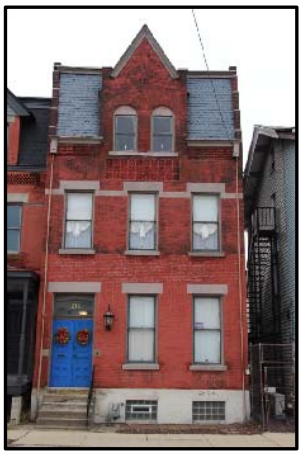


Figure F.1.18: Frederick Volbrecht House at 1210 Bridgton Road.

History: On May 11, 1889, Martin Prenter conveyed this lot to Frederick Volbrecht for $2,662.50 (ACDB 648:299). According to city directory listings and historic maps, it appears that Volbrecht constructed the house in 1890. Frederick Volbrecht was born in Germany but appears to have been living in Ohio in 1870. A newspaper article with that date notes that F. Volbrecht, a drover (driver of cattle or sheep), shipped one car of cattle from Canal Street, in Dover, Ohio, to the Allegheny Union Stock Yard (*Pittsburgh Gazette*, 19 April 1870:2). He may have relocated his business to Allegheny City because of its location as a market and shipping point for livestock. Frederick and his wife Louisa purchased the Union Hotel (adjacent to the subject parcel) in 1879, which catered to those using the adjacent drove yards. Frederick Volbrecht died April 1, 1898, after suffering an illness. Frederick's widow, Louisa, subsequently sold the Union Hotel in 1906, but she continued to own and live in the subject house until her death in 1911.

Description: The three-story, brick, single-family dwelling is constructed in the Queen Anne style (Figure F.1.18). The house conforms to a typical rowhouse plan consisting of a double-pile front section with a narrower rear wing. The house is constructed on a continuous sandstone foundation containing a full basement level. Its exterior walls are constructed of red brick laid in a common bond pattern except for the southwest (front) façade, which is constructed of façade brick laid in a running bond pattern. The house has a steeply-pitched front mansard roof and flat roof over the main house and shed roofs over the rear wings.

NRHP Status: This property is recommended **not eligible for individual listing** in the NRHP. The resource is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with the lives of significant persons. Though the property is a representative example of a Queen Anne style rowhouse with a moderately high degree of integrity, there are numerous local examples of this style and type of building, and the subject building is not individually distinguished for its design or high artistic values. No archaeological investigations have occurred at the property, and it is not being evaluated for significance under Criterion D at the present time.

The property is recommended **eligible as a contributing element** of the Western Boundary Increase area of the Mexican War Streets Historic District, which encompasses properties at 1204 to 1218 Brighton Road and is recommended NRHP-eligible as part of this study. This building reflects a later period of development evidenced by its late-Victorian, Queen Anne style. Because residential development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, this house is reflective of later phases of development within the

neighborhood (still within the period of significance). The property contributes to the architectural significance of the Mexican War Streets Historic district as an example ca. 1890 Queen Anne rowhouse with moderately high integrity.

Survey #21: Rowhouses, 1212-1218 Brighton Road, Recommended Not Individually Eligible; Recommended Contributors to potential boundary increase area of listed historic district



Figure F.1.19: Block of four rowhouses at 1212-1218 Brighton Road.

History: This block of four rowhouses was built ca. 1891 as investment properties by Milton L. Myers (ACDB 676:555). Myers purchased the lots with the intention to improve them "…at once with desirable brick dwellings," (*Pittsburgh Dispatch* 1890:7). Construction of 1212-1218 Brighton Road began shortly thereafter. Advertisements for the properties appear in October 1891 with the first tenants appearing the same year.

Description: 1212-1218 Brighton Road (Figure F.1.19) is a grouping of four rowhouses located on the northeast side of Brighton Road in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street. The three-story, brick, single-family dwellings are constructed in the Queen Anne style. The group exemplifies the late-nineteenth-century rowhouse typology. Each rowhouse plan consists of a double-pile front section with narrower rear wings. As constructed, the façades of each of the four rowhouses incorporate two designs with the largest difference being in the style of the third-floor dormers. The two designs are used in an A-B-B-A pattern. The fenestration patterns reverse between the second and third units, forming a mirror image of the two designs.

NRHP Status: This property is recommended **not eligible for individual listing** in the NRHP. The resource is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with the lives of significant persons. Though the grouping of properties is a representative example of Queen Anne style rowhouses with a moderate degree of integrity, there are numerous local examples of this style and type of building, and the subject buildings are not individually distinguished for their design or high artistic values. No archaeological investigations have occurred at the properties, and it is not being evaluated for significance under Criterion D at the present time.

The grouping of properties is recommended **eligible as a contributing element** of the Western Boundary Increase area of the Mexican War Streets Historic District, which encompasses properties at 1204 to 1218 Brighton Road and is recommended NRHP-eligible as part of this study. These four buildings reflect a late period of development within the district evidenced by their late-Victorian, Queen Anne style. Because residential development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, these houses are reflective of later phases of development within the neighborhood (still within the period of significance). These properties contribute to the architectural significance of the Mexican War Streets Historic district as an example ca. 1891 Queen Anne rowhouses with moderate integrity.

Survey #22: Mexican War Streets Historic District Western Boundary Increase, Recommended Eligible



Figure F.1.20: Mexican War Streets Historic District Western Expansion.

History: The six parcels in the proposed Mexican War Streets Historic District Western Boundary Increase area (Figure F.1.20) were originally part of Reserve Tract Lot 179, which was part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Robinson deeded his parcel to son William Robinson, Jr., who subdivided Reserve Tracts 179 and 180, thereby laying out the plan for the neighborhood known today as the Mexican War Streets.

Description: Houses in the existing Mexican War Streets Historic District were first constructed in as early as 1847 (its date of subdivision), and the district was largely built out by 1882. Due to the length of this period, "architectural styles vary from Greek Revival, Italianate, Second Empire Mansards, [Queen Anne,] Richardsonian Romanesque, and early 20th Century retardataire styles of the previous century" (Van Trump 1975). The district is comprised of "rowhouses, or closely built detached houses, constructed predominantly in the second half of the nineteenth century in the architectural styles fashionable in that period." These buildings are primarily brick or stone, two to three stories in height, two to three bays wide, and constructed with zero setback. Roofs are gabled, with slate or asphalt shingles, though there is a large number of mansard roofs (Eversmeyer 2008). The buildings within the proposed Western Boundary Increase area match the character of the existing district and they are within the original (1847) neighborhood subdivision. Located along the northeast side of Brighton Road in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street, the relatively small proposed district boundary-increase area adds six buildings (0.4 acres) to the western edge of the existing district. The existing district is primarily residential in character, with several commercial and religious buildings interspersed throughout. The proposed boundary increase shares this character: of the six (6) buildings, five (5) are used for residential purposes. The sixth building (former Union Hotel) is a restaurant/bar with residential uses above. Its current commercial use perpetuates the building's historic use as a tavern. The building is a neighborhood landmark both for its early construction date (1857) and its association with the livestock industry, which was important to the early development of the area. The five residential buildings also match the composition the district, in terms of materials, height, massing, and setback.

NRHP Status: The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975, under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates) (Van Trump 1975). In 2008, the district was enlarged to include an additional 61 buildings along two blocks of Monterey and Armandale streets, and 256 buildings along Sherman Avenue, Veto and Arch streets (Eversmeyer 2008). The 2008 boundary increase area was listed on the NRHP under Criterion C, with significance as a cohesive concentration of residential buildings constructed in a variety of architectural styles that reflect the architectural taste of the community over the district's eighty-year period of significance. The district's period of significance begins in 1848, when land in the

district was first subdivided to allow for construction of houses, and it extends until the district was completely built out ca. 1930.

The proposed Mexican War Streets Historic District Western Boundary Increase area shares in the significance of the original district and the 2008 boundary increase area. It is recommended **eligible** under Criteria A and C. The Union Hotel (a drover's hotel), was constructed at the beginning of the period of significance and is one of the earliest buildings in the neighborhood. This building reflects the earliest stages of development for the district, as well as early industry and commerce. The remaining five buildings in the proposed increase area reflect a later period of development (having been built after the removal of the stockyards); this is evidenced through their late-Victorian, Queen Anne style.

Survey #26: Allegheny Second Ward Industrial Historic District, Recommended Eligible

History: The 21 acres which comprise this potential district were originally part of the 3,000-acre Reserve Tract of land set aside for distribution to troops who served in the War for American Independence. The area experienced a first wave of development in the mid-nineteenth century, which was characterized by frame buildings (Hopkins 1872). After a series of fires, the second wave of development was primarily industrial buildings of masonry construction, constructed near the turn of the twentieth century. This is what is currently represented in the district today. Finally, the third wave of development brought the district into the mid-twentieth century.



Figure F.1.21: A portion of the Allegheny Second Ward Industrial Historic District from the intersection of Galveston Avenue and W. North Avenue, facing north.

Description: The proposed Allegheny Second Ward Industrial Historic District (Figure F.1.21) is located in the former Second Ward of Allegheny City, which is currently the Twenty-Second Ward of the City of Pittsburgh. The area occupies approximately 21 acres and contains 30 resources (30 parcels), 29 of which contribute to the potential district. Of the 30 resources, six were constructed between 1850-1894; 11 were constructed between 1894-1910; three were constructed between 1910-1926; and the remaining seven were constructed prior to 1968. Nearly all of the buildings within the district are brick masonry, though a handful utilize concrete block, and at least one is clad in metal siding.

NRHP Status: The Allegheny Second Ward Industrial Historic District is recommended **eligible** for listing in the NRHP under Criterion A in the area of industry for its association with events that have made a significant contribution to the broad patterns of our history. Today, these buildings are an intact cluster of turn-of-the-century industrial buildings that exhibit the increasing importance of fireproof construction in industrial corridors. This district also represents a period of social transition in Allegheny City. Beginning in the 1890s, opportunistic industrialists began a new wave of industrial development centered around the neighborhood's railroad corridors. This change coincided with the beginning of the outmigration of upper-middle- and middle-class residents from the lower North Side to streetcar suburbs. This district is also significant as it encapsulates the energy surrounding the rise of Pittsburgh's steel industry at the turn of the century. While steel was a significant industry in Pittsburgh for many decades

prior, it continued to rise during this period (1894-1910). By 1911, Pittsburgh was producing half the nation's steel (Wikipedia contributors 2018). Not coincidentally, the primary historic building use in the Allegheny Second Ward Industrial District was Industry/Manufacturing/Processing (53-percent), specifically, metals.

Under Criterion C, the District is eligible for its collection of buildings that exhibit the adaptation of popular late-nineteenth and early-twentieth century revival styles for an industrial context.

F.1.4 Pennsylvania Avenue Bridge (North Side, City of Pittsburgh)

Survey #27: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.82; (Key No. 112372), Eligible (09.14.93)

History: A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Railroad (PFW&C) on July 26, 1856. The PFW&C was sold at foreclosure in 1859, and was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912.



Figure F.1.22: Pennsylvania Railroad Main Line, showing the Pennsylvania Avenue Bridge.

Description: The subject railroad is a segment (Figure F.1.22) of former Pennsylvania Railroad's Pittsburgh to Chicago Main Line. Today the segment is part of Norfolk Southern's Fort Wayne Line, which runs from Pittsburgh, Pennsylvania to Crestline, Ohio. There, the line continues to Gary, Indiana via Fort Wayne, under CSX ownership.



Figure F.1.23: A portion of concrete retaining wall with stone coping, and wrought-iron fencing, which are contributing elements of the railroad corridor historic district.

The portion of railroad corridor surveyed for this project area includes approximately 265 linear feet of right-of-way at the intersection of Pennsylvania Avenue and Galveston Avenue on Pittsburgh's North Side. The track milepost is PC-1.82. The surveyed portion of track, including the right-of-way is approximately 110-feet wide, and contains four tracks. Three (3) historic-age features were identified in the survey area: concrete retaining walls along the northeast and southwest edges of this depressed section of the corridor (Figure F.1.23), standard railroad safety railings (Figure F.1.24), and wrought-iron fencing. The Pennsylvania Avenue Bridge was constructed ca. 1980 and is not a historic-age resource.

NRHP Status: The Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) was previously determined **eligible** for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. The three (3) historic-age component features identified within the APE are recommended **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: concrete retaining walls with cut stone coping, standard railroad safety railings, and decorative wrought-iron fencing, all of which are attributable to the early-twentieth-century grade separation project.



Figure F.1.25: Standard three-rail railroad safety railing, which is a contributing element of the railroad corridor historic district.

Survey #28: Allegheny Second Ward Industrial Historic District

See Chapter F.1.4 for more information on this resource (Survey #26).

Survey #31: Williams & Company, 901 Pennsylvania Avenue, Recommended Not Individually Eligible; Recommended Contributor to potential historic district



Figure F.1.24: Williams & Company, 901 Pennsylvania Avenue.

History: In 1892, William G. Park had purchased the majority of the vacant lots fronting Pennsylvania Avenue from the Denny Estate. They remained vacant until the Bradley Manufacturing Company (Bradley Company) chose the site as the location for its new engine manufacturing plant (*Pittsburgh Daily Post* 1901); William G. Park maintained ownership of the land. The Bradley Company was incorporated in February 1902 (*Pittsburgh Press* 1902) for the purpose of manufacturing stationary steam engines. Specifically, the company specialized in a class of engine known as the Willians central valve engine (*Pittsburgh Daily Post* 1901). Bradley Company selected Samuel Diescher & Sons to design the building fronting Pennsylvania Avenue (Figure F.1.25). Diescher was a prominent late-nineteenth and early-twentieth century Pittsburgh-based engineer. In July 1904, the Bradley Company ceased operations and sold 901 Pennsylvania Avenue to the Latshaw Pressed Steel & Pulley Company (Mansfield 1904).

When Latshaw and Rhodes founded the Latshaw Company, the split pressed-steel pulley was a recent innovation. It was a new type of pulley that was half the weight of traditional cast iron pulleys (Findley 1906), but it had not yet been patented. By 1908, the company became the Pennsylvania Steel Pulley Company, operating under the umbrella of the National Car Wheel Company. After changes in management, the company was renamed the Keystone Pull Company (Crawford 1911). Other companies claimed 901 Pennsylvania as their address over the years, but their tenures were generally short lived.

In March 1919, Williams & Company purchased the property, and between 1925 and 1968, Williams & Company purchased the majority of the lots comprising the block expanding the footprint of 901

Pennsylvania Avenue considerably. Throughout the mid-twentieth century, industrial development within the block continued. In the 1940s, Williams & Company continued its piecemeal assemblage of lots. The City of Pittsburgh formally vacated the right-of-way known as Offley Way (formerly Oak Way) in 1941, clearing the way for expansion and development. In 1942, Williams & Company erected a one-story addition on Bowater Street (*Pittsburgh Press* 1942) and in 1945, built a two-story addition at the eastern end of the building along Galveston Avenue (*Pittsburgh Press* 1945).

Beginning in 1952, Williams & Company began the slow acquisition of small, individual parcels along Allegheny Avenue in preparation for expansion. Aerial imagery indicates that an addition at Pennsylvania Avenue and Allegheny Avenue was under construction in 1957 (Pennsylvania Geological Survey 1957). The largest addition to 901 Pennsylvania Avenue was completed in 1965. Spanning much of the remaining frontage from Allegheny Avenue to Behan Street, this addition demolished remaining nineteenth century residential building stock and expanded the facility to over 280,000 square feet (*Pittsburgh Press* 1966).

Description: The building at 901 Pennsylvania Avenue is located along the southern side of Pennsylvania Avenue in the block bounded by Pennsylvania Avenue, Allegheny Avenue, Behan (formerly Boquet) Street, and Galveston Avenue (formerly Grant Street). The building occupies most of the block. Two small parcels at the southeast corner of the block are not part of this property. The property is a large complex comprising several buildings and additions constructed by different industrial enterprises over the course of 40 years. Originally, the block was comprised of numerous small parcels. These individual parcels have been combined to form one single parcel. In creating this single parcel, Bowater Street, Offley Way, and Paxton Way—all having once run through the site—were vacated.

NRHP Status: This property is recommended **not eligible for individual listing** in the NRHP. Although the property has an association with events that have made a significant contribution to the broad patterns of history (NRHP Criterion A) and, at least a portion of the building represents the work of a master (Criterion C), mid-twentieth-century façade alterations and significant and sizable additions preclude the property from individual listing in the NRHP. Further, the building is not associated with the lives of significant persons in our past (Criterion B); and is not likely to yield information important in history or prehistory (Criterion D).

The building is recommended **eligible as a contributing element** of the Allegheny Second Ward Industrial Historic District, which is recommended NRH-eligible as part of this study. Under Criterion A, the property at 901 Pennsylvania Avenue is locally significant as a representative example of pervasive early-twentieth-century industrial development occurring in the immediate vicinity of the Fort Wayne and Chicago Railroad in the City of Allegheny (now the North Side of Pittsburgh). Under Criterion C, the property at 901 Pennsylvania, specifically, the section of the building fronting onto Pennsylvania Avenue is representative of the work of a master, Samuel Diescher. As one of the late-nineteenth century's eminent engineers, both in Pittsburgh and beyond, Diescher's work is celebrated for its ingenuity and inventiveness. Several of his surviving works in Pittsburgh and the Pittsburgh environs, like the Duquesne and Johnstown inclines, have become icons of their respective locales. As one of the extant examples of Diescher's works of architecture, 901 Pennsylvania is both unusual and significant.

Survey #32: Cruikshank Brothers Company Building, 850 Pennsylvania Avenue, Recommended Not Individually Eligible; Recommended Contributor to potential historic district



Figure F.1.26: Cruikshank Brothers Company Building, 850 Pennsylvania Avenue.

History: The Cruikshank Brothers & Company was founded in 1879, when brothers Frank, Zachariah, and George began mass producing their family's line of preserves, jams, and jellies. Their father, Alexander, owned a grocery store at 214 Arch Street (now approximately 1400 Arch Street) where the brothers sold their product (and converted unsold produce into canned goods). Before the advent of household refrigeration, canned products were important wintertime grocery staples. Their business was a success, and the brothers soon expanded out of their mother's kitchen into a small brick building at the southwest corner of Jackson and Freemont (Jacksonia Street and Brighton Place) (ca. late 1880s). From there, Cruikshank Brothers & Co. moved into the former Pittsburgh Allegheny & Manchester Passenger Railway Company building (a non-extant frame building,) facing Pennsylvania Avenue (ca. 1893).

In 1895, business prompted expansion; Cruikshank Brothers & Company applied for a building permit to construct a four-story, brick building (60x104') at a cost of $11,000. The building permit notes the class of building as "storage" (City of Pittsburgh 1895). Within a few years, the business had outgrown its buildings and relocated to the northwest corner of Preble and Island avenues. Cruickshank Brothers, later known as "Crubro," eventually became nationally distributed until the company closed in 1956 (Cruikshank 2009).

Description: The Cruikshank Building (Figure F.1.26) is a four-story, brick industrial building is constructed on a continuous stone foundation. Its exterior walls are constructed of red brick laid in a common bond pattern and extend above the roofline to form low parapets. A corbelled brick cornice wraps the building's northwest (front), southwest (side), and southeast (rear) façades. The building's low-pitched roof is concealed behind the parapet walls and is covered in a synthetic rubber roofing membrane.

NRHP Status: The property is recommended **not eligible for individual listing** in the NRHP. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory. The building is recommended **eligible as a contributing element** of the potential Allegheny Second Ward Industrial Historic District.

F.1.5 Columbus Avenue Bridge (North Side, City of Pittsburgh)

Survey #33: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-2.17; (Key No. 112372), Eligible (09.14.93)



Figure F.1.27: Pennsylvania Railroad Main Line, near Columbus Avenue.

History: A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Railroad (PFW&C) on July 26, 1856. The PFW&C was sold at foreclosure in 1859, and was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912.



Figure F.1.28: Wrought-iron fencing, which is a contributing element of the railroad corridor historic district.

Description: The portion of railroad corridor surveyed for this project area includes approximately 1,800 linear feet of right-of-way at the intersection of Columbus Avenue and Sedgwick Street on Pittsburgh's North Side (Figure F.1.27). The track milepost is PC-2.17. The surveyed portion of track, including the right-of-way varies from approximately 170 to 270 feet wide, and contains 8 to 11 tracks (due to the widening corridor and diverging tracks). Four (4) historic-age features were identified in the survey area: the Columbus Avenue Bridge, concrete retaining walls with cut stone coping along the northeast and southwest edges of this depressed section of the corridor (Figure F.1.29), standard railroad safety railings, and wrought-iron fencing (Figure F.1.28).



Figure F.1.29: Concrete retaining wall, which is a contributing element of the railroad corridor historic district.

The Columbus Avenue Bridge (Key No. 129787; BMS No. 02730100003022) over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line) is a 1907, skewed, two-span, Warren pony truss bridge that was constructed as part of a grade separation project in Pittsburgh from the line's place of beginning at the Allegheny River Bridge to the Woods Run valley.

NRHP Status: The Pennsylvania Railroad Main Line from Pittsburgh to the Ohio state line was previously determined **eligible** for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Of the four (4) historic-age component features of the railroad corridor historic district identified within the APE, one (1) feature is **not eligible** individually, nor as a contributing element according to a previous SHPO opinion on March 5, 2007: the bridge carrying Columbus Avenue over the railroad tracks [Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge], (Key No. 129787; BMS No. 02730100003022). Although the bridge dates to the railroad corridor historic district's period of

significance, the bridge was extensively altered in 1990, with steel members welded and bolted to all built-up members, and connections were changed from rivets to bolts at many of the lower panel points. As constructed, the bridge had two additional trusses set as a mirror image of the existing trusses. The removed trusses carried traffic from California Avenue to Allegheny Avenue. Because of these changes, the bridge has lost integrity of design and workmanship. The remaining three (3) features are **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: concrete retaining walls with stone coping along the outer edges of the depressed section of rail corridor and decorative wrought-iron fencing, and the standard railroad safety railings, all of which are attributable to the early-twentieth-century grade separation project.

F.1.6 Ohio Connecting Bridge Flyovers (North Side, City of Pittsburgh) (Key No. 112372)

Survey #35: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP ML-1.20; (Key No. 112372), Eligible (09.14.93)

History: A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Railroad (PFW&C) on July 26, 1856. The PFW&C was sold at foreclosure in 1859, and was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. The railroad segment in the APE was completed in 1851, with major alterations ca. 1880 and ca. 1903-1912.



Figure F.1.30: Pennsylvania Railroad Main Line, near Eckert Street, showing Ohio Connecting Bridge flyovers. The flyovers are a contributing element of the railroad corridor historic district.

The Ohio Connecting Railway completed its first single-track bridge across the Ohio River in 1890, which served as a freight bypass line to avoid congestion in downtown Pittsburgh. By 1913, heavy traffic dictated that a new superstructure be built (with two tracks) upon the 1890 substructure. The replacement components were built and installed in 1914-1915, including the new riveted plate girder trestles.



Figure F.1.31: The Eckert Street undergrade bridge, which is a contributing element of the railroad corridor historic district.

Description: The portion of railroad corridor surveyed for this project area includes approximately 400 linear feet of right-of-way just south of Eckert Street, between Beaver Avenue and Ohio River Boulevard on Pittsburgh's North Side. This portion of the Pennsylvania Railroad corridor also contains flyover structures (Figure F.1.30) and a portion of the approach ramps of the Ohio Connecting Railway Bridge (Key No. 007764). The surveyed portion of track, including the right-of-way varies from approximately 120-feet wide to 170-feet wide. This segment contains four tracks (historically five), in addition to two elevated tracks on the flyover structure. Other historic-age features in the APE include four steel plate girder bridges carrying the tracks over Eckert Street (Figure F.1.31), and

the historic-age concrete retaining walls with cut stone coping that extend along the western edge of the rail corridor (Figure F.1.32).

NRHP Status: The Pennsylvania Railroad: Main Line (Pittsburgh to the Ohio State Line) was previously determined **eligible** for listing in the NRHP under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. The three (3) historic-age component features identified within the APE are **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the Ohio Connecting Bridge flyovers, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges), and the concrete retaining walls with stone coping extending along the western edge of the elevated rail corridor.



Figure F.1.32: A portion of the concrete and stone retaining wall, which is a contributing element of the railroad corridor historic district.

Survey #36: Ohio Connecting Railway: Brunot's Island Bridge (Ohio River) (Key No. 007764), Recommended Individually Eligible; Recommended Contributor to Eligible Railroad Corridor Historic District

History: The bridge's substructure was constructed in 1890; its superstructure was constructed in 1901, 1903, and 1913-1916.

Description: The bridge spans the Ohio River at Brunot's Island and includes a complex system of approach viaducts to direct rail traffic from four directions over the river crossing. Main and approach spans include a riveted Parker through truss, pin-connected Pratt deck truss, riveted Warren deck trusses, riveted plate-girder trestles, and flyover structures (Figure F.1.33).



Figure F.1.33: Flyover structures of the Ohio Connecting Railway: Brunot's Island Bridge.

NRHP Status: The Ohio Connecting Railway: Brunot's Island Bridge (Ohio River) (Key No. 007764) was recorded in 2016 in conjunction with the Brunot Island-Crescent 138kV Reconductor and Rebuild Project (ER #2016-0366-003-A) and in the Allegheny County Survey of the early 1980s. The submitted documentation was insufficient for the PA SHPO to make a determination of individual NRHP eligibility. The Between 1999 and 2000, the Historic American Engineering Record (HAER) conducted the Pennsylvania Historic Railroad Bridges Recording Project with support from Consolidated Rail Corporation (Conrail) and the Pennsylvania Historical and Museum Commission. As part of this study, a HAER written and photographic documentation of the Ohio Connecting Railway: Brunot's Island Bridge was prepared and is on file with the Library of Congress (HAER No. PA-509). The bridge is recommended **individually**

eligible under Criterion C for its engineering significance as a complex system of high viaduct spans and through trusses including riveted Parker through truss, pin-connected Pratt deck truss, riveted Warren deck truss and riveted plate-girder trestles carrying rail traffic in four directions across the Ohio River. The flyover structure located within the project APE is part of this complex system of approach structures that include a combination of flyovers, earthen ramps, and deck girder spans all of which add to the engineering significance of the bridge structure and should be included within the boundary of the resource.

F.2 Historic Resources Recommended Not Eligible

The following table presents a list of newly identified historic resources that are recommended not eligible for listing in the NRHP, due to lack of significance and/or lack of integrity.

Table F.2.1: Newly Surveyed Historic Resources Recommended Not Eligible

Name/ Type	Address	Street	Date	Survey No.	Key No.	Current Documentation Effort	NRHP Eligibility Recommendation
Location 1 – Washington Avenue Bridge							
No newly surveyed resources recommended Not Eligible							
Location 2 – Amtrak Station							
No newly surveyed resources recommended Not Eligible							
Location 3 – W. North Avenue Bridge							
Buncher Building	1201	Brighton Road	1972	23	*TBD*	HRSF	Not Eligible
Keystone Plumbing Company Building	1215	Brighton Road	1963-66	24	*TBD*	HRSF	Not Eligible
Location 4 – Pennsylvania Avenue Bridge							
Paul Warhola Scrap Metal	817	Pennsylvania Avenue	Ca. 1926-1951	29	*TBD*	HRSF	Not Eligible
Paul Warhola Scrap Metal	825	Pennsylvania Avenue	Ca. 1945-1951	30	*TBD*	HRSF	Not Eligible
Location 5 – Columbus Avenue Bridge							
No newly surveyed resources recommended Not Eligible							
Location 6 – Ohio Connecting Bridge Flyovers							
No newly surveyed resources recommended Not Eligible							

G. SUMMARY

G.1 Resource Count

The Norfolk Southern Pittsburgh Vertical Clearance Projects involves six separate project locations; thus, six noncontiguous areas that comprise the undertaking's APE were identified for the survey of cultural resources. Architectural historians surveyed all historic-age resources within each APE in February, March, and April 2018. Within the six APEs, architectural historians identified 36 previously surveyed and newly identified, historic-age resources. This number includes six railroad segments (from two previously recorded railroad corridors). Of the 36 identified resources:

- **12** previously recorded historic resources had existing determinations of eligibility and appeared physically unchanged since the time of determination. Updated HRSFs were not prepared for these resources. No changes to the existing determinations of eligibility are recommended.
- **11** previously recorded historic resources had "undetermined" findings of eligibility, had confusing or incomplete documentation, and/or did not articulate contributing resources. Updated HRSFs were prepared for these resources, which include updated recommendations of eligibility.
- **9** newly identified historic resources are recommended eligible for listing in the NRHP, as individual resources, as districts, or as contributing elements of NRHP-listed or -eligible districts. HRSFs were prepared for each of these resources; abbreviated HRSFs were prepared for all newly identified historic-age bridges regardless of recommended NRHP eligibility as per SHPO instruction.
- **4** newly identified historic resources are recommended not eligible for listing in the NRHP due to lack of significance, lack of integrity, or both. Clearly not-eligible resources were recorded on abbreviated HRSFs, while unclear or more complex resources were recorded on full HRSFs.

Table G.1.1: Summary: Previously Recorded Historic Resources, No HRSF Updates (12 resources)

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
1	2	201323	S. Braddock Avenue & Kenmawr Avenue Survey District	Determined Not Eligible
1	3	129934	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/Kenmawr Avenue Bridge	Determined Not Individually Eligible; Determined Not Eligible as a Contributing Element of RR corridor historic district
1	4	129935	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)*	Determined Not Individually Eligible; Determined Eligible as a Contributing Element of RR corridor historic district
2	7	001769	Pennsylvania Railroad: Station Rotunda (Pittsburgh)	Listed
3	8	086811	Allegheny Commons Historic District	Listed
3	10	001719	Allegheny West Historic District	Listed
3	11	156408	917 Brighton Road	Determined Not Eligible
3	12	156407	800-814 Beech Avenue	Determined Not Eligible
3	13	129729	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)*	Determined Not Individually Eligible; Determined Eligible as a Contributing Element of a RR corridor historic district
3	18	004023	Allegheny City Stables Building	Determined Eligible
3	25	001754; 082601 (boundary increase)	Mexican War Streets Historic District	Listed
5	34	129787 (BMS #0273010 0003022)	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh)	Determined Not Individually Eligible and Not Eligible as a Contributing Element of a RR corridor historic district

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

Table G.1.2: Summary: Previously Recorded Historic Resources, HRSF Updates Completed (11 Resources)

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
1	1	112369 [demote 201322]	Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91*	Determined Eligible
2	5	112369]	Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353*	Determined Eligible
2	6	001762	Pennsylvania Railroad: Station (Pittsburgh)	Listed
3	9	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.60*	Determined Eligible
3	14	077607	622 W North Avenue Trinity Lutheran Church	Recommended Not Individually Eligible; Recommended Not Eligible as a Contributing Element of a listed historic district
3	15	003883	825-839 W North Avenue Hipwell Manufacturing Company	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	16	004024	810-822 W North Avenue International Harvester/Harry Guckert	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
4	27	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.82*	Determined Eligible
5	33	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-2.17*	Determined Eligible
6	35	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP ML-1.20*	Determined Eligible
6	36	007764	Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)*	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of an RR corridor historic district

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

Table G.1.3: Summary: Newly Identified Historic Resources, Recommended Eligible (9 Resources)

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
3	17	TBD	828 W North Avenue Katsafanas Coffee Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	19	TBD	1204 Brighton Union Hotel / Riggs	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district
3	20	TBD	1210 Brighton Volbrecht, Frederick House	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district
3	21	TBD	1212-1218 Brighton Road	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district
3	22	TBD	Mexican War Streets Western Boundary Increase	Recommended Eligible as a boundary increase to a listed historic district.
3	26	TBD	Allegheny Second Ward Industrial Historic District	Recommended Eligible
4	28	TBD	Allegheny Second Ward Industrial Historic District	Recommended Eligible
4	31	TBD	901 Pennsylvania Avenue Williams & Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
4	32	TBD	850 Pennsylvania Avenue Cruikshank Bros. Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

Table G.1.4: Summary: Newly Identified Historic Resources, Recommended Not Eligible (4 Resources)

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
3	23	TBD	Buncher Building, 1201 Brighton Road	Recommended Not Eligible
3	24	TBD	Keystone Plumbing Company Building, 1215 Brighton Road	Recommended Not Eligible
4	29	TBD	Paul Warhola Scrap Metal, 817 Pennsylvania Avenue	Recommended Not Eligible
4	30	TBD	Paul Warhola Scrap Metal, 825 Pennsylvania Avenue	Recommended Not Eligible

Table G.1.5: All Historic Resources (Previously Recorded & Newly Identified) in the 6 APEs, by Survey No.

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
1	1	112369 [demote 201322]	Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91*	Determined Eligible
1	2	201323	S. Braddock Avenue & Kenmawr Avenue Survey District	Determined Not Eligible
1	3	129934	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge	Determined Not Individually Eligible; Determined Not Eligible as a Contributing Element of a RR corridor historic district
1	4	129935	Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)*	Determined Not Individually Eligible; Determined Eligible as a Contributing Element of a RR corridor historic district
2	5	112369	Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353*	Determined Eligible
2	6	001762	Pennsylvania Railroad: Station (Pittsburgh)	Individually Listed; Recommended Eligible as a Contributing Element of a RR corridor historic district
2	7	001769	Pennsylvania Railroad: Station Rotunda (Pittsburgh)	Individually Listed; Recommended Eligible as a Contributing Element of a RR corridor historic district.
3	8	086811	Allegheny Commons Historic District	Listed
3	9	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.60*	Determined Eligible
3	10	001719	Allegheny West Historic District	Listed

Table G.1.5: All Historic Resources (Previously Recorded & Newly Identified) in the 6 APEs, by Survey No.

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
3	11	156408	917 Brighton Road	Determined Not Eligible
3	12	156407	800-814 Beech Avenue	Determined Not Eligible
3	13	129729	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)*	Determined Eligible as a Contributing Element of a RR corridor historic district
3	14	77607	622 W North Avenue Trinity Lutheran Church	Recommended Not Individually Eligible; Recommended Not Eligible as a Contributing Element of a listed historic district
3	15	003883	825-839 W North Avenue Hipwell Manufacturing Company Building	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	16	004024	810-822 W North Avenue International Harvester/Harry Guckert Building	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	17		828 W North Avenue Katsafanas Coffee Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	18	004023	Allegheny City Stables Building	Determined Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
3	19		1204 Brighton Union Hotel / Riggs	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district.
3	20		1210 Brighton Volbrecht, Frederick House	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district
3	21		1212-1218 Brighton Road	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a boundary increase to a listed historic district
3	22		Mexican War Streets Western Boundary Increase	Recommended Eligible as a boundary increase to a listed historic district
3	23		1201 Brighton Road Buncher Building	Recommended Not Eligible
3	24		1215 Brighton Road Keystone Plumbing	Recommended Not Eligible

Table G.1.5: All Historic Resources (Previously Recorded & Newly Identified) in the 6 APEs, by Survey No.

Project Location	Survey No.	KEY No.	Resource Name	NRHP Status
3	25	001754; 082601 (boundary increase)	Mexican War Streets Historic District	Listed
3	26		Allegheny Second Ward Industrial Historic District	Recommended Eligible
4	27	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.82*	Determined Eligible
4	28		Allegheny Second Ward Industrial Historic District	Recommended Eligible
4	29		817 Pennsylvania Avenue Paul Warhola Scrap Metal	Recommended Not Eligible
4	30		825 Pennsylvania Avenue Paul Warhola Scrap Metal	Recommended Not Eligible
4	31		901 Pennsylvania Avenue Williams & Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
4	32		850 Pennsylvania Avenue Cruikshank Bros. Company	Recommended Not Individually Eligible; Recommended Eligible as a Contributing Element of a potential historic district
5	33	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-2.17*	Determined Eligible
5	34	129787 (BMS #0273010 0003022)	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Columbus Avenue Bridge (Pittsburgh)	Determined Not Individually Eligible and Not Eligible as a Contributing Element of a RR corridor historic district
6	35	112372	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP ML-1.20*	Determined Eligible
6	36	007764	Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)*	Recommended Individually Eligible; Recommended Eligible as a Contributing Element of a RR corridor historic district

*54 U.S.C.A. § 302105 provides "[i]f the owner of any privately owned property, or a majority of the owners of privately owned properties within the district in the case of a historic district, **object to inclusion or designation, the property shall not be included on the National Register or designated as a National Historic Landmark until the objection is withdrawn**." See also 37 Pa.C.S. § 503. These transportation features constitute important transportation infrastructure in interstate commerce and require periodic alteration for maintenance, repair, rehabilitation, or other rail purposes. Norfolk Southern objects to the inclusion of any Norfolk Southern property on the state or federal historic register and/or any other historic listings, and reserves all rights, claims and defenses regarding listing or eligibility.

G.2 Eligibility Count

This report articulates the results of the historic resources survey that was conducted to identify all properties forty-five (45) years of age or greater (constructed prior to 1973) within the projects' six (6) APEs. Following the survey, the historic-age resources were evaluated for NRHP-eligibility; this report provides the results of that investigation. Some of the previously surveyed resources were reevaluated for eligibility, as were all newly identified resources. The eligibility of the 36 resources in this study (both existing determinations and recommendations of eligibility) is broken down as follows:

Status:	Count
PA SHPO Determined NRHP Eligible:	7
PA SHPO Determined NRHP Eligible as a Contributing Element:	2
PA SHPO Determined Not Eligible:	5
NRHP Listed:	5
Recommended NRHP Eligible:	12
Recommended NRHP Not Eligible:	5
Total:	**36**

In sum, there are 26 historic properties (NRHP listed, determined eligible, and recommended eligible [either individually or as a contributor to a district]) present within the six APEs as follows:

- Survey #1: Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91
- Survey #4: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale)
- Survey #5: Pennsylvania Railroad Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353*
- Survey #6: Pennsylvania Railroad: Station (Pittsburgh)
- Survey #7: Pennsylvania Railroad: Station Rotunda (Pittsburgh)
- Survey #8: Allegheny Commons Historic District
- Survey #9: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.60
- Survey #10: Allegheny West Historic District
- Survey #13 Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): W. North Avenue Bridge (Pittsburgh)*
- Survey #15: 825-839 W. North Avenue, Hipwell Manufacturing Company Building
- Survey #16: 810-822 W. North Avenue, International Harvester/Harry Guckert Building
- Survey #17: 828 W North Avenue, Katsafanas Coffee Company

- Survey #18: Allegheny City Stables Building
- Survey #19: 1204 Brighton Road, Union Hotel/Riggs
- Survey #20: 1210 Brighton, Volbrecht, Frederick House
- Survey #21: 1212-1218 Brighton Road
- Survey #22 Mexican War Streets Western Boundary Increase
- Survey #25: Mexican War Streets Historic District
- Survey #26: Allegheny Second Ward Industrial Historic District
- Survey #27: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-1.82
- Survey #28: Allegheny Second Ward Industrial Historic District
- Survey #31: 901 Pennsylvania Avenue, Williams & Company
- Survey #32: 850 Pennsylvania Avenue, Cruikshank Bros. Company
- Survey #33: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP PC-2.17
- Survey #35: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line): Pittsburgh City Segment, MP ML-1.20*
- Survey #36: Ohio Connecting Railway: Brunot's Island Bridge (Ohio River)

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I. APPENDICES

I.1 Qualifications of Preparers

I.2 Updated HRSFs and HRSFs for Newly Identified Historic Resources

I.3 Agency Coordination

I.4 List of Invited Consulting Parties and Proposed Consulting Party Meeting Schedule

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I.1 Qualifications of Preparers

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I.1.1 Timothy G. Zinn Architectural Historian

Mr. Zinn is an Architectural Historian with 32 years of experience in the Mid-Atlantic region. He has managed numerous transportation planning projects that required the application and integration of the requirements of Section 106. These projects have included the identification and documentation of historic properties, the evaluation of project effects on historic properties, and the preparation of memoranda of agreements. His work has been reviewed by State Historic Preservation Officers, the Keeper of the National Register of Historic Places, the Advisory Council on Historic Preservation, and the Federal Highway Administration. His skills include the documentation of historic resources to HABS/HAER standards, the preparation of state inventory forms, and the preparation of National Register of Historic Places nominations.

Mr. Zinn meets the requirements of 36 C.F.R. § 61 (Appendix A) for Architectural Historian as he has a Master of Arts in Historic Preservation from Middle Tennessee State University (1996) and 32 years of applicable experience.

I.1.2 Jesse Belfast Architectural Historian

Mr. Belfast has 15 years of experience in Section 106 compliance, including historic structure survey and determination of eligibility studies, determination of effect evaluations, memoranda of agreement preparation, and public involvement coordination. Mr. Belfast is also experienced in the preparation a wide range of historical documentation, including historical context reports, HABS/HAER documentation, National Register nominations, state historic structure inventory forms, land use histories, and deed research. His project involvement includes numerous federal, state, municipal, and private-sector clients, including the Department of Homeland Security (with surveys in 15 states), the U.S. Coast Guard, and state departments of transportation in Pennsylvania, West Virginia, Ohio, Maryland, Missouri, Illinois, Arkansas, Mississippi, New Jersey, Louisiana, and Indiana.

Mr. Belfast meets the requirements of 36 C.F.R. § 61 (Appendix A) for *Historian* and *Architectural Historian* as he has a Master of Arts degree in History from Carnegie Mellon University (2001) and 15 years of applicable experience.

I.1.3 Katherine Molnar Architectural Historian

Ms. Molnar is an architectural historian with 11 years of experience in Section 106 consultation, historic resource surveys, state inventory form preparation, criteria of effects evaluations, programmatic agreement preparation, archival records research, deed research, and HABS/HAER documentation.

Ms. Molnar meets the requirements of 36 C.F.R. § 61 (Appendix A) for *Architectural Historian* as she has a Master of Science in Historic Preservation from Ball State University (2007) and 11 years of applicable experience.

I.1.4 Justin Greenawalt Architectural Historian

Mr. Greenawalt is an architectural historian with 10 years of experience in historic resource surveys, state inventory form preparation, archival records research, deed research, historic preservation education, and public engagement. Other project involvement at Michael Baker includes providing historic context reports, evaluating historic structures for National Register eligibility, and preparation of documentation for the Federal Historic Preservation Tax Incentives Program. Additionally, Mr. Greenawalt volunteers his time as a Director of two historic preservation oriented, non-profit organizations; assisting the public in accessing, understanding, and utilizing preservation tools to enhance their communities.

Mr. Greenawalt meets the requirements of 36 C.F.R. § 61 for Architectural Historian as he has a Master of Science in Historic Preservation from Columbia University and 10 years of applicable experience.

I.2 Updated HRSFs and HRSFs for Newly Identified Historic Resources

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Location 1 – Washington Avenue Bridge

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **112369**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Swissvale Borough Segment, MP PT-344.91

CURRENT/COMMON NAME Norfolk Southern Railway: Pittsburgh Line (Harrisburg to Pittsburgh)

OWNER NAME/ADDRESS Norfolk Southern Corporation / 1200 Peachtree St., NE, Atlanta, GA 30309

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh East, PA

LOCATION Apx. 5,090-feet of RR ROW between the railroad's intersections with Church Street to the north and S. Braddock Avenue/Kenmawr Avenue to the south.

STREET ADDRESS _____ **ZIP** _____

CATEGORY OF PROPERTY ☐ Building ■ District ☐ Object ☐ Site ☐ Structure

OWNERSHIP ☐ Private ■ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal

TAX PARCEL #/YEAR 178-D-330; 178-D-330-0-1; 178-D-330-9

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

S. Braddock/Kenmawr Ave. Bridge	Wrought Iron Safety Railings	
Washington Ave. Bridge		
Retaining Walls		

Acreage (round to nearest tenth) 6.1

Key # **112369**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation		
Walls		
Roof		
Other	Sandstone/Brownstone	
Structural System	Steel	

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1880 ■ Circa 1910 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Railroad histories and historic maps.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations DOE 9-14-93: PRR: Main Line (Harrisburg to Pittsburgh); Pittsburgh Line

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain Proposed vertical clearance increase at Washington Ave. Bridge

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112369**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance A and C

Criteria Considerations ____ Period of Significance 1848-1958

■ Contributes to Potential or Eligible District District Name Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112369**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date April 5, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

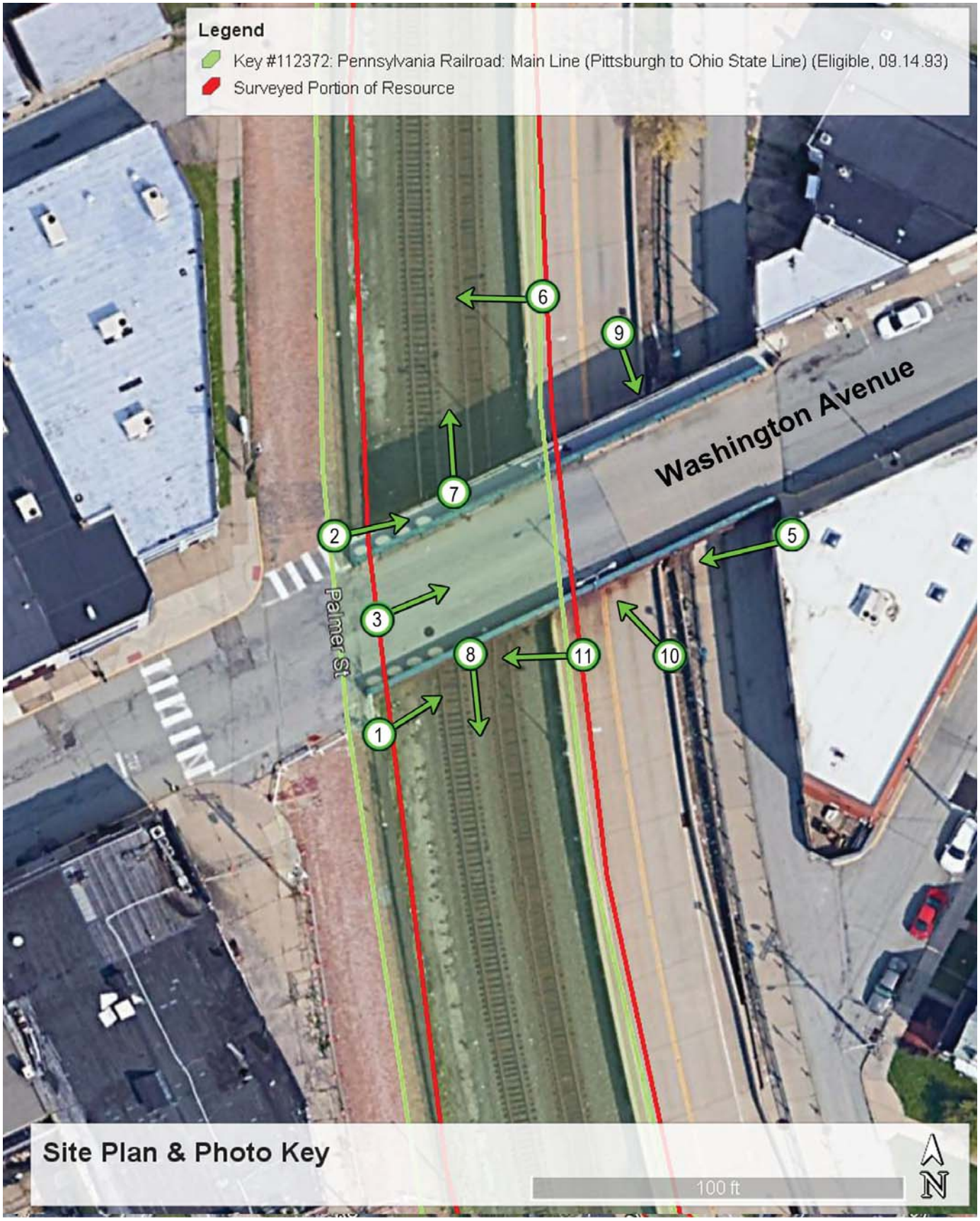
Photo #	Photo Subject/Description	Camera Facing
	- SEE CONTINUATION SHEETS -	

Key # **112369**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

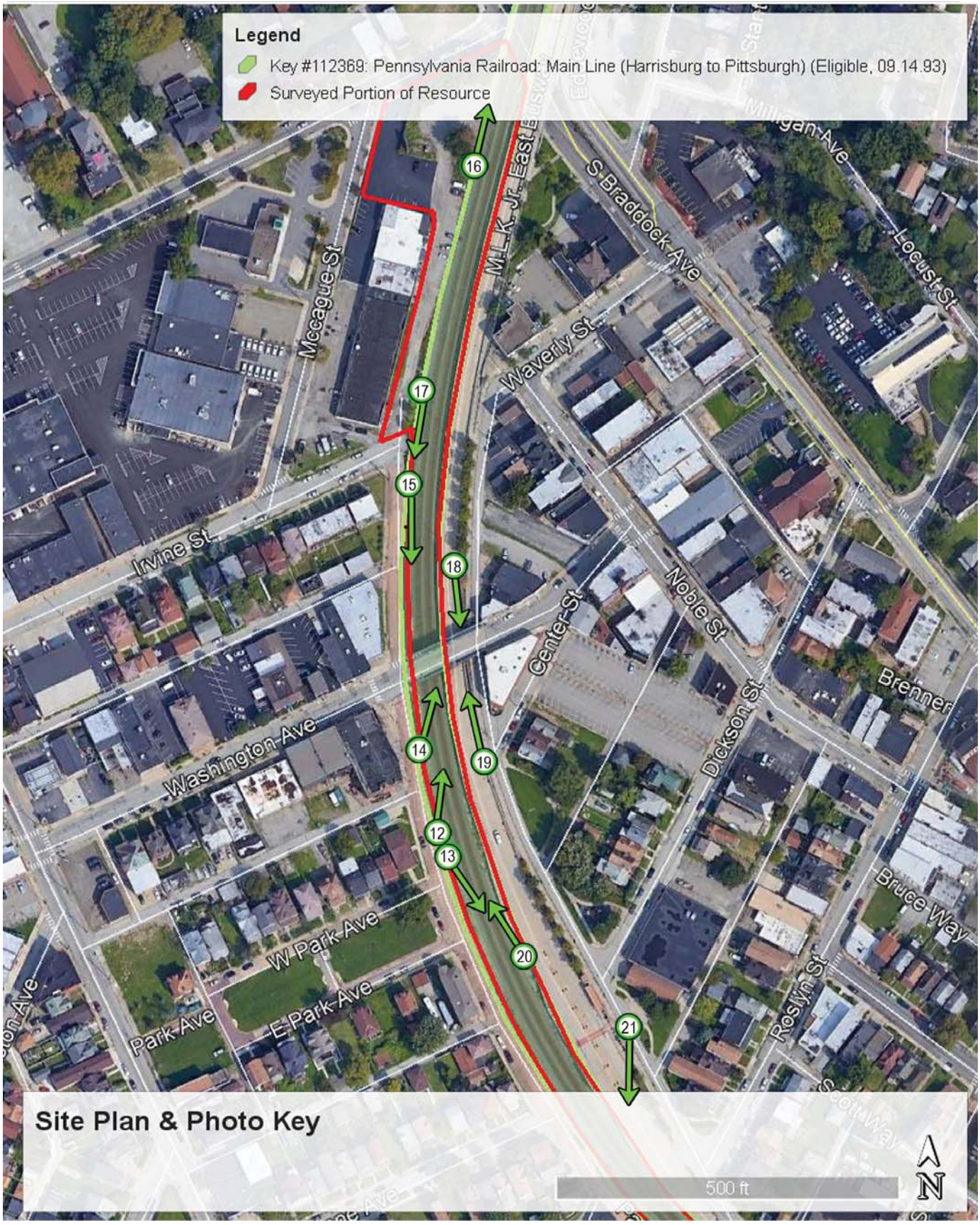


Key # **112369**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



Bibliography (Item 32)

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Current Photographs (Item 33)

Photo List

Photographer name: Timothy Zinn

Date: April 5, 2018

Location of Negatives/Electronic Images Stored: Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo 1: Washington Avenue Bridge showing detial of outside face of southeast girder, facing northeast. Note original oval cut-outs to provide line-of-sight at Palmer Street intersection.
Photo 2: Washington Avenue Bridge showing detial of outside face of northwest girder, facing east. Note original oval cut-outs to allow line-of-site at Palmer Street intersection.
Photo 3: Washington Avenue Bridge from intersection with Palmer Street showing through girders and bridge deck, facing northeast.
Photo 4: Washington Avenue Bridge showing detail of bridge plaque, facing northwest.
Photo 5: Washington Street Bridge showing detial of outside face of southeast girder, facing southwest.
Photo 6: Detail of stone retaining wall of the north Palmer Street ramp to Washington Avenue, facing west.
Photo 7: Surveyed poriton of rail corridor from Washington Avenue bridge, facing north.
Photo 8: Surveyed portion of rail corridor from Washington Avenue bridge, facing southeast.
Photo 9: Washington Avenue Bridge showing detail of northeast stone abutment, facing southeast.
Photo 10: Washington Avenue Bridge showing detail of center steel bent, facing northwest..
Photo 11: Washington Avenue Bridge showing underside of through-girder span and southwest abutment, facing west.
Photo 12: Surveyed portion of rail corridor between Palmer Street and the Martin Luther King, Jr., East Busway, with Washington Avenue Bridge in background, facing north.
Photo 13: Surveyed poriton of rail corridor showing Roslyn Station of the Martin Luther King, Jr. East Busway, facing southeast
Photo 14: Surveyed portion of rail corridor between Palmer Street and the Martin Luther King, Jr., East Busway, with Washington Avenue Bridge in background, facing north.
Photo 15: Washington Avenue Bridge showing northwest profile, southwest stone abutment and curvilinear retaining wall of the Palmer Street approach ramps, facing southwest. Note original wrought-iron railings atop retaining wall.
Photo 16: Surveyed portion of rail corridor along the rear of a parcel in the 1900 block of McCague Street showing retaining wall of the Martin Luther King, Jr. East Busway, facing northwest.

Photo 17: Surveyed portion of rail corridor along 1900 block of McCague Street showing retaining wall of Martin Luther King, Jr. East Busway, facing southwest.

Photo 18: Washington Avenue Bridge showing northwest profile, stone abutments, and center steel bent, facing south.

Photo 19: Washington Avenue Bridge showing southeast profile, southwest stone abutment, and steel center bent, facing northwest.

Photo 20: View of surveyed portion of rail corridor showing stone retaining wall (left to right) of the Palmer Street ramp to the Washington Avenue Bridge, facing northwest

Photo 21: View of surveyed poriton of rail corridor showing Palmer Street between Carrie Street and Duquesne Avenue, facing south.

Current Photographs (Item 33)



Photo 1: Washington Avenue Bridge showing detial of outside face of southeast girder, facing northeast. Note original oval cut-outs to provide line-of-sight at Palmer Street intersection.



Photo 2: Washington Avenue Bridge showing detial of outside face of northwest girder, facing east. Note original oval cut-outs to allow line-of-site at Palmer Street intersection.



Photo 3: Washington Avenue Bridge from intersection with Palmer Street showing through girders and bridge deck, facing northeast.



Photo 4: Washington Avenue Bridge showing detail of bridge plaque, facing northwest.



Photo 5: Washington Street Bridge showing detial of outside face of southeast girder, facing southwest.



Photo 6: Detail of stone retaining wall of the north Palmer Street ramp to Washington Avenue, facing west.

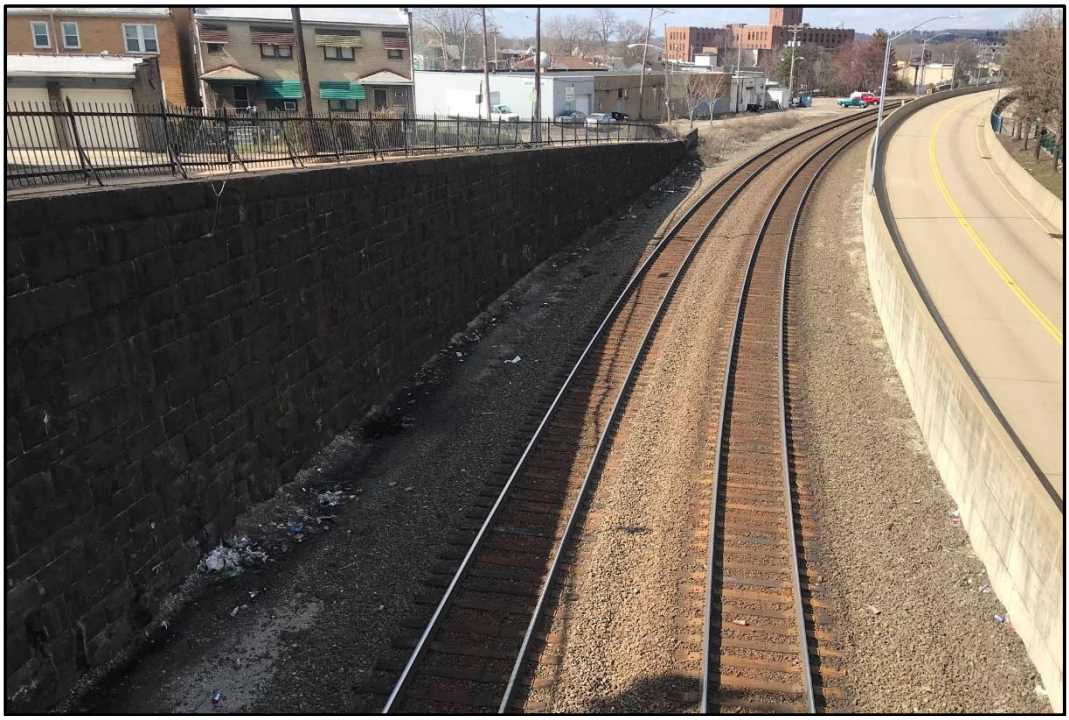


Photo 7: Surveyed poriton of rail corridor from Washington Avenue bridge, facing north.



Photo 8: Surveyed portion of rail corridor from Washington Avenue bridge, facing southeast.



Photo 9: Washington Avenue Bridge showing detail of northeast stone abutment, facing southeast.



Photo 10: Washington Avenue Bridge showing detail of center steel bent, facing northwest..



Photo 11: Washington Avenue Bridge showing underside of through-girder span and southwest abutment, facing west.



Photo 12: Surveyed portion of rail corridor between Palmer Street and the Martin Luther King, Jr., East Busway, with Washington Avenue Bridge in background, facing north.



Photo 13: Surveyed poriton of rail corridor showing Roslyn Station of the Martin Luther King, Jr. East Busway, facing southeast



Photo 14: Surveyed portion of rail corridor between Palmer Street and the Martin Luther King, Jr., East Busway, with Washington Avenue Bridge in background, facing north.



Photo 15: Washington Avenue Bridge showing northwest profile, southwest stone abutment and curvilinear retaining wall of the Palmer Street approach ramps, facing southwest. Note original wrought-iron railings atop retaining wall.



Photo 16: Surveyed portion of rail corridor along the rear of a parcel in the 1900 block of McCague Street showing retaining wall of the Martin Luther King, Jr. East Busway, facing northwest.



Photo 17: Surveyed portion of rail corridor along 1900 block of McCague Street showing retaining wall of Martin Luther King, Jr. East Busway, facing southwest.



Photo 18: Washington Avenue Bridge showing northwest profile, stone abutments, and center steel bent, facing south.



Photo 19: Washington Avenue Bridge showing southeast profile, southwest stone abutment, and steel center bent, facing northwest.

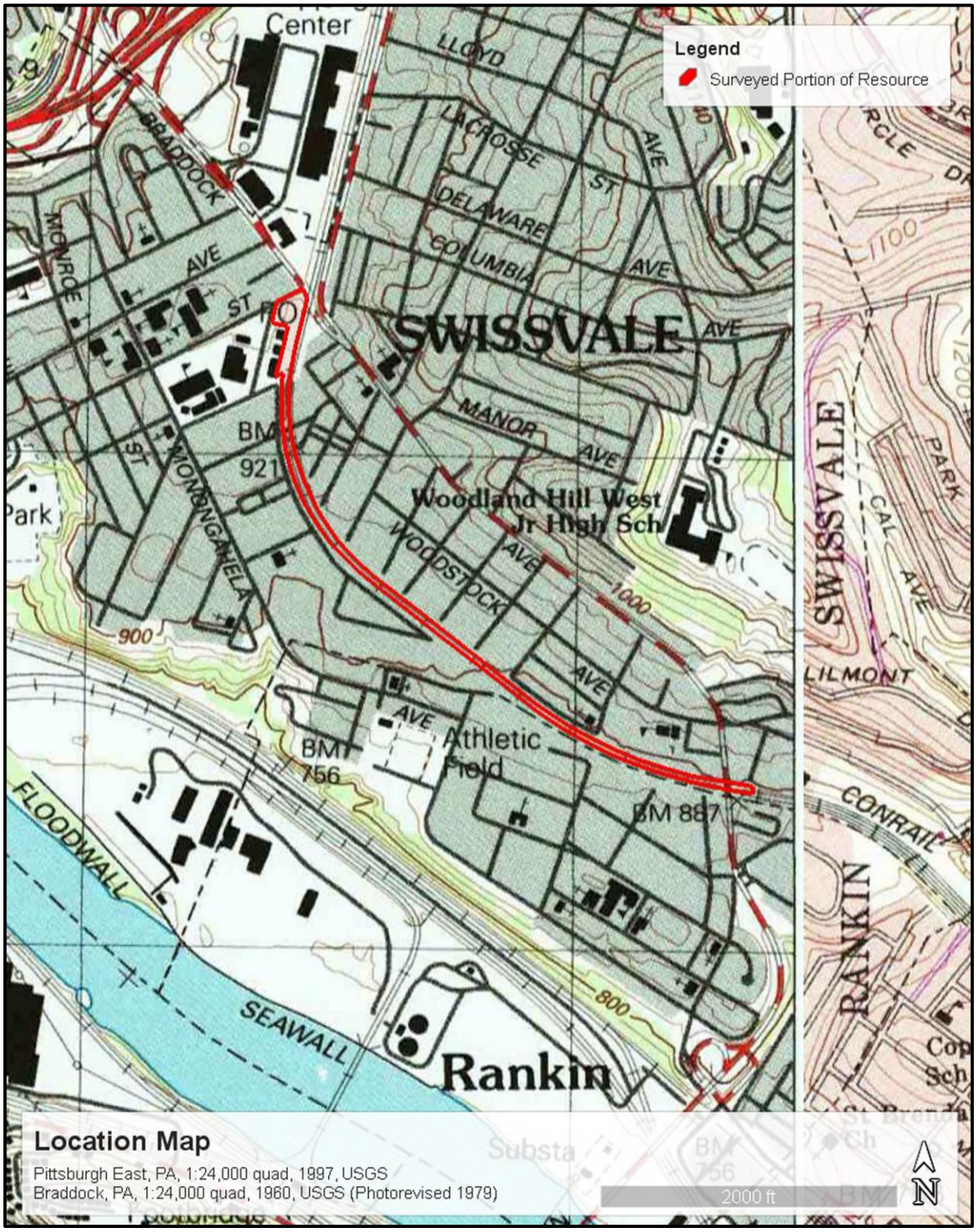


Photo 20: View of surveyed portion of rail corridor showing stone retaining wall (left to right) of the Palmer Street ramp to the Washington Avenue Bridge, facing northwest

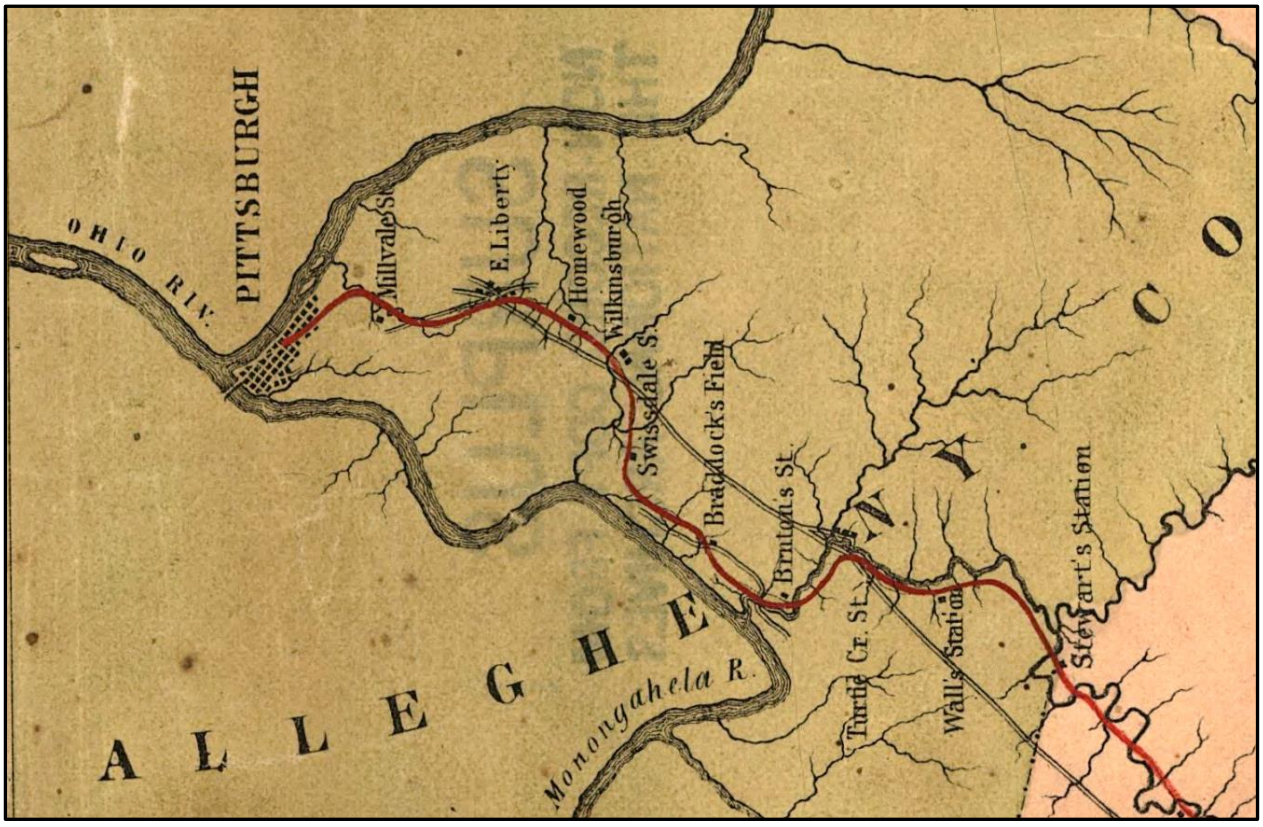


Photo 21: View of surveyed poriton of rail corridor showing Palmer Street between Carrie Street and Duquesne Avenue, facing south.

USGS Map (Item 36)



Historical Maps (Optional Attachment, Item 37)



Portion of the 1855 *Map of the Pennsylvania Rail Road* (Haupt & Pennsylvania Railroad 1855).

Physical Description and Integrity (Item 38)

Physical Description

The subject segment of railroad corridor is part of Norfolk Southern's Pittsburgh Line, which runs from Harrisburg to Pittsburgh, spanning 248 miles, originally part of the Pennsylvania Railroad Main Line. At the east end of the line, the Harrisburg Line continues to Reading and Philadelphia, while the western terminus is met by the Fort Wayne Line in Pittsburgh, which continues to Conway, Pennsylvania.

The portion of railroad corridor surveyed for this project includes approximately 5,090 linear feet of right-of-way between the railroad's intersections with Church Street to the north and S. Braddock Avenue/Kenmawr Avenue to the south. The track milepost at Washington Street is PT-344.91. The surveyed portion of the corridor is approximately 50-feet wide and is double tracked. contains two tracks. Four (4) historic-age features were identified in the survey area: the bridge carrying Washington Avenue over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935]; the bridge carrying S. Braddock/Kenmawr Avenue over the railroad tracks [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale), Key No. 129934)]; stone retaining walls abutting the Palmer Street approaches to Washington Avenue; and the wrought-iron railings atop the stone retaining walls

The surveyed area contains three (3) contributing features: the bridge carrying Washington Avenue over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935]; the stone retaining walls of the north and south Palmer Street ramps, and the wrought-iron fence atop the ramp retaining walls. According to a PA SHPO opinion dated March 5, 2015, the bridge carrying S. Braddock/Kenmawr Avenue over the railroad tracks does not contribute to the railroad corridor historic district [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge, Key No. 129934)].

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Pennsylvania Railroad was chartered by the Pennsylvania legislature in 1846 and charged with the construction of a rail line from Harrisburg to Pittsburgh. Construction began the following year, proceeding from Harrisburg in a westerly fashion. Early components of the line were built prior to the origination of the Pennsylvania Railroad, and incorporated into the Pennsylvania Railroad's Pittsburgh Line. These include components of the Commonwealth's Main Line of Public Works (dating to the 1830s) and a portion of the Allegheny Portage Railroad (which opened in 1834). The line was completed to Pittsburgh by 1851.

In 1857, a railroad bridge opened over the Allegheny River, connecting the Pennsylvania Railroad's Main Line terminus at Pittsburgh with the Pittsburgh, Fort Wayne, and Chicago (PFW&C) Railroad in Allegheny City. In 1869, the Pennsylvania Railroad leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26). Operation was transferred back to the Pennsylvania Railroad in 1918.

The Pennsylvania Railroad merged with the New York Central to form the Penn Central Transportation Company in 1968; it operated until 1976, after conclusion of the 1970 bankruptcy proceedings (Pittsburgh Press 1970:1). The company that emerged from the bankruptcy was the Consolidated Rail Corporation (Conrail), owned by the U.S. government. After its privatization in 1987, CSX Transportation and Norfolk Southern Railway acquired the former Conrail system, and began operating their respective lines by 1999.

Significance

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) was previously determined eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Of the four (4) historic-age component features of the railroad corridor historic district identified within the APE, one (1) feature is not eligible individually, nor as a contributing element according to a previous SHPO opinion: the bridge carrying S. Braddock/Kenmawr Avenue over the railroad tracks [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): S. Braddock/ Kenmawr Avenue Bridge (Swissvale), Key No. 129934)]. One feature is eligible as a contributing element, the bridge carrying Washington Avenue over the railroad corridor [Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Washington Avenue Bridge (Swissvale), Key No. 129935], which was determined not individually eligible for the NRHP by the PA SHPO on March 5, 2007, but was determined eligible as a contributing element of the railroad corridor historic district (Lichtenstein & Associates 1997). The remaining two (2) features are recommended eligible as contributing elements of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the stone retaining walls along the Palmer Street approaches to Washington Avenue; and the decorative wrought iron railings atop the Palmer Street retaining walls.

Location 2 – Amtrak Station

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **112369**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh): Pittsburgh City Segment, MP PT-353

CURRENT/COMMON NAME Norfolk Southern Railway: Pittsburgh Line (Harrisburg to Pittsburgh)

OWNER NAME/ADDRESS Norfolk Southern Corporation / 1200 Peachtree St., NE, Atlanta, GA 30309

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh East, PA

LOCATION Approximately 1,800 linear feet of ROW at the line's terminus, the Pennsylvania Station in Pittsburgh.

STREET ADDRESS 1101 Liberty Avenue, Pittsburgh, PA **ZIP**

CATEGORY OF PROPERTY ☐ **Building** ■ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ☐ **Private** ■ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 9-P-170-B; 9-R-200; 9-P-170-A; 9-P-170-A-3; 9-P-300-9; 9-L-175

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Downtown Business District

Ancillary Features

1953-58 Trainshed	ca. 1955 undergrade bridge at Liberty Ave.	
1898-1903 Station		
1901-1902 Station Rotunda		

Acreage (round to nearest tenth) 8.0

Key # **112369**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation

Walls

Roof

Other

Structural System

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1903 ☐ Circa 1955 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Railroad histories, historic maps, NRHP nominations, secondary research.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations DOE 9-14-93: PRR: Main Line (Harrisburg to Pittsburgh); Pittsburgh Line; NR Listed 4-22-76: PRR Main Line (Harrisburg to Pittsburgh): Station

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112369**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance A and C

Criteria Considerations ____ Period of Significance 1848-1958

■ Contributes to Potential or Eligible District District Name Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112369**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date April 5, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

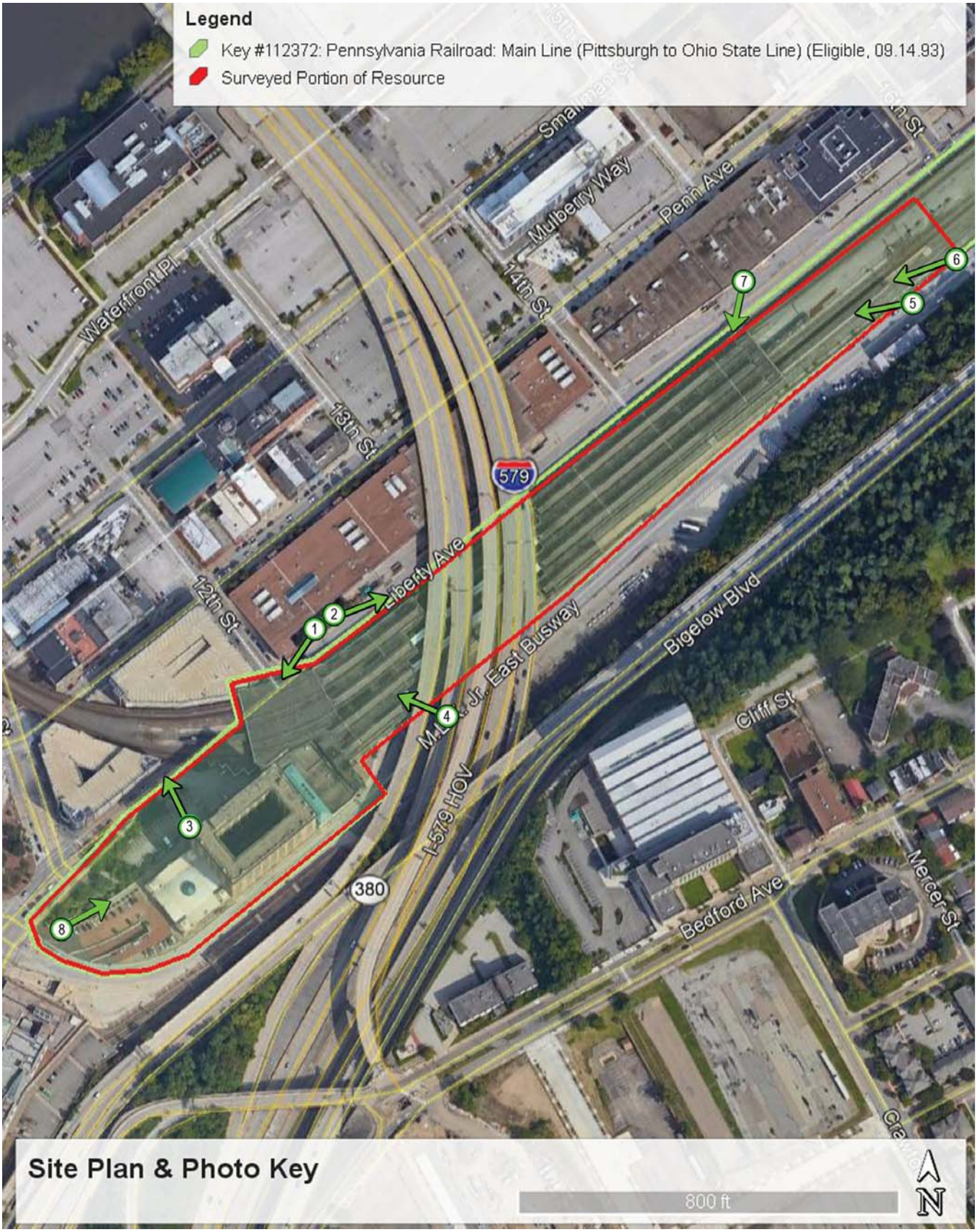
Photo #	Photo Subject/Description	Camera Facing
	- SEE CONTINUATION SHEETS -	

Key # **112369**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

Baer, Christopher T.
2015 A General Chronology of the Pennsylvania Railroad Company its Predecessors and Successors and its Historical Context. June 2015 Edition. Electronic document. http://www.prrths.com/newprr_files/Hagley/PRR_hagley_intro.htm, accessed April 26, 2018.

Barrett, Brenda
1993 Letter to David J. Sands, Consolidated Rail Corporation, from Brenda Barrett, Director, Pennsylvania Historical & Museum Commission, Bureau for Historic Preservation (PHMC-BHP), regarding Pennsylvania Double-Stack Clearance Improvement Project, ER# 93-4041-042. Letter on file at PHMC-BHP, Harrisburg, Pennsylvania.

Haupt, H. & Pennsylvania Railroad
1855 *Map of the Pennsylvania Rail Road, from Harrisburg to Pittsburg sic and of the Columbia & Lancaster & Harrisburg R.R.s from Philadelphia to Harrisburg. H. Haupt, Chf. Eng., J. P. & J. Lesley, Jr. Topographers, J. G. Shoemaker, engr*. Philadelphia. [Map] Retrieved from the Library of Congress, https://www.loc.gov/item/98688763/.

The Pittsburgh Press
1970 "Penn Central Bankrupt." 22 June:1,4. Pittsburgh, Pennsylvania.

Roberts, Solomon W.
1850 "Map of the Ohio and Pennsylvania Railroad and connecting lines." Ohio and Pennsylvania Rail-Road Company. Pittsburgh, Pennsylvania. Electronic document, https://www.loc.gov/item/98688751/, accessed March 6, 2018.

Sipes, William B.
1875 *The Pennsylvania Railroad: Its Origin, Construction, Condition, and Connections*. The Pennsylvania Railroad Company, the Passenger Department, New Jersey. Electronic document, https://books.google.com/books?id=Un0FAAAAQAAJ&dq=Main+Line+of+the+Pennsylvania+Railroad&source=gbs_navlinks_s, accessed August 22, 2018.

U.S. Geological Survey (USGS)
1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.
1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)

Photo List

Photographer name: Timothy Zinn

Date: April 5, 2018

Location of Negatives/Electronic Images Stored: Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo 1: Undergrade bridge at Liberty Avenue at Pennsylvania Station showing north profile, facing southwest.

Photo 2: Trainshed (1953-59) of the Pennsylvania Station showing northwest façade along Liberty Avenue, facing northeast.

Photo 3: Undergrade bridge atLiberty Avenue near Pennsylvania Station showing south profile and northwest abutment, facing north.

Photo 4: Trainshed (1953-59) of the Pennsylvania Station showing platforms and canopy, facing northwest from MLK Jr. East Busway.

Photo 5: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. View facing west.

Photo 6: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. Observation towers are visible in the foreground and background. View facing west.

Photo 7: View of trainshed facing southwest from Liberty Avenue.

Photo 8: View of Pennsylvania Station and Rotunda, facing northeast, from main sidewalk leading to intersection of Liberty Avenue and Grant Street.

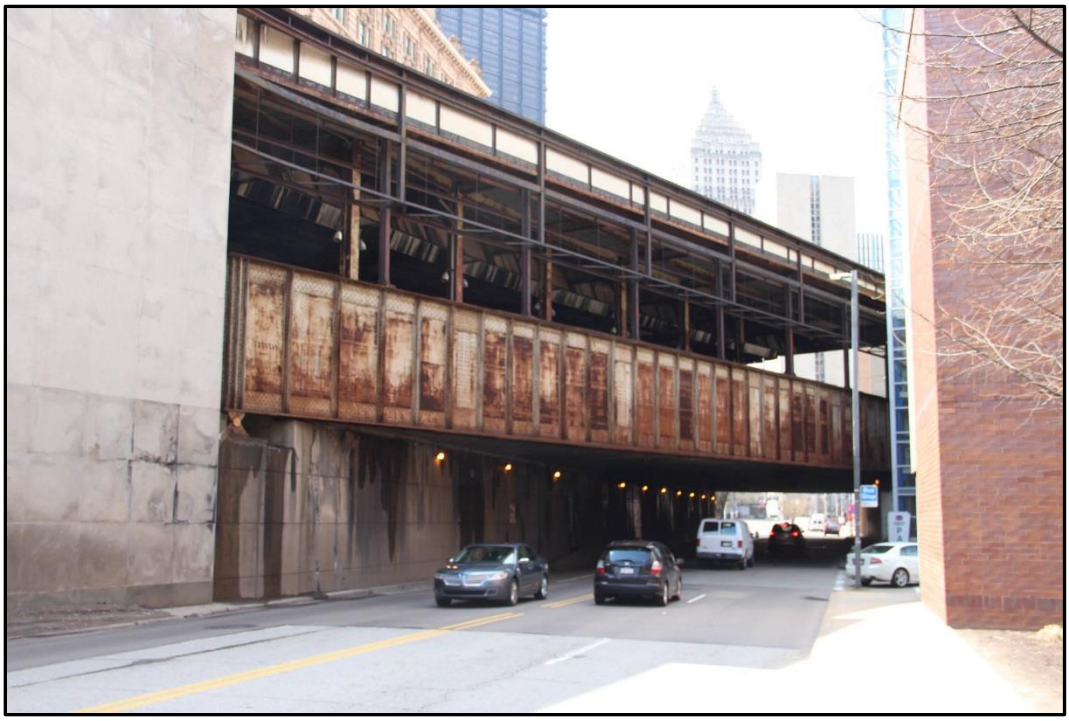


Photo 1: Undergrade bridge at Liberty Avenue at Pennsylvania Station showing north profile, facing southwest.

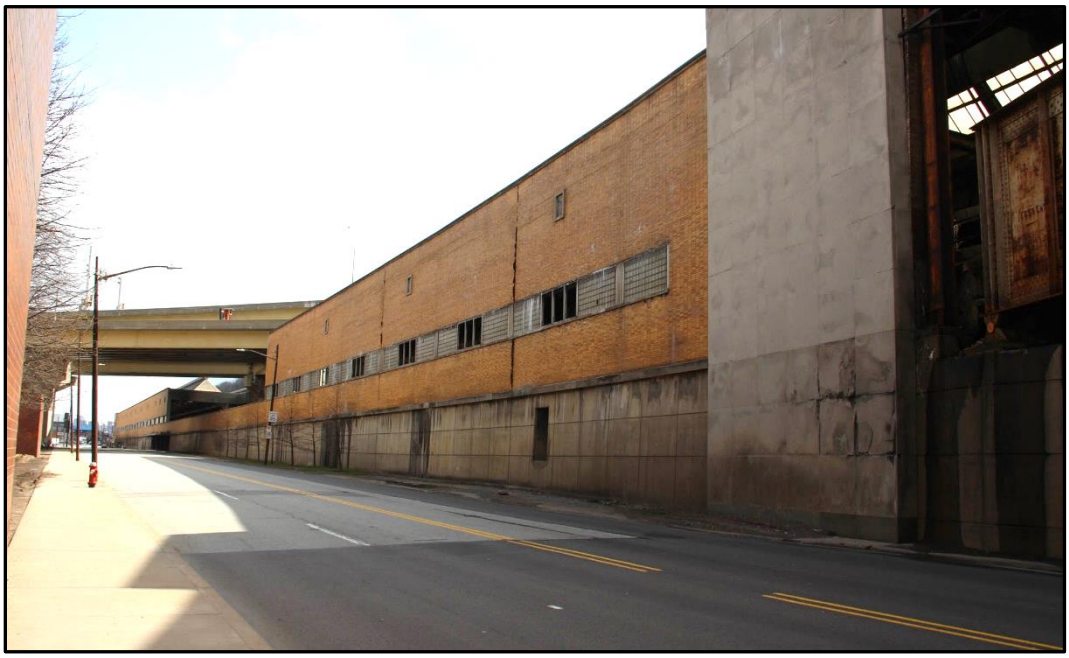


Photo 2: Trainshed (1953-59) of the Pennsylvania Station showing northwest façade along Liberty Avenue, facing northeast.



Photo 3: Undergrade bridge atLiberty Avenue near Pennsylvania Station showing south profile and northwest abutment, facing north.



Photo 4: Trainshed (1953-59) of the Pennsylvania Station showing platforms and canopy, facing northwest from MLK Jr. East Busway.



Photo 5: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. View facing west.



Photo 6: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. Observation towers are visible in the foreground and background. View facing west.

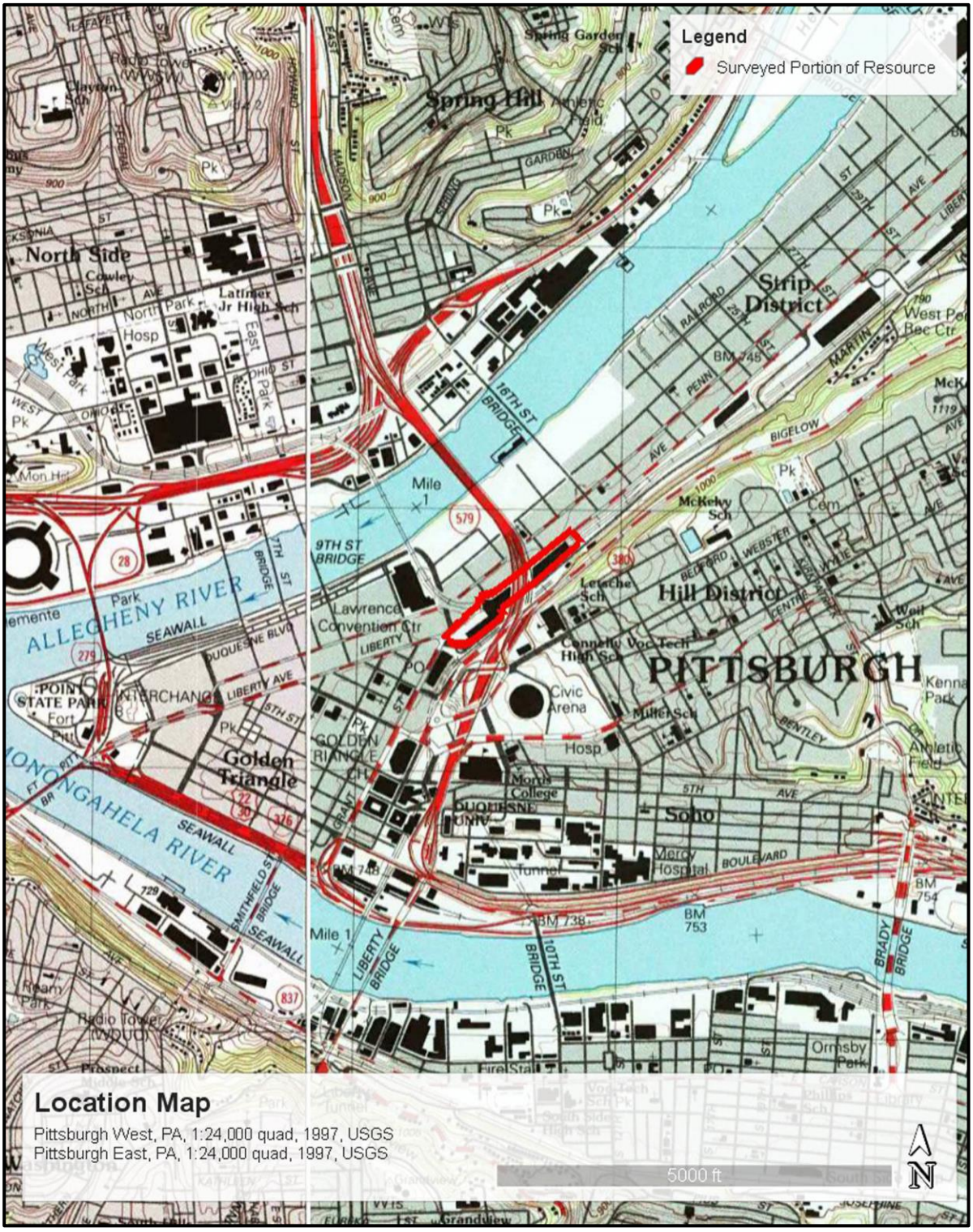


Photo 7: View of trainshed facing southwest from Liberty Avenue.

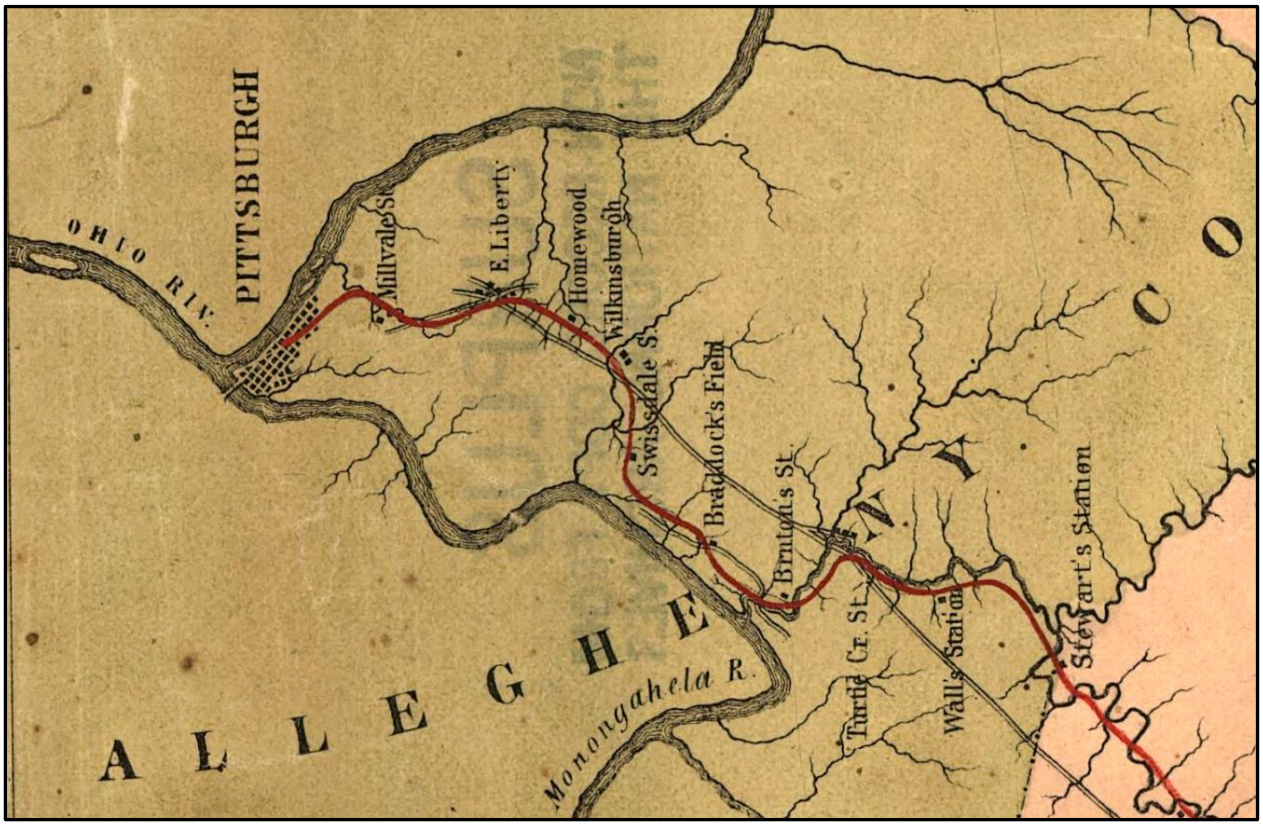


Photo 8: View of Pennsylvania Station and Rotunda, facing northeast, from main sidewalk leading to intersection of Liberty Avenue and Grant Street.

USGS Map (Item 36)



Historical Maps (Optional Attachment, Item 37)



Portion of the 1855 *Map of the Pennsylvania Rail Road* (Haupt & Pennsylvania Railroad 1855).

Physical Description and Integrity (Item 38)

Physical Description

The subject segment of railroad corridor is part of Norfolk Southern's Pittsburgh Line, which runs from Harrisburg to Pittsburgh, spanning 248 miles, originally part of the Pennsylvania Railroad Main Line. At the east end of the line, the Harrisburg Line continues to Reading and Philadelphia, while the western terminus is met by the Fort Wayne Line in Pittsburgh, which continues to Conway, Pennsylvania.

The portion of railroad corridor surveyed for this project includes approximately 1,800 linear feet of right-of-way at the line's terminus, the Pennsylvania Station in Pittsburgh. The track milepost at the station concourse is PT-353. The surveyed portion of track, including the right-of-way varies from approximately 150-to-220 feet wide, and contains five separate tracks. The surveyed area contains two (2) contributing features: the 1898-1903 Pennsylvania Railroad Station (Key No. 001762; individually listed in NRHP), designed by Daniel H. Burnham (which includes the 1953-1958 McKim, Mead, and White trainshed and the undergrade bridge at Liberty Avenue that supports part of the train platforms as contributing components) and the station's Rotunda (Key No. 001739; individually listed in NRHP).

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Pennsylvania Railroad was chartered by the Pennsylvania legislature in 1846 and charged with construction of a rail line from Harrisburg to Pittsburgh. Construction began the following year, proceeding from Harrisburg in a westerly fashion. Early components of the line were built prior to the origination of the Pennsylvania Railroad, and incorporated into the Pennsylvania Railroad's Pittsburgh Line. These include components of the Commonwealth's Main Line of Public Works (dating to the 1830s) and a portion of the Allegheny Portage Railroad (which opened in 1834). The line was completed to Pittsburgh by 1851.

In 1857, a railroad bridge opened over the Allegheny River, connecting the Pennsylvania Railroad's Main Line terminus at Pittsburgh with the Pittsburgh, Fort Wayne, and Chicago (PFW&C) Railroad in Allegheny City. In 1869, the Pennsylvania Railroad leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26). Operation was transferred back to the Pennsylvania Railroad in 1918.

The Pennsylvania Railroad merged with the New York Central to form the Penn Central Transportation Company in 1968; it operated until 1976, after conclusion of the 1970 bankruptcy proceedings (Pittsburgh Press 1970:1). The company that emerged from the bankruptcy was the Consolidated Rail Corporation (Conrail), owned by the U.S. government. After its privatization in 1987, CSX Transportation and Norfolk Southern Railway acquired the former Conrail system, and began operating their respective lines by 1999.

Significance

The Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) was previously determined eligible for listing in the National Register of Historic Places under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Two (2) features that contribute to the significance of the district were identified within the surveyed segment of the line, the railroad station (inclusive of platforms and undergrade bridge at Liberty Avenue) and the station rotunda.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **001762 (update)**
ER# **2018-1595-003**
Date Prepared 09/17/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Station (Pittsburgh); Union Station (Milepost PT-353)
CURRENT/COMMON NAME AMTRAK Station (Pittsburgh)
OWNER NAME/ADDRESS Conrail; National Passenger Rail Corporation; Port Authority of Allegheny County; Commonwealth of Pennsylvania
TOTAL NUMBER OF RESOURCES 1
COUNTY Allegheny **MUNICIPALITY** Pittsburgh City
USGS QUAD Pittsburgh East, PA
LOCATION
STREET ADDRESS 1100 Liberty Avenue, Pittsburgh, PA **ZIP** 15222
CATEGORY OF PROPERTY ■ Building ☐ District ☐ Object ☐ Site ■ Structure
OWNERSHIP ■ Private ☐ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 9-P-165; 9-P-3-9; 9-P-170-A-3; 9-P-170-B; 9-P-170-A; 9-R-200; 9-P-1

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Passenger Station

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Passenger Station

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Downtown business district

Ancillary Features

Privacy fencing	Trainshed	Rotunda
Parking lot/plaza		

Acreage (round to nearest tenth) 11.9

Key # **001762 (update)**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Modern Movement

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Metal	
Roof	Metal	
Other	Glass	
Structural System	Steel	

WIDTH 1362 (feet) or _____ (# bays) **DEPTH** 350 (feet) or _____ (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1953 ☐ Circa **Year Completed** 1958 ☐ Circa

Date of Major Additions, Alterations 1985 ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☐ Documentary ☐ Physical

Explain Newspaper reports, historic mapping; aerial photographs

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s) McKim, Mead, and White

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations Trainshed within NRHP boundary of the station.

Threats ☐ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain The property is in the area of potential effects for a railroad-related project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☐ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn/Justin P. Greenawalt Architectural Historians

Date Surveyed February 18, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # **001762 (update)**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance Individually listed in areas of architecture and transportation

Criteria Considerations ____ Period of Significance 1898-1958

■ Contributes to Potential or Eligible District District Name Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh)

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **001762 (update)**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 18, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

Photo #	Photo Subject/Description	Camera Facing
1	See Continuation Sheets	
2		
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Key # **001762 (update)**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



Key # **001762 (update)**

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.

Bibliography (Item 32)

Alberts, Robert C.
1980 "The Shaping of the Point: Pittsburgh's Renaissance Park." The Western Pennsylvania Historical Magazine 63:4 October 1980.

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

Baer, Christopher T.
2015 A General Chronology of the Pennsylvania Railroad Company its Predecessors and Successors and its Historical Context. June 2015 Edition. Electronic document. http://www.prrths.com/newprr_files/Hagley/PRR_hagley_intro.htm, accessed April 26, 2018.

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The Catholic Advance
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The Daily News
1901 "Pittsburgh's New 'Elevated' Finished." 7 October:3. Mount Carmel, Pennsylvania.

Daily News
1969 "Penn Central Takes Over NH." 1 January:33. New York, New York.

The Daily Republican
1947 "P.R.R. Trainshed Dismantled Without Mishap at Pittsburgh." 30 October:1. Monongahela, Pennsylvania.

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1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1900 *Volume 3 – Real estate plat-book of the City of Pittsburgh.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. https://historicpittsburgh.org/maps-hopkins/1900-volume-3-plat-book-pittsburgh.

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Historic American Buildings Survey (HABS)

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1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)

Photo List

Photo 1: Overview, Pennsylvania Station (1900-03) showing Station and Rotunda. View from station service drive near Liberty Avenue, facing northeast.

Photo 2: Overview, Pennsylvania Station (1900-03) showing Station and Rotunda. View from service drive and Martin Luther King, Jr. East Busway, facing north.

Photo 3: Pennsylvania Station (1900-03) showing Rotunda. View from service drive and adjacent pedestrian walkway, facing northeast.

Photo 4: Pennsylvania Station (1900-03) showing station and west pavilion of Rotunda. View from service drive and adjacent pedestrian walkway, facing northeast.

Photo 5: Pennsylvania Station showing underside of Rotunda dome and occulus (1901-02). View from adjacent pedestrian walkway, facing southeast.

Photo 6: Undergrade plate girder bridge at Liberty Avenue. Platform 2 umbrella shed visible at top right. View from elevated pedestrian walkway adjacent to Pennsylvania Station, facing north.

Photo 7: Undergrade plate girder bridge at Liberty Avenue in relation to Pennsylvania Station. Section of trainshed (1953-59) built atop bridge. View from Twelfth Street at intersection with Liberty Avenue, facing south.

Photo 8: Undergrade plate girder bridge at Liberty Avenue in relation to Pennsylvania Station. Section of trainshed (1953-59) built atop bridge. View from Liberty Avenue at intersection with Twelfth Street, facing southwest.

Photo 9: Overview, northwest (primary) elevation of trainshed (1953-59) showing southwest and northeast pavilions divided by I-579 viaduct. View from Twelfth Street at intersection with Liberty Avenue, facing northeast.

Photo 10: Northwest (primary) elevation of trainshed (1953-59) showing section altered for I-579 viaduct (bays 19-28). View from Liberty Avenue, facing northeast.

Photo 11: Northwest (primary) facade of trainshed (1953-59) showing section altered for I-579 viaduct and northeast pavilion. View from Liberty Avenue, facing northeast.

Photo 12: Northwest (primary) facade of trainshed (1953-59) showing section altered for I-579 viaduct (bays 19-28). Disused Liberty Avenue taxi cab stand at left. View from Liberty Avenue, facing southwest.

Photo 13: Detail, typical example of bay with medallion, northwest (primary) façade of trainshed (1953-59). View from Liberty Avenue, facing southeast.

Photo 14: Northwest (primary) façade of trainshed (1953-59) showing southwest pavilion. View from Liberty Avenue, facing south.

Photo 15: Northwest and northeast façades of trainshed (1953-59) showing northeast limestone-clad pylon with terra cotta PRR insignia. View from Liberty Avenue, facing south.

Photo 16: Elevated rail yard retaining wall. Umbrella shed with Assistant Rail Master office and observation tower visible in middle ground. View from Liberty Avenue, facing south.

Photo 17: Detail, polychromatic terra cotta Pennsylvania Railroad insignia appearing on northeast limestone-clad pylon. View from Liberty Avenue, facing southeast.

Photo 18: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. View from Martin Luther King, Jr. East Busway, facing west.

Photo 19: View of rail yard showing northeast façade of trainshed (1953-59) with umbrella sheds covering platforms 2 and 3. Assistant rail master office and observation tower is visible in the background. Observation towers are visible in the foreground and background. View from Martin Luther King, Jr. East Busway, facing west.

Photo 20: Northeast and southeast façades of trainshed's northeast pavilion. At far right, an umbrella shed covers platform 3. View from Martin Luther King, Jr. East Busway, facing west.

Photo 21: Southeast façade of trainshed's northeast pavilion. View from Martin Luther King, Jr. East Busway, facing northeast.

Photo 22: Southeast façade of trainshed's southwest pavilion juxtaposed with Martin Luther King, Jr. East Busway and bus stop. View from Martin Luther King, Jr. East Busway, facing north.

Photo 23: View of the underside of trainshed's canopy in southwest pavilion. Abandoned bulkheads for staircases and elscalators to north subterranean passenger concourse visible in midground and background, center and right. View from Martin Luther King, Jr. East Busway, facing northwest.

Photo 24: I-579 viaduct passing over Martin Luther King, Jr. East Busway, between northeast and southwest pavilions of trainshed. View from Martin Luther King, Jr. East Busway, facing north.

Photo 25: I-579 viaduct passing over Martin Luther King, Jr. East Busway. Southwest pavilion of trainshed visible in background. View from Martin Luther King, Jr. East Busway, facing west.

Photo 26: Overview, southwest façade of trainshed (1953-59) extending over station parking lot and service corridors. View from elevated pedestrian walkway adjacent to Station, facing northeast.

Photo 27: Southwest façade of trainshed (1953-59) extending over station parking lot and service corridors. Limestone clad pylon visible in foreground. View from elevated pedestrian walkway adjacent to Station, facing northeast.

Photo 28: View into southwest end of trainshed's southwest pavilion. Baggage elevators visible a right. View from elevated pedestrian walkway adjacent to Station, facing north.

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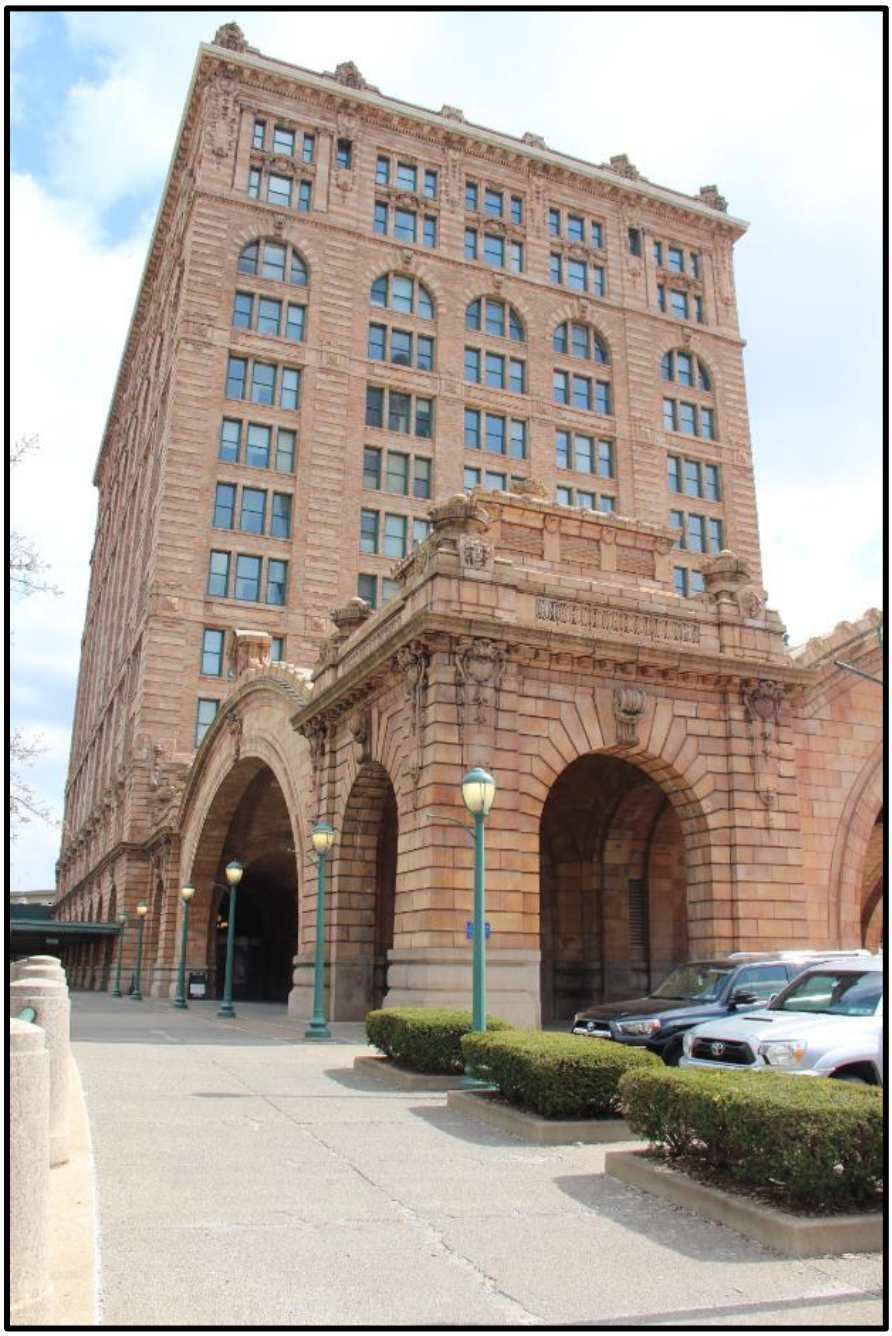


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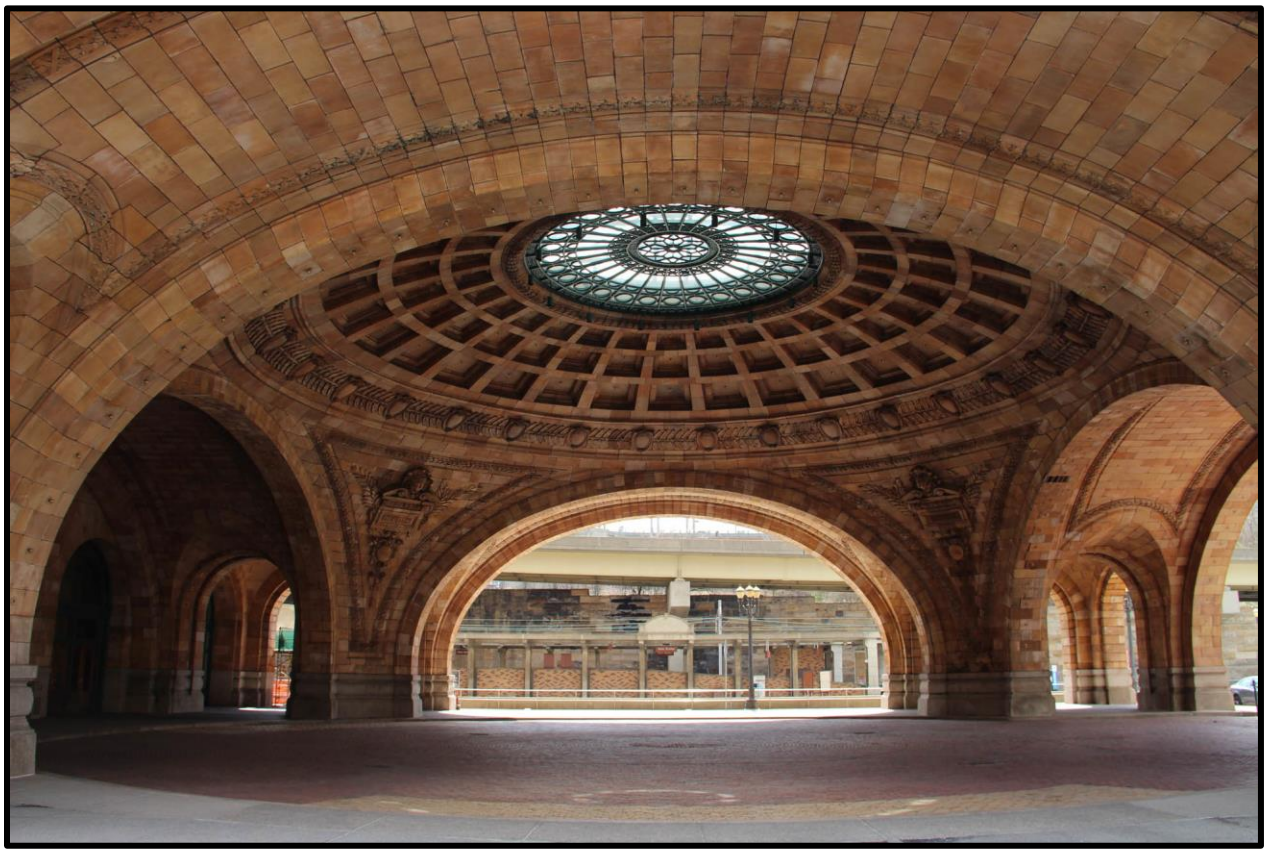


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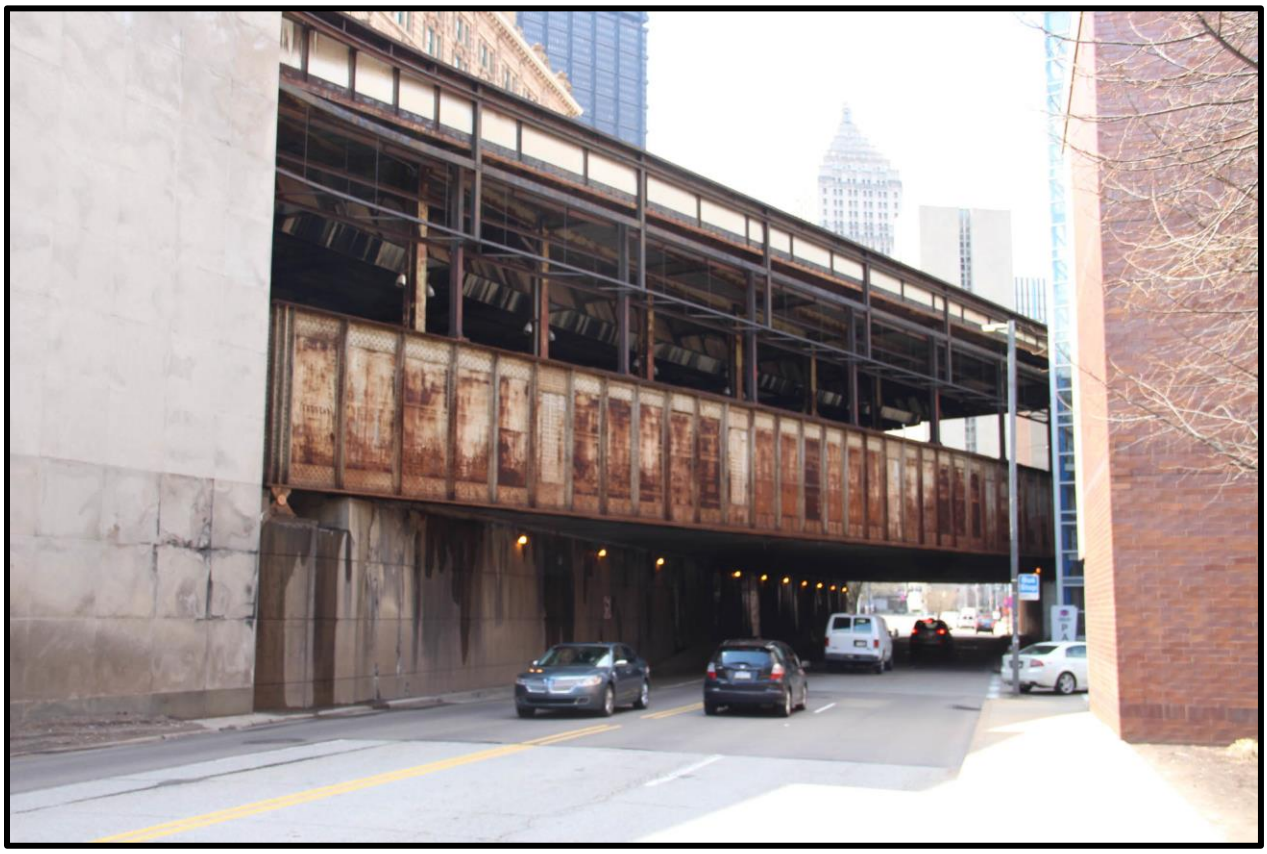


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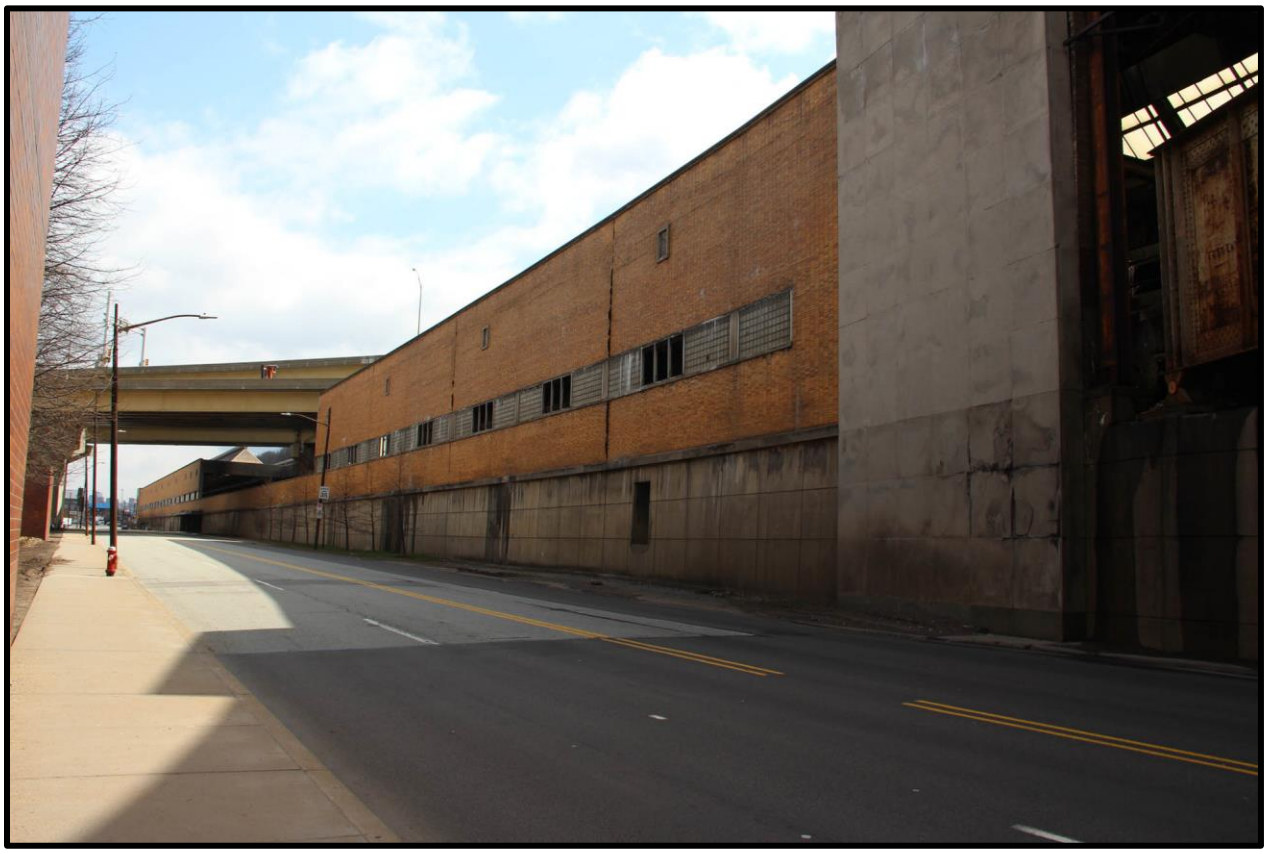


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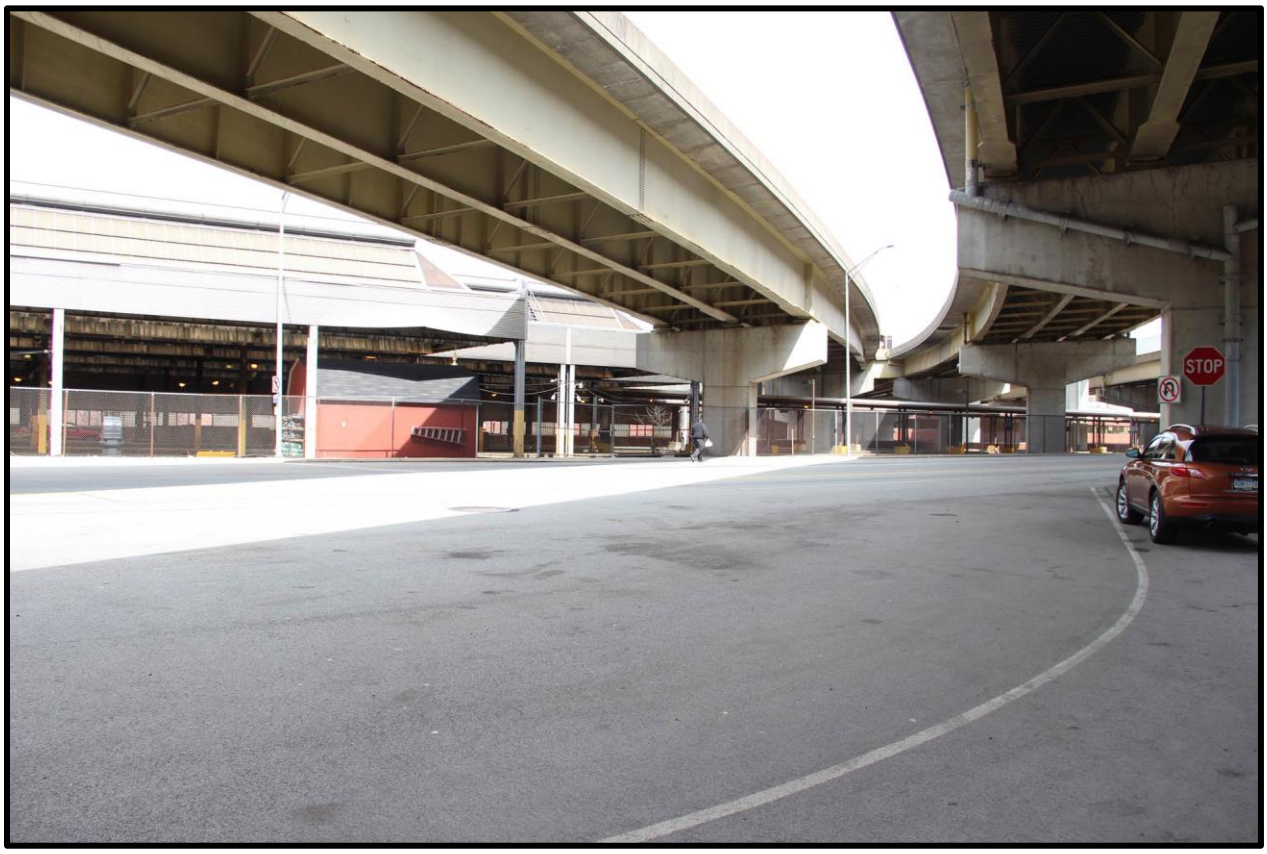


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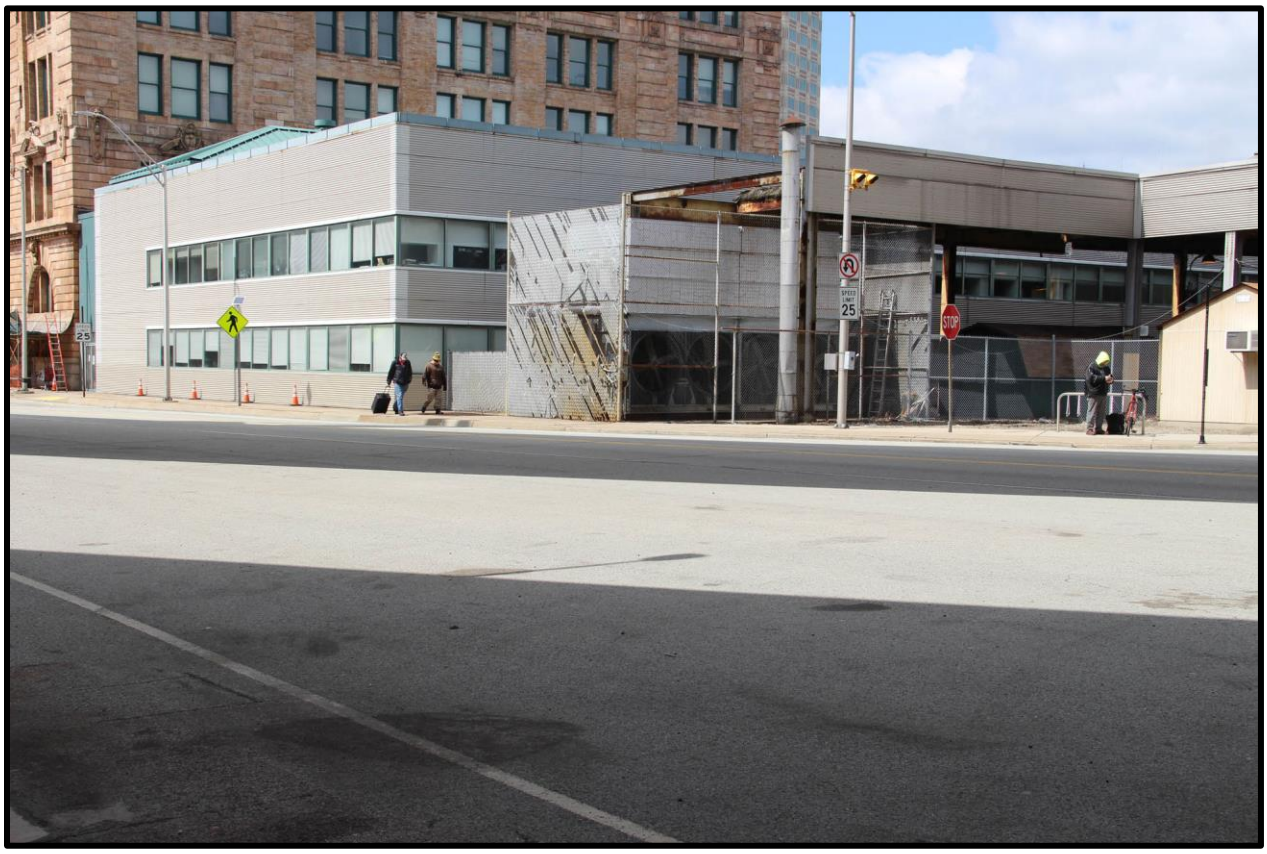
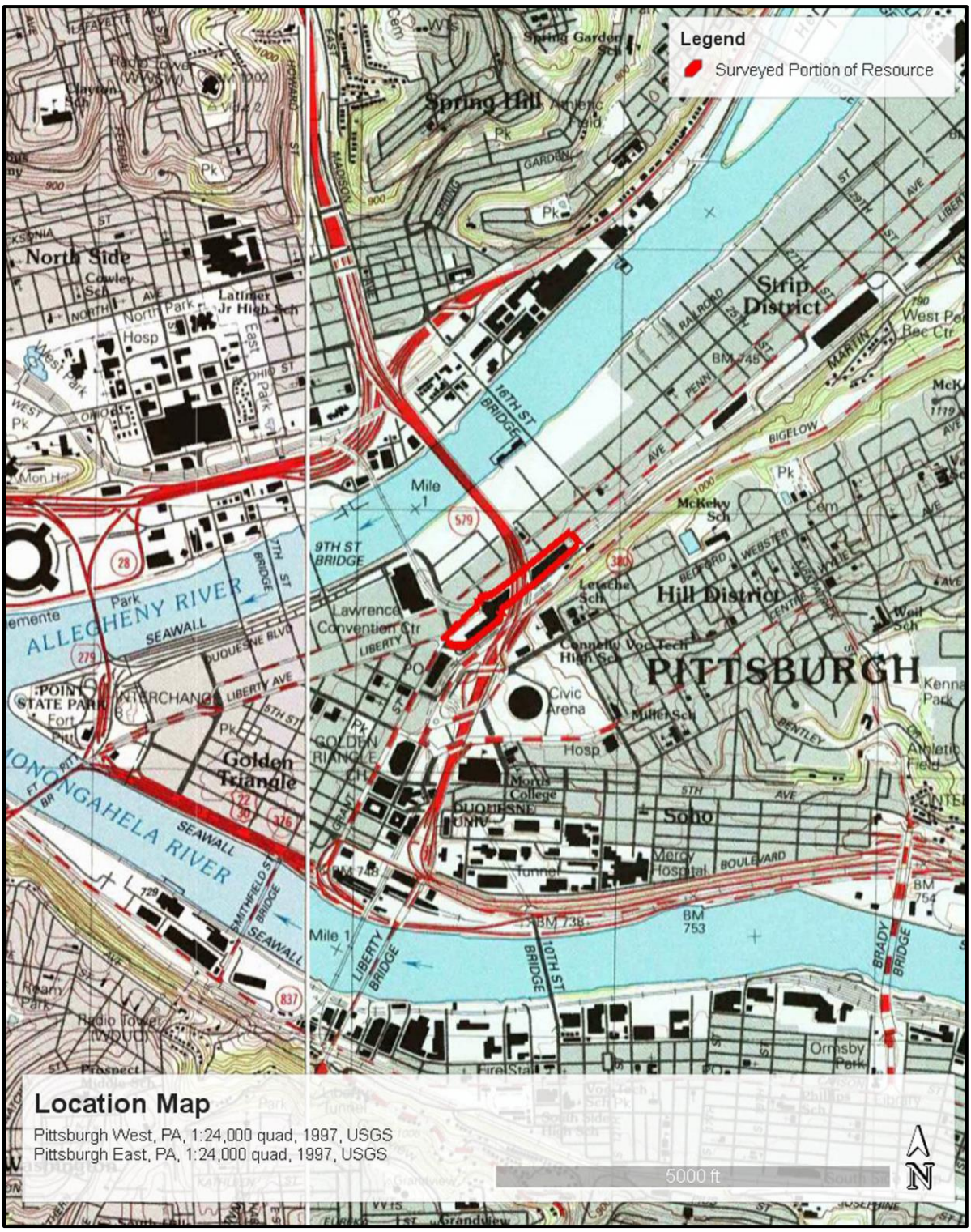


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USGS Map (Item 36)



Historical Photographs (Optional Attachment, Item 37)

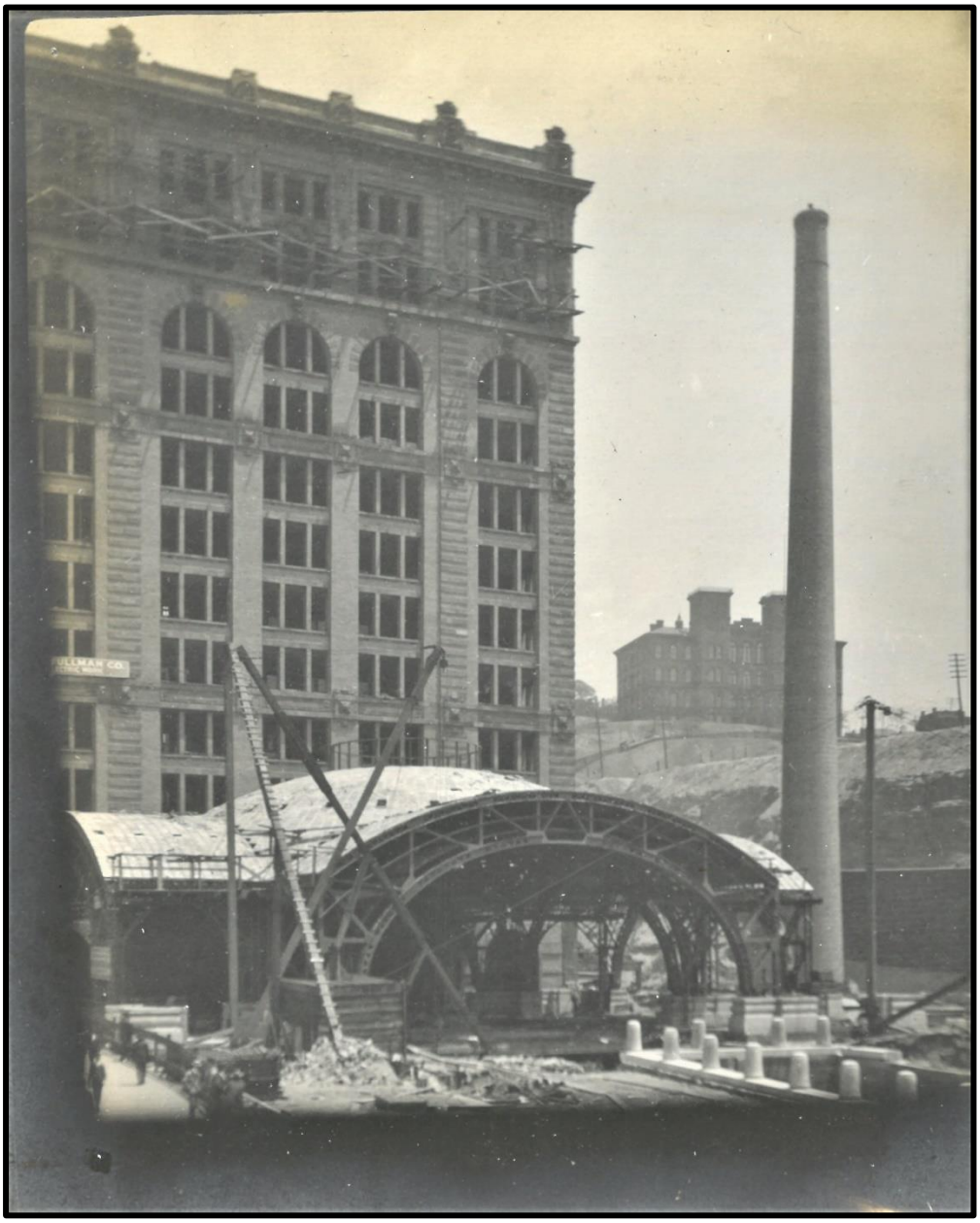


Image 1: Pennsylvania Station Under Construction, 1901. (Justin P. Greenawalt, Personal Collection)

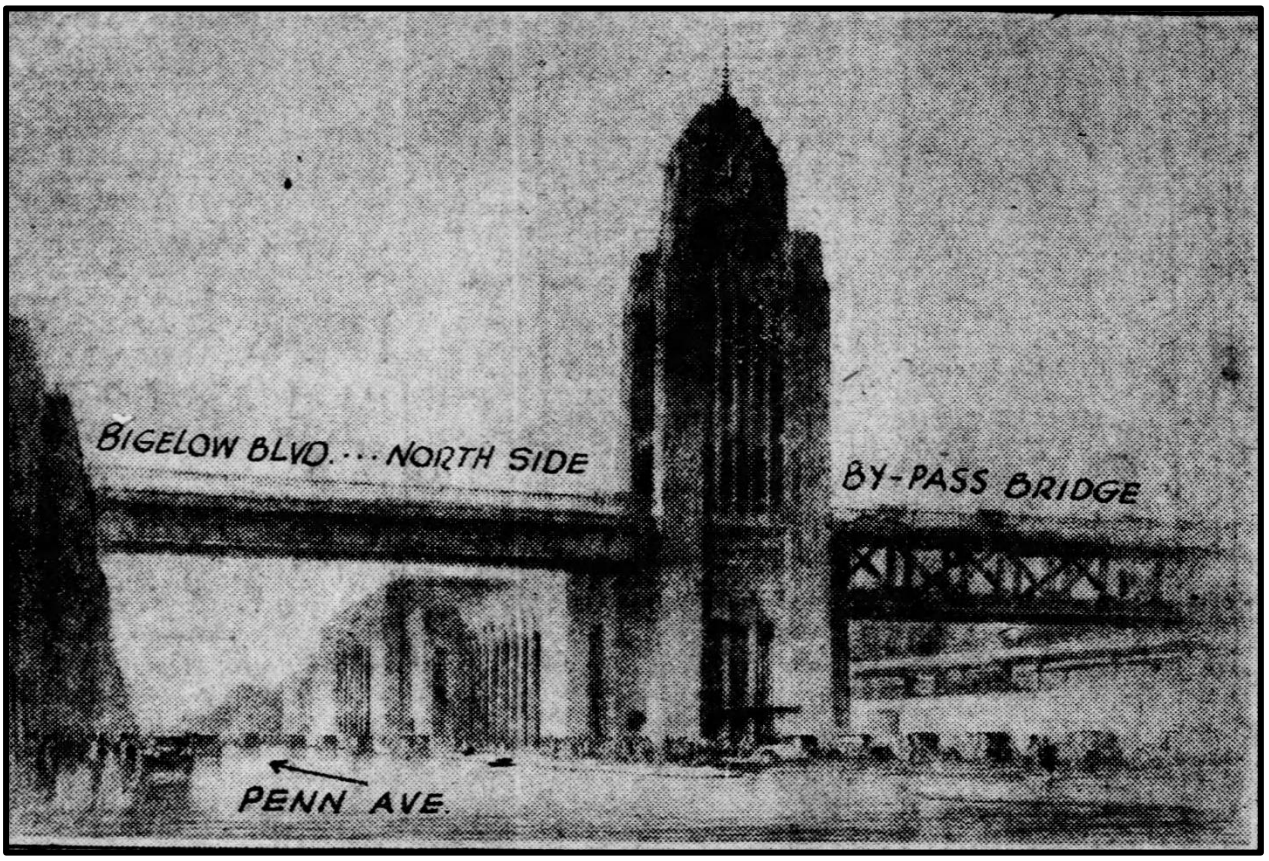


Image 2: Rendering of New Pittsburgh Passenger Terminal, 1929. (The Pittsburgh Press, 7 November 1929)



Image 3: Postcard Image of USO Canteen and Variety Club with Pennsylvania Station, ca. 1943-46. (Justin P. Greenawalt, Personal Collection)

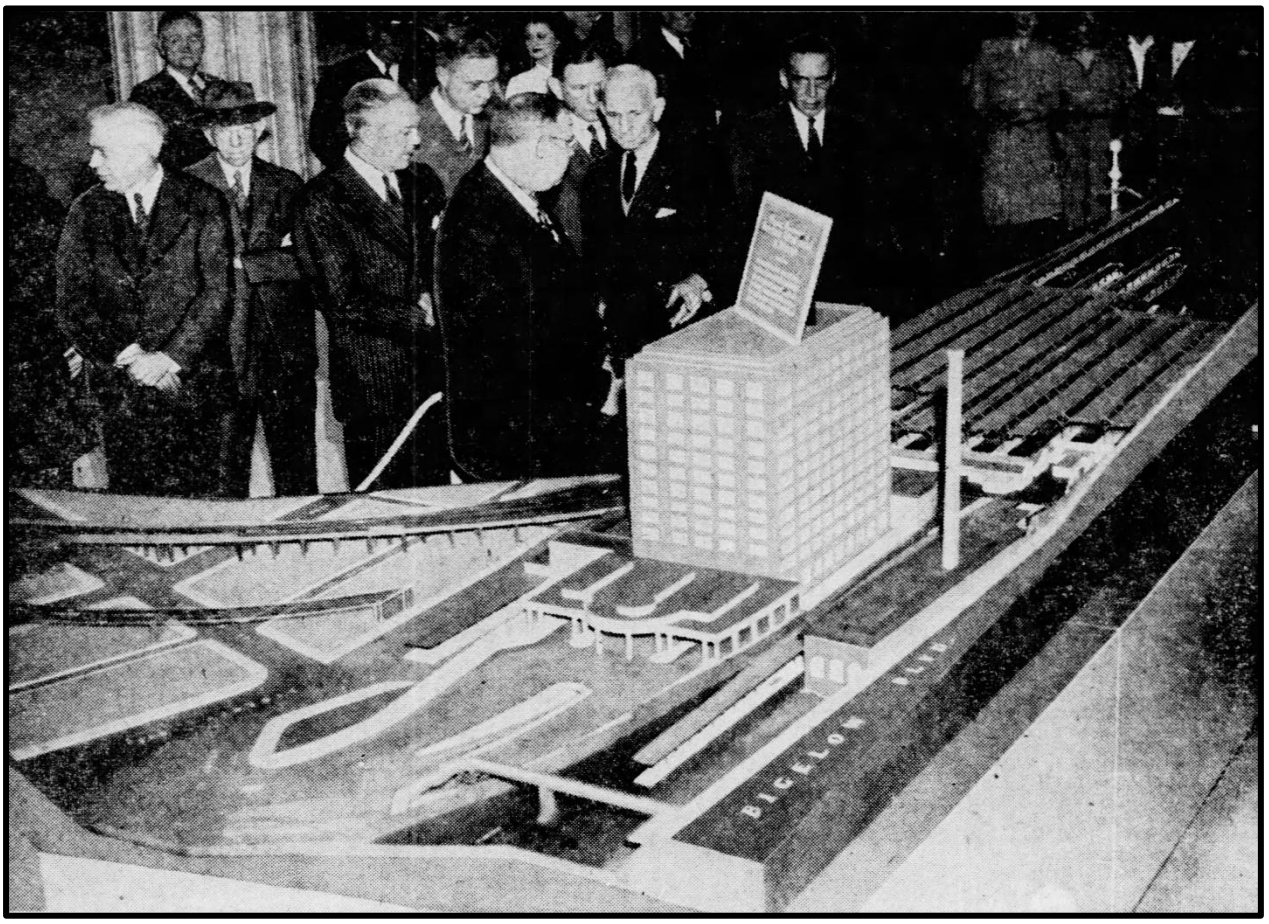


Image 4: Unveiling of Model Showing Proposed Pennsylvania Station Improvements, March 1946. (The Pittsburgh Press, 6 March 1946)

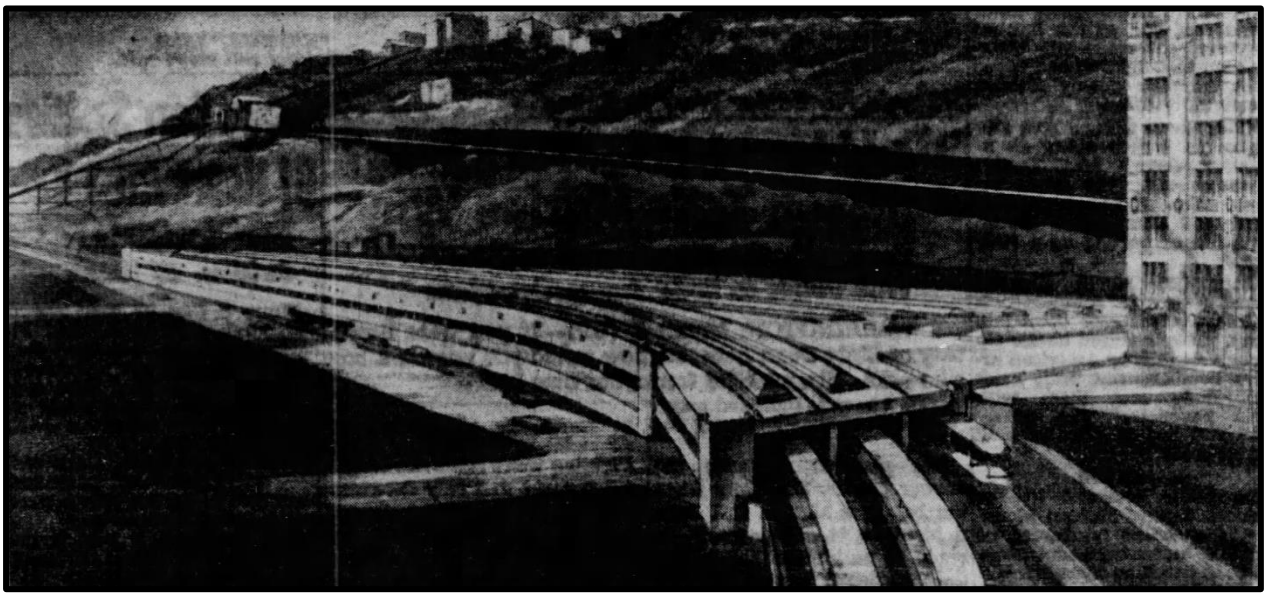


Image 5: Architect's Rendering, New Trainshed, 1951. (The Pittsburgh Press, 4 March 1951)



Image 6: Architect's Rendering, Platform View of New Trainshed, 1951. (The Pittsburgh Press, 4 March 1951)

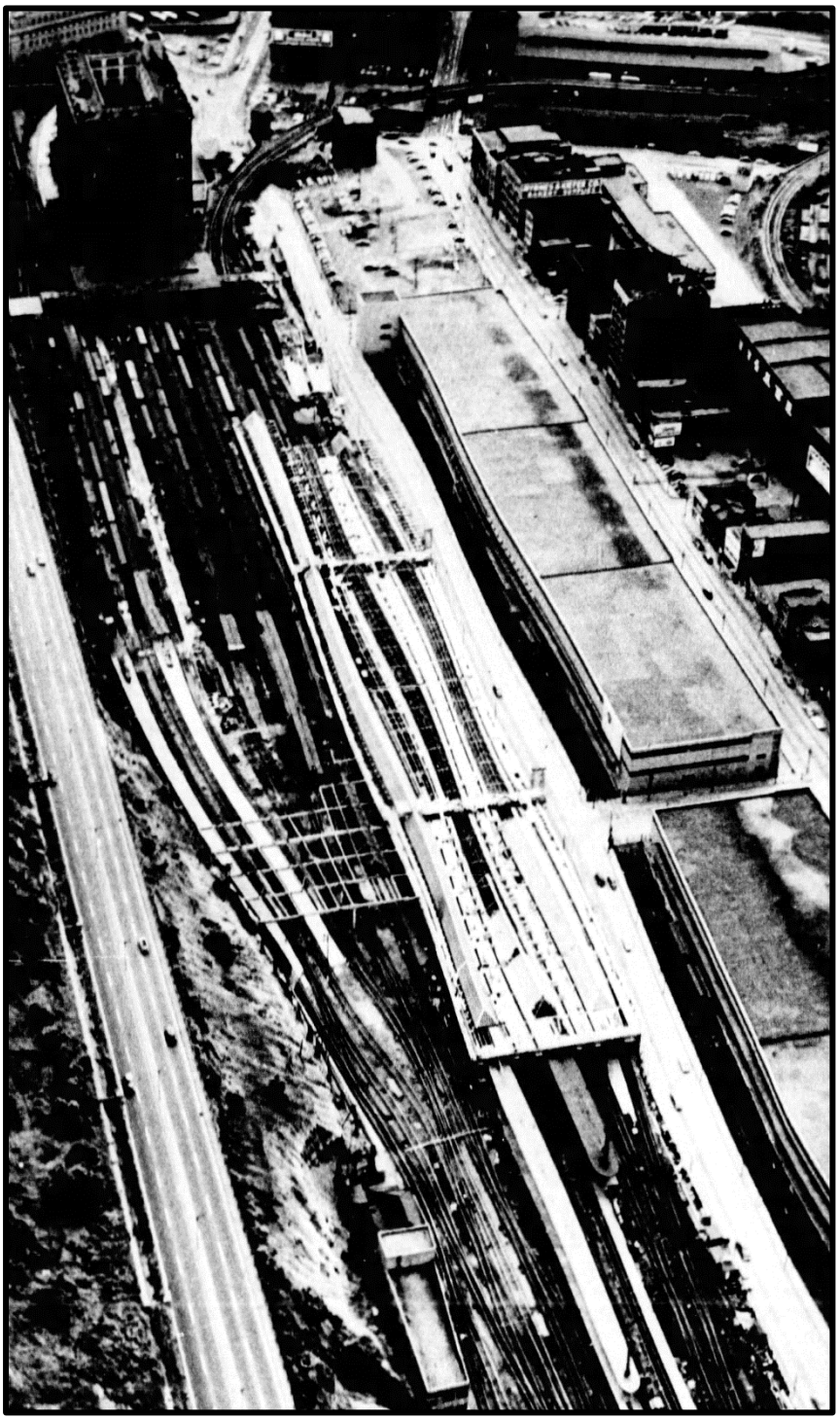


Image 7: Aerial View of New Trainshed Under Construction, 1953. (The Pittsburgh Press, 13 December 1953)

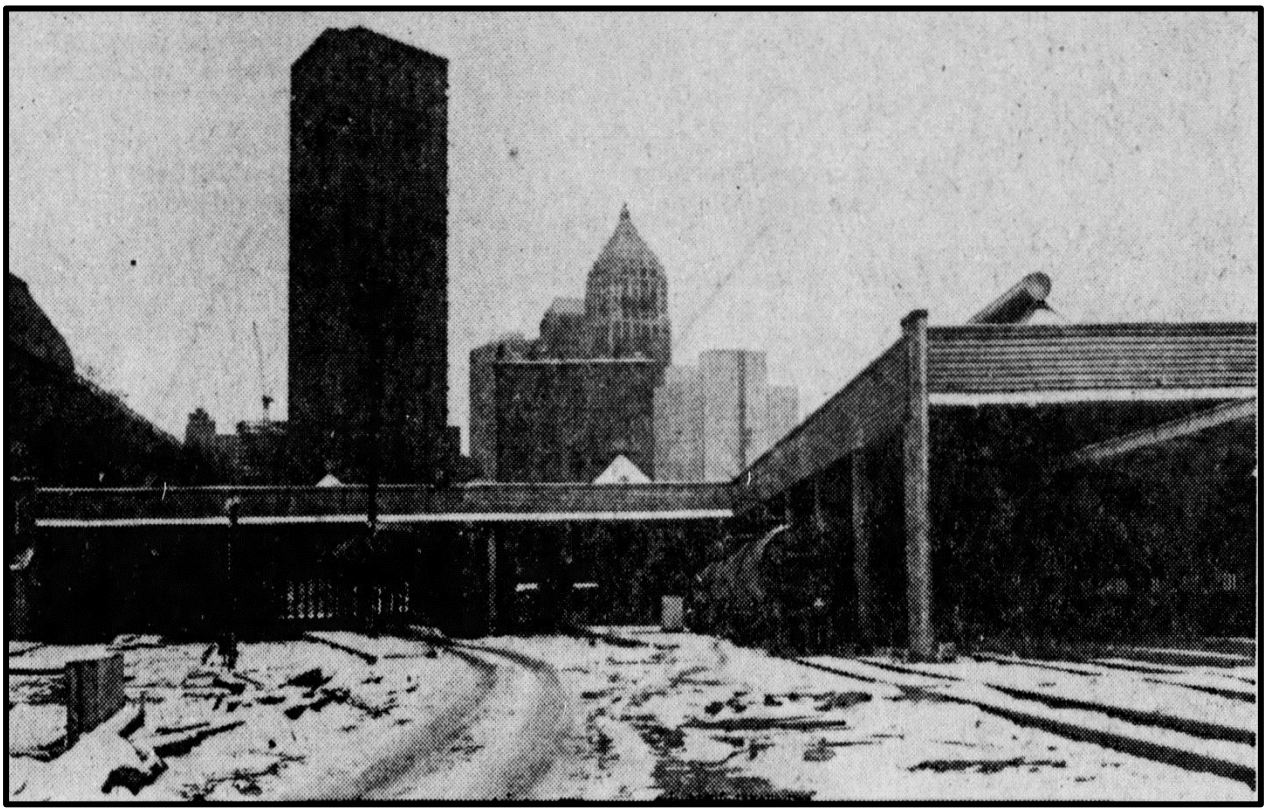


Image 8: Northeast Elevation of Trainshed Showing Section of Shed Slated for Demolition, 1982. (The Pittsburgh Press, 4 February 1982)

Physical Description and Integrity (Item 38)

Physical Description

Preparer's Note: The intent of this Pennsylvania Historic Resource Survey Form (HRSF) is to update and expand the existing documentation for Key #001762: Pennsylvania Railroad: Station (Pittsburgh) (NRHP-Listed, 04-22-1976). It references Key #001769: Pennsylvania Railroad: Station Rotunda (Pittsburgh) (NRHP-Listed, 04-11-1973) and Key #112369: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Eligible, 09-14-1993). Whereas reference will be made to the Station, Station Rotunda, and Pennsylvania Railroad Main Line as necessary for clarity, the focus of this PHRSF is the mid-twentieth century trainshed (1953-59) extending to the northeast at the rear of the Station.

Pennsylvania Station/Amtrak is located at 1100 Liberty Avenue, Pittsburgh (City), Allegheny County, Pennsylvania (Photos 1 and 2). The site is comprised of several parcels under varied ownership (Table 1). Collectively, the Pennsylvania Station/Amtrak is recognized as the Pennsylvania Station (1898-03), Station Rotunda (1901-02), and the mid-twentieth century trainshed extending to the northeast at the rear of the Station (ca. 1953-59). The site is bounded by Liberty Avenue to the northwest, the Martin Luther King Jr. East Busway (East Busway) to the southeast, a service road and an East Busway access road to the southwest, and the Norfolk Southern Railway (Pennsylvania Railroad: Main Line) to the northeast.

Table 1: Parcels and Ownership Contained Within Site

Parcel Number	Owner	Parcel Description
9-P-165	1100 Liberty Owner LLC	1898-03 Station, Rear Concourse, and Rotunda
9-P-3-9	Conrail	Portion of trainshed sheltering Platform 1 and 2.
9-P-170-A-3	Conrail	Northeast portion of Platform 3
9-P-170-B	National Passenger Rail Corporation	Non-contiguous parcels containing a portion of trainshed sheltering sections of Platforms 3 and 4, Southwest and Northeast Pavilions
9-P-170-A	Port Authority of Allegheny County	Southern portion of trainshed, partially sheltering Platforms 3 and 4.
9-R-200	Commonwealth of Pennsylvania	Northeastern pavilion of trainshed, partially sheltering Platform 4.
9-P-155-9	Pittsburgh, Cincinnati, Chicago & Saint Louis Railroad Company	Adjacent parcel to southeast of Station and Rotunda contained within the site.

The mid-twentieth century trainshed was designed by the New York architectural firm of McKim, Mead, and White (Pennsylvania Railroad 1950). This trainshed replaced an earlier, barrel-vaulted D.H. Burnham and Company-designed trainshed (1900-03) that stood on the same site. The mid-twentieth century

trainshed is a one-story structure constructed atop a raised railyard. It is of steel, concrete, masonry, and glass construction. The trainshed was constructed with several subterranean features: northern and southern passenger concourses, a northeastern passenger tunnel to Liberty Avenue, and various service tunnels. Designed ca. 1941 and revised ca. 1946, construction on the trainshed formally began in 1953 and was completed ca. 1959.

As designed and built, the trainshed was a uniform, monolithic structure measuring approximately 1,362 ft in length by approximately 350 ft in width (Image 5). It covered a total of 8 platforms and 16 tracks. Since its completion, the trainshed has been substantially altered and reduced in size. Ca. 1982-83, half of the trainshed—covering platforms 5 through 8 (tracks 9 through 16)—was demolished for construction of the East Busway. Included in this demolition was the elimination of above-ground access to the southern passenger concourse. Ca. 1984-85, the remaining half of the trainshed was further divided into two pavilions (southwest and northeast pavilions) during the construction of the Interstate-579 (I-579) viaduct, linking the Crosstown Boulevard with Veterans Bridge (Photos 9-12, 14). Construction of this viaduct (planned since ca. 1927) removed approximately one-quarter of the remaining trainshed and took a portion of the top floor of the adjacent building at 1200 Penn Avenue.[1] The southwest and northeast trainshed pavilions were subsequently linked beneath the I-579 viaduct by umbrella sheds (Photos 24 and 25).

Examined as a resource separate from the Pennsylvania Station, the trainshed is a structure. The shed has four elevations, of which only the northwest (primary) elevation is fully enclosed. The shed's canopy, however, is its primary character-defining feature (Photo 23).

The trainshed canopy is of steel, concrete, and glass construction. The canopy's steel armature is supported by steel columns that rise between tracks. Placement of these steel columns was intentional; limiting platform obstruction. Precast concrete panels are affixed to the canopy's steel armature, forming a roof slab. The roof slab is clad in a synthetic membrane. This membrane is covered in loose, lightweight gravel. Linear ridge skylights illuminate the tracks and platforms below with natural light. The skylights feature translucent, corrugated chicken wire glass. Both the southwest and northeast pavilions retain four linear skylights of varying lengths. Atop each linear ridge skylight is a cylindrical ridge ventilator. From the underside of the canopy, beneath the skylights and spanning the platforms, the bottom flanges of structural steel bents have been aesthetically treated; forming an elongated segmental arch. Flanking each skylight and positioned over each track are linear, flared, asbestos-clad exhaust jacks. Both the southwest and northeast pavilions have eight extant linear exhaust jacks of varying lengths. The aesthetic effect created by this skylight/ventilator/exhaust jack combination and its repetition throughout the canopy is among the structure's most identifiable and recognizable character-defining features.

In examining the trainshed's four vertical elevations, the northwest elevation is the primary elevation (Photo 9). It is the only fully enclosed elevation, making it the structure's only true façade. The northwest

[1] 1200 Penn Avenue was built by the Pennsylvania Railroad in 1948 as the railroad's "Buyer's Mart." Much altered, the building was once stylistically analogous to Pennsylvania Station's mid-twentieth century trainshed.

elevation is also the only elevation (excluding the canopy) exhibiting intentional, stylistic architectural treatment. The northwest elevation/façade fronts the southeastern side of Liberty Avenue. A narrow, landscaped strip separates the structure from Liberty Avenue. This landscaped strip was originally designed as a service drive for taxi cabs claiming passengers at the trainshed's northeastern passenger tunnel taxi cab stand. The elevation/façade incorporates the reinforced concrete retaining wall of the Station's raised railyard into its design, treating it as a rusticated base. The wall is divided into a grid of beveled rectangles measuring 48" by 82". The grid is three rows in height. The reinforced concrete base is visually delineated from the trainshed by a solid, horizontal dressed limestone water table.

The elevation/façade measures a total of 36 bays wide. This bay count does not include the façade-terminating, limestone-clad pylons found at both the northeast and southwest ends of the northwest elevation/façade, nor does it include the now-encased limestone-clad pylon at the far western end of the plate girder bridge (ca. 1955) spanning Liberty Avenue (Photos 8, 9, and 15). Each pylon is clad in 48" square limestone panels. The base of each pylon is clad in Granux, a proprietary, polished manufactured granite (Pennsylvania Railroad 1950). The pylons extend from ground-level and terminate approximately 1.5' above the coping of the main façade's parapet wall. The northeastern pylon is 36' wide. It features the insignia of the Pennsylvania Railroad in its upper left quadrant (Photo 17). The insignia is rendered in polychromatic terra cotta. The keystone is deep red, trimmed in black. Within the keystone is a gold monogram reading PRR, the initials of the Pennsylvania Railroad. The southwest pylon is 24' wide. It is unadorned. Here, the wall of the northwest façade curves slightly as the pylon visually transitions between the finished northeastern façade of the trainshed and the bridge carrying tracks 1 and 5 (originally tracks 1 through 5) over Liberty Avenue. The westernmost pylon, flanking the western end of the bridge, opposite Liberty Avenue from the southwest pylon, has been encased by the southern wall of the Greyhound Bus Terminal and Parking Garage (built 2007-08).

Between the northeast and southwest pylons, the façade's 36 bays are grouped into 15 segments. Each segment is delineated by a vertical expansion joint running from ground-level to the parapet wall. Each segment typically contains 2 bays. The segment featuring the Liberty Avenue taxi cab stand contains 4 bays. Reading the façade from left to right (northeast to southwest) and from the base upwards, the reinforced concrete base spans the full length of the elevation/façade between the terminating pylons. It is broken only in bays 16 through 19 to accommodate the Liberty Avenue taxi cab stand and in bay 35 to accommodate a deeply recessed steel panel door. The Liberty Avenue taxi cab stand is 4 bays wide and features a driveway the recedes into the shed's base (Photo 11). Each of the bays is defined at ground level by square concrete piers. The recessed drive has been closed with chain link fencing in bays 16, 18, and 19. On the rear wall of bay 17, a large, rolling overhead metal garage door is painted with the word AMTRAK. The garage door is paired with a steel slab pedestrian door to its immediate left. Both doors are set within a concrete block wall. This wall serves to close the trainshed's northeastern passenger tunnel to Liberty Avenue. Projecting above bays 16 through 19 is a marquee awning. This awning runs in line with the base's limestone water table. The awning is supported by a steel armature and is clad in horizontal corrugated stainless-steel panels. Like the trainshed canopy, the roof of the marquee awning is of precast concrete panels.

Above the limestone water table rises the trainshed's brick façade. The structure's steel frame is clad in orange façade brick laid in a stacked bond pattern. Coloration of the brick is non-uniform; dark and light oranges are interspersed. Coupled with the brick's subtly reflective die-skin finish, the aesthetic choice of coloration and bond gives the otherwise static and repetitive façade the appearance of movement. Within the trainshed's brick façade, the expansion joints dividing each of the façade's 15 sections are easily discernable. Delineation between bays is found in the ribbon window that runs the length of the façade. A bay runs the width of a single window module within the ribbon window (Photo 13). A single window module features a central tripartite window opening with aluminum mullions. The window openings are flanked on either side by glass block panels 7 rows high and 14 columns wide. The window modules (and bays) are visually separated by panels of vertical corrugated stainless-steel. The ribbon window possesses a limestone sill and steel lintel. Both bays 1 and 36 feature only a single glass block panel as opposed to a full window module. Bays 19-28 have been removed above the ribbon window's limestone sill to accommodate the I-579 viaduct. In the extant sections of the southwest and northeast pavilions, rectangular limestone-trimmed medallions appear above the ribbon window and below the parapet wall in every other bay. Medallions are centered in their respective bays and are inset with a panel of polished gneiss. Unlike other bays, bays 16-18 each have a medallion. The parapet wall of the northwest elevation/façade is capped in limestone coping stone.

The three remaining elevations of the trainshed are open. The northeast elevation is four bays wide; consisting of the open portals of the northeast pavilion (Photos 16, 18-20). Each bay is delineated by steel columns supporting the trainshed canopy. Reading the elevation from left to right (southeast to northwest), bay 1 recedes, having been foreshortened by the construction of the East Busway, whereas bays 2-4 align with one another. Platforms 1-3 extend to the northeast beyond the portals of the northeast elevation. Platforms 2 and 3 are covered by umbrella sheds. Both sheds incorporate slender steel towers with rectangular observation towers accessed by ladders. Each ladder is enveloped in a cylindrical steel cage. Platform 2 features a small building designed to serve as the assistant yard master's quarters.

The southeast elevation consists of both the southwest and northeast trainshed pavilions. Reading the elevation from left to right (southwest to northeast), the southwest pavilion is 11 bays wide (Photo 22). The northeast pavilion is 22 bays wide. Each bay is delineated by steel columns supporting the trainshed canopy. Beginning with the southwest pavilion, bay 1 abuts a two-story wing of Pennsylvania Station to the southwest (Photo 29). This wing originally served as the 1900-03 passenger concourse (HABS 1987). Clad in corrugated metal and outfitted with ribbon windows, the concourse was adaptively reused in a conversion to office space. Bay 1 of the southwest pavilion is the last vestige of the trainshed canopy that covered platform 5. It now houses HVAC equipment. Bays 2-6 comprise the portion of the trainshed canopy covering platform 4. Bays 7 and 8 comprise the portion of the trainshed canopy covering platform 3. Bay 9 comprises the portion of the trainshed canopy covering platform 2. Bays 10 and 11 comprise the portion of the trainshed canopy covering platform 1. In examining the northeast pavilion, bays 1-5 comprise the portion of the trainshed that covers platform 4 (Photo 20 and 21). This portion of the northeast pavilion was foreshortened with the construction of the East Busway (Image 8). Bays 6-22

comprise the portion of the trainshed that covers platform 1-3 and represent an unaltered section of the northeast pavilion.

The southwest elevation abuts the Pennsylvania Station's 1900-03 passenger concourse. The southwest elevation of the trainshed is open to the north of Pennsylvania Station as it straddles Liberty Avenue; extending onto a plate girder bridge (Photos 26-28). Reading the visible portion of the elevation from left to right (northwest to southeast), it is four bays wide. Bays 1-3 are delineated by steel columns supporting the trainshed canopy. Bays 1-3 are separated from bay 4 by a pylon clad in 48" square limestone panels. Platforms 1 and 2 extend to the west beyond the portals of the southwest elevation. Platform 2 is covered by an umbrella shed.

Integrity

Pennsylvania Station's mid-century trainshed was evaluated considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (U.S. Department of the Interior [DOI] 1994). Individually, the trainshed retains a moderate level of integrity and the structure is a character-defining feature of the station. Though parts of the structure have been demolished, this is mitigated by the fact that surviving fabric exhibits a relatively high degree of integrity of design and materials and the overall scale of the structure is still evident from its Liberty Avenue façade, which is its most visible face to the public.

Location: The trainshed retains high integrity of location as it remains in its original location on the southeast side of Liberty Avenue at the rear of Pittsburgh's Pennsylvania Station.

Design: The trainshed retains moderate integrity of design. The trainshed exhibits several examples of original, unaltered character-defining features, even though an appreciable percentage of the shed has been demolished. Remaining parts of the structure have a high degree of integrity and do convey a sense of its original design, particularly because the overall length of the original structure is evident from the platforms that remain. It is more difficult to get a sense of the width of the original structure because platforms and tracks have been removed on its southeast side and replaced with a busway, and this alteration decreases the structure's integrity of design as a uniform, monolithic structure. Additionally, the present use of the structure does not fully align with the original design intent because several parts of it are now unused by the public. Though the structure does still function as a transportation shelter, all support spaces that were designed to work in tandem with the shed have been abandoned. Specifically, the north and south passenger concourses, the northeastern passenger tunnel to Liberty Avenue, and the Liberty Avenue taxi cab stand are all no longer in use or publicly accessible and their present condition and level of interior integrity could not be verified.

Setting: The trainshed retains a moderate integrity of setting. Since its completion, the area southeast of the trainshed was substantially changed by the construction of the Martin Luther King, Jr. East Busway, which eliminated a significant percentage of the Pennsylvania Station's railyard. The completion of the I-579 viaduct connecting the Crosstown Boulevard to Veterans Bridge significantly and detrimentally impacted the structure's setting with the introduction of an elevated, multi-lane highway running above

the shed. However, the structure (and the station's) setting relative to the strip district and downtown Pittsburgh has not changed appreciably since 1960. The station Is still an eastern landmark and gateway to downtown for those entering by rail and by bus (as the bus station is immediately across Liberty Avenue from the train station). The station's setting at the foot of Grant Street (the most important civic thoroughfare in Pittsburgh) and the view from downtown to the station retains integrity.

Materials and Workmanship: Surviving sections of the trainshed retain high integrity of materials and workmanship. There has been limited introduction of new and incongruous building materials. Though deferred maintenance has resulted in an overall degradation of materials and building components, it has not significantly degraded the original quality of the building's workmanship.

Feeling: The trainshed's overall moderate integrity of design, setting, materials and workmanship contribute to its retention of moderate integrity of feeling. Though integrity of feeling has been diminished by the overall reduction in scale of the trainshed, surviving platforms sufficiently convey the associative qualities of its particular place in time.

Association: The trainshed retains integrity of association, as it is currently in use as a component of a railroad passenger station.

History and Significance (Item 39)

Historical Overview

Pennsylvania Union Station: 1897 to 1903

In 1897, the Pennsylvania Railroad began developing plans for the replacement of its Pittsburgh Union Passenger Station at Liberty Avenue and Eleventh Street (Pittsburgh Press 1897:6). The passenger station, which was quickly rebuilt after the previous station and hotel were burned in the Great Railroad Strike of 1877, was deemed insufficient. Street-grade track configuration also created significant bottleneck with passenger and freight trains (Burgess 1949:495). In 1898, the Pennsylvania Railroad chose architect Daniel Burnham, principle of D.H. Burnham & Company of Chicago, Illinois, to design a modern rail station for the site (Pittsburgh Commercial Gazette 1898:6). Burnham was tasked with designing a "…a thirteen-story structure, with basement, train floor, and eleven stories of office space. Its dimensions were 137 x 225 feet, and the arched trainshed was 258 feet wide and 556 feet long" (Burgess 1949:497). Whereas much of the site had been assembled by 1900, work officially commenced on station in early 1901 (Burgess 1949:497) (Image 1).[2] On October 6, 1901, work to elevate the railroad's tracks from street grade was complete (Daily News 1901:3). The station formally opened to passengers in October 1901, but construction on the building was not complete until 1903 (Pittsburgh Commercial Gazette 1901:6; Burgess

[2] In February 1900, an editorial was published in the Pittsburgh Press offering the suggestion that "…in the exterior decoration of the building some design might be used that would give it a distinctive Pittsburg character. If the entrance to the building be designed so as to permit a bas relief representing Pittsburg industries as an ornament for the front of the new station… The suggestion is that the ornamentation be on the same lines as that used for the front of the handsome Broad Street station in Philadelphia…" (Pittsburgh Press 1900:2).

1949:497). The station would serve Pittsburgh for 22 years before the Pennsylvania Railroad announced plans for its replacement.

A New Passenger Terminal at Pittsburgh: 1925 to 1931

Following World War I, the Pennsylvania Railroad pursued a program of expansion and modernization throughout its Central Division (Pittsburgh Post-Gazette 1929a:1). During the war, railroads were nationalized under the Wilson administration. War-time demands revealed inadequacies in the Pennsylvania Railroad's facilities and trackage. Within the Central Division, Pittsburgh was identified as a candidate for improvement. The railroad acknowledged that Pittsburgh was "…the most important internal point in the Pennsylvania System from a traffic standpoint, both because of its local traffic and because of the convergence of lines from all directions…" (Burgess 1946:221). However, significant bottlenecks and delays during the war made "…necessary a complete reshuffling of all the traffic coming in and going out" (Burgess 1946:221).

Planning for the improvement of Pittsburgh's facilities began in the early 1920s. Maps indicate that the railroad had acquired a significant amount of property in Pittsburgh's Strip District by 1923; specifically, the blocks bounded by Eleventh Street, Seventeenth Street, Penn Avenue, and Liberty Avenue (Hopkins 1923). In 1925, the railroad announced that improvements at Pittsburgh would involve significant improvements to its rail yards and freight facilities in addition to the replacement of its then-twenty-two-year-old Pennsylvania Station.

In March 1925, Ordinance No. 95 was introduced in Pittsburgh City Council, "[a]uthorizing the Mayor and the Director of the Department of Public Works for and on behalf of the City of Pittsburgh to enter into a contract with the Pennsylvania Railroad Company for the purpose of making certain changes in its facilities…" (Pittsburgh Daily Post 1925:19). Illustrating the magnitude of the proposed undertaking, Ordinance No. 95 outlined, among other things: the vacating of segments of Grant Street, Liberty Avenue, Twelfth through Sixteenth Street, and Ogle Way; the realignment of Grant Street; the widening of Eleventh Street to 70 feet; and the relocation and grade change of the railroad's elevated tracks over the Allegheny River (Pittsburgh Daily Post 1925:19). Although the design for Pittsburgh's new passenger terminal had not yet been thoroughly developed, it is evidenced by Ordinance No. 95 that the proposal was intended to be of similar magnitude to the Pennsylvania Railroad's new 30th Street Station (1927-1934) in Philadelphia.

In January 1929, E.T. Whiter, vice president of the Pennsylvania Railroad, announced that the plans for Pittsburgh's new $5,000,000 passenger terminal were nearly complete (Pittsburgh Post-Gazette 1929a:1). No part of the D.H. Burnham & Company-designed Pennsylvania Station of 1900-03 was to remain. Although not yet publicly disclosed, by 1929 the railroad had successfully assembled nearly six full blocks of Pittsburgh's Strip District for a new passenger terminal (Pittsburgh Post-Gazette 1929b:21).

Throughout 1929, descriptions of the new passenger terminal were published (Image 2). The building would face an improved 120-foot-wide Penn Avenue (Pittsburgh Press 1929a:27). The city would build a new traffic circle at Grant Street, Eleventh Street, and Penn Avenue (Pittsburgh Press 1929b:1). The city

would close Liberty Avenue between Eleventh and Twentieth Streets (Pittsburgh Press 1929c:1). Property vacated by the railroad at Seventh Avenue and Grant Street would enable the realignment of Grant Street. In turn, the street realignment would permit the construction of the Gulf Building (Trowbridge & Livingston with Edward Mellon, 1930-32) and the United States Post Office and Courthouse (Trowbridge & Livingston, 1931-34). The city proposed that a subway servicing the terminal and the Downtown district be built and that a viaduct and river bridge for the recently proposed Crosstown Boulevard be incorporated into the plan (Pittsburgh Press 1929c:1). The railroad envisioned the new terminal as being multi-modal; incorporating a terminal for Greyhound bus service (Pittsburgh Press 1930b:17). Despite the sensational nature of these descriptions, very little of the plan would be realized.

In late 1929, the Pennsylvania Railroad began to clear the new terminal site (Post-Gazette 1929c:6). Without having begun construction, the plan was jeopardized by the October 29, 1929 stock market crash. As the economy faltered, ridership declined (Post-Gazette 1941a:10). The railroad continued to offer assurances throughout 1930 that the new Pittsburgh passenger terminal would be built. Details of estimated costs, financing, and negotiations with city administrators continued to be released to the public (Pittsburgh Press 1930b:25). As unemployment rates rose, the public implored the railroad to honor its commitment to building its new Pittsburgh terminal. However, by February 1931, plans for new terminal were dropped from the railroad's list of projects (Post-Gazette 1931:6). Further complicating the matter, in November 1931, E.T. Whiter, the railroad executive who had championed the project, retired (Post-Gazette 1931:20). Finally, in April 1932, the Pennsylvania Public Service Commission (predecessor to the Public Utility Commission), at the behest of utility and street car companies, denied the pact between the Pennsylvania Railroad and the city of Pittsburgh that would have governed the closing of streets and the relocation of public utilities (Pittsburgh Press 1932:1). The new terminal plans for Pittsburgh were abandoned. The six-block-long building site in Pittsburgh's Strip District remained vacant for another sixteen years.[3]

Modernization of Pittsburgh's Pennsylvania Station After the Great Depression: 1939-1960

In 1939, as the United States emerged from the Great Depression and World War II commenced in Europe, the Pennsylvania Railroad "…was quick to see the demands which would be made on American railroads for the transportation of materials for the Allies as well as for the probable speeding up of defense activities…" (Burgess 1949:681). Although immediate improvements were made (primarily to the railroad's rolling stock), substantive plans for the modernization of terminals and trackage, including Pittsburgh, followed. In early October 1941, M.W. Clement, president of the Pennsylvania Railroad, publicly announced, "…the railroad is committed to a program which will assure Pittsburgh of an adequate, convenient and up-to-date passenger terminal…" (Post-Gazette 1941a:10). Further, he stated that, "When the previous plan for a new structure fell through more than 10 years ago, and passenger traffic shortly thereafter went into a nose-dive, the prospect of securing any major improvement seemed remote. But Pittsburgh is of great importance to the Pennsylvania, as the railroad is to the city…" (Post-Gazette 1941a:10). On October 29, 1941, the railroad unveiled a scale model of proposed changes to the

[3] In late 1930, unemployed men began building shacks on the vacant land near Saint Patrick's Church at Liberty Avenue and Seventeenth Street. The community became known as "Shantytown" (Catholic Advance 1931:7).

1900-03 Pennsylvania Station; a significant deviation from the railroad's 1929 plans for a new passenger terminal (Pittsburgh Post-Gazette 1941b:4). The proposal increased the capacity of Pennsylvania Station from 168 cars to 248 cars and was designed to accommodate the railroad's new diesel locomotives (Pittsburgh Post-Gazette 1941:4). It included a larger, longer trainshed, longer platforms, a subterranean passenger concourse with escalators, the elimination of tracks from the rail yard, the realignment of tracks approaching the Allegheny River, and the probable removal of "[t]he squatty cab stand in front [of the station] …" (Pittsburgh Post-Gazette 1941b:4) (Images 5 and 6). However, implementation of the proposal was delayed due to the United States' entrance into World War II in December 1941 (Pittsburgh Press 1946a:21).

During the war, the Pennsylvania Railroad did not actively engage in large-scale improvements to Pennsylvania Station; however, it did sanction the building of a USO Canteen and Variety Club on the station property (Image 3). "From 1939 to 1944 …the volume of passenger traffic quadrupled…" (Burgess 1949:683) due primarily to the war-time transport of military servicemembers. The Canteen was devised as a social and entertainment venue; serving military servicemembers as they departed for and returned from the war. In 1943, the railroad donated a building site at the end of Pennsylvania Station's service drive; at the intersection of Grant Street and Liberty Avenue (Pittsburgh Press 1942:9; Pittsburgh Press 1943a:4). Edward B. Lee was selected as the architect (Post-Gazette 1943:11). As completed, the Canteen exhibited a distinctive, moderne aesthetic that contrasted sharply with the Beaux Arts detailing of Pennsylvania Station. The Canteen was in operation for the duration of the war and demolished in September 1946 (Standard-Sentinel 1946:7).

Following the close of World War II, the Pennsylvania Railroad began pursuing its plans for the modernization of Pennsylvania Station in earnest. In March 1946, the railroad once again unveiled a public model (Pittsburgh Press 1946a:21) (Image 3). Although very similar to the 1941 proposal, the railroad's revised plans included "…a complete modernization of the station interior…" and "…the construction of a new exit on Liberty Avenue, near 14th St." (Pittsburgh Press 1946a:21). But the replacement of the 1900-03 trainshed was one of the central objectives of the modernization. A new trainshed with extended platforms would not only accommodate longer trains, it would reduce the risk of fire. Two catastrophic trainshed fires in Philadelphia (one in 1923, another in 1943) expedited the replacement of older trainsheds along the Pennsylvania Railroad's corridors (Pittsburgh Press 1946a:21; News Herald 1943:12). Although these sheds were built as fireproof structures, the build-up of soot and oil made the structures prone to fire. Plans for the modernization of Pittsburgh's Pennsylvania Station were prepared by the New York architectural firm of McKim, Mead, and White (Pennsylvania Railroad 1950).[4]

In October 1946, John A. Appleton was appointed to the position of vice president in charge of the Pennsylvania Railroad's Central Division. Under Appleton, implementation of the revised plan for

[4] McKim, Mead, and White was among the most prominent American architectural design firms of the late nineteenth and early twentieth centuries. The firm had an established relationship with the Pennsylvania Railroad, having designed both New York's Pennsylvania Station (1910) and Newark's Pennsylvania Station (1935). When the railroad approached the firm ca. 1941 and in 1946 about alterations to its Pennsylvania Station in Pittsburgh, the firm was under the direction of architect James Kellum Smith.

Pennsylvania Station was directed to commence immediately (Post-Gazette 1946:1). In January 1947, preparation work began with the removal of the 1900-03 trainshed. The American Bridge Company was awarded the contract; having erected the 1900-03 trainshed 44 years earlier (Post-Gazette 1947:1). By February 1947, the company had designed a 220-ton, moving steel platform with cranes that would allow for the trainshed to be demolished without interrupting service for the 250 daily trains utilizing the station (Pittsburgh Press 1947:2). By October 1947, demolition was complete (Daily Republican 1947:1). In March 1951, prior to beginning work on the new trainshed, the rail yard was widened; relocating both a stone retaining wall below Bigelow Boulevard and the route of Liberty Avenue between Eleventh and Sixteenth Streets (Pittsburgh Press 1951:2). Active construction of the trainshed began in 1953 (Pittsburgh Press 1953:182) (Image 7). Although the anticipated completion date for the modernization effort was 1955, by 1956 only 65% of the facility was operational (Pittsburgh Press 1956:25). Photographic evidence indicates that the project was nearing completion mid-1958 and was most likely complete by 1959 (Historic Pittsburgh, Brady Stewart Collection).

The Decline of the Railroad and Pittsburgh's Pennsylvania Station: 1946 to 1981

With the return to a peacetime economy after World War II, the Pennsylvania Railroad understood the challenges it faced, stating "…[T]he war clearly demonstrated… that the railroads were an essential factor in the economic life of the United States. Nonetheless… they will again face the competition of the truck, the bus, the airplane, and the private automobile" (Burgess 1949:705). The impact of alternative modes of transport was felt immediately. For the first time in its history, the railroad reported a financial loss in 1946 (Annual Report PRR 1947). In an attempt to remain a viable transportation option, the Pennsylvania Railroad undertook a campaign of modernization for its stations, trackage, and rolling stock. However, by the time that trainshed, trackage, and concourse improvements to Pittsburgh's Pennsylvania Station were complete, the longevity of the railroad was uncertain.

Throughout the 1960s, passenger rail traffic continued to decline. On February 1, 1968, the Pennsylvania Railroad merged with the New York Central System, forming the Penn Central Transportation Company (New Castle News 1968:5). On January 1, 1969, the New York, New Haven & Hartford Railroad was also added to the conglomeration (Daily News 1969:33). The merger ultimately proved unsuccessful. Citing mounting deficits, Penn Central petitioned to discontinue 34 passenger train lines on March 5, 1970 (Pittsburgh Post-Gazette 1970:1). On June 21, 1970, Penn Central filed for bankruptcy and petitioned for a restructuring (Pittsburgh Press 1970:1). Under the Regional Rail Reorganization Act of 1973, the United State Railway Association (USRA), a United States government corporation, was formed. The USRA oversaw the creation of the Consolidated Rail Corporation, or Conrail. Conrail served to consolidate and manage the freight operations of failing railroads.

In order to save passenger rail service, the United States Congress passed the Rail Passenger Service Act in October 1970. On April 19, 1971 the National Railroad Passenger Corporation (known today as Amtrak) was formed (News-Herald 1971:13). Private railroads were initially given the option to participate, thus freeing them of an obligation to operate intercity passenger rail routes. Those declining to participate

were required to operate their passenger rail routes through 1975 without restricting service. The responsibility for all Penn Central inter-city passenger rail service was assumed by Amtrak on May 1, 1971.

In addition to assuming passenger rail service routes, Amtrak also assumed responsibility for the maintenance and upkeep of numerous passenger stations. Conrail assumed legal ownership. This included Pittsburgh's Pennsylvania Station. Under Amtrak's administration, the condition of Pennsylvania Station deteriorated. In November 1979, Amtrak abandoned Pennsylvania Station citing overly burdensome maintenance costs. The passenger waiting room was relocated to a converted train dispatch building behind the station (Pittsburgh Press 1979:2). In December 1980, the Urban Redevelopment Authority agreed to purchase Pennsylvania Station from Conrail and secure a developer (Pittsburgh Press 1980:56). Despite the URA's acquisition, looting and vandalism served to further degrade the building and jeopardize redevelopment (Post-Gazette 1981:1).

Amtrak relocated its ticketing and passenger functions to its present terminal facility in October 1989 (Pittsburgh Press 1989:B3).

The Impact of External Development Forces, Renaissance I and II: 1941-1961; 1978-1986

In its present configuration, the Pennsylvania Station's mid-twentieth trainshed is both a product and a casualty of numerous external developmental forces affecting downtown Pittsburgh and its environs throughout the twentieth century. To a considerable degree, the trainshed serves as a study of Pittsburgh's renaissance in microcosm: mirroring mid-to-late twentieth century efforts to remake and modernize the city. Like the development of the trainshed, much of the city of Pittsburgh's efforts at "renaissance" began as monumental infrastructure plans in the 1920s. Many of these plans were delayed by the onset of the Great Depression. Most were never realized. However—again, like the trainshed—select initiatives were resurrected, reduced in scope, and implemented following World War II.

The Allegheny Conference, Point State Park, Smoke Control, and the Pennsylvania Railroad

In 1939, the Pittsburgh Regional Planning Association retained New York City urban planner Robert Moses to study Pittsburgh and prepare recommendations for improvements (Lubove 1969:102,103). The resulting "Arterial Plan for Pittsburgh" revealed the need for massive reinvestment in Pittsburgh's central business district. In addition to traffic control and blight remediation, the Pennsylvania Railroad factored heavily into Moses's comments. He stated that "[t]he major problem [in the downtown district] was the Pennsylvania Railroad, occupying a 'grossly disproportionate amount of land' and constituting a 'major cause of traffic difficulties, uneven and haphazard development and civic ugliness" (Lubove 1969:103). In 1943, the Allegheny Conference on Community Development (ACCD) was formed as "…a non-profit, non-partisan civic organization, to be devoted to research and planning, to develop an overall community development program" (Lubove 1969:108). Specifically, the ACCD sought to invest most of its energy in the "…resuscitation of a devitalized and deteriorating metropolitan area…" (Lubove 1969:109).

Exerting almost immediate influence, the ACCD began efforts to implement Moses's recommendations. In 1945, an existing idea for a state park at Pittsburgh's "Point," the confluence of the Allegheny and

Monongahela Rivers, was fully developed. Property acquisition began soon after. On the surface, the ACCD's plan for Point State Park appeared to be little-involved with the Pennsylvania Railroad's modernization of its Pennsylvania Station. However, the Point State Park initiative substantially impacted the scope of the railroad's post-World War II modernization plan. In 1948, the Pennsylvania Railroad agreed to vacate its railyards and warehouses at the Point. It incorporated new warehouses and its Buyers Mart" into the plan for Pennsylvania Station's modernization. The new buildings were constructed on land opposite Pennsylvania Station that had been cleared in 1929 for the failed passenger terminal project (Pittsburgh Press 1948:14). As built, the aesthetics of the new warehouses and Buyers Mart closely mirrored that of the trainshed.

In 1947, the ACCD sponsored a smoke control bill and ultimately forced the Pennsylvania Railroad's compliance (Lubove 1969:117, 118). In January 1947, the railroad agreed to begin running at least 25 diesel locomotives through Pittsburgh and reducing its use of steam locomotives (Pittsburgh Press 1946b:2). The railroad had plans to modernize its Central Division rolling stock with diesel locomotives in 1941, well before the introduction of the smoke control bill (Pittsburgh Post-Gazette 1941:4). However, the concurrence of the bill's introduction and the railroad's definitive, widely-publicized action is likely not coincidental. The design of the Pennsylvania Station's trainshed—specifically of its canopy and exhaust jacks—explicitly reflect the requirements of diesel locomotives.

The Crosstown Boulevard and its Allegheny River Bridge

The concept for a Crosstown Boulevard was first developed ca. 1927. The boulevard was initially conceived as a means of linking the Liberty Bridge to Bigelow Boulevard. The plan then developed to include a link to a proposed Allegheny River bridge. The proposed viaduct for the Allegheny River bridge was routed in front of Pennsylvania Station. At the time, the Pennsylvania Railroad strongly objected to the proposed span, claiming that a viaduct would mar the appearance of its station (Pittsburgh Post-Gazette 1927:4). In 1929, the public announcement of the design for the railroad's new passenger terminal afforded the city of Pittsburgh an opportunity to revive its plan for the boulevard and the bridge; incorporating both into the new terminal design (Pittsburgh Press 1929c:1) (Image 2). Ultimately, neither proposal reached fruition.

Between 1938 and 1958, the concept for the Crosstown Boulevard and its associated Allegheny River bridge persisted in the Pittsburgh political sphere (Pittsburgh Post-Gazette 1938:5; Pittsburgh Press 1943b:2; Pittsburgh Post-Gazette 1953:11). After numerous alterations to design and funding sources, work on the Crosstown Boulevard began in January 1959 (Pittsburgh Press 1959:14). In April 1960, as planning for the Boulevard reached the design stage for its Allegheny River bridge, a viaduct near the Pennsylvania Station was once again proposed (Pittsburgh Press 1960:2). As it had been in 1927, the viaduct was designed to run in front of Pennsylvania Station. Again, the Pennsylvania Railroad objected. Urban planners agreed that re-routing the viaduct behind the station and over the recently completed trainshed would be an acceptable alternative (Pittsburgh Press 1960:2). As before, active work on the Crosstown Boulevard went dormant shortly thereafter.

In 1983, a plan for completing the Boulevard and its associated bridge was revived. Included in the 1983 proposal, PennDOT proposed to "…remove part of the trainshed at the rear of the old Penn Central Station and part of the second floors of the former Buyers Mart so it can build the huge six-lane bridge which will cross the East Busway, Liberty Avenue, Penn Avenue and Etna Streets" (Pittsburgh Press 1983:15). However, unlike with previous attempts to construct the I-579 viaduct, opposition to the project's impact on Pennsylvania Station and its trainshed no longer existed. The Pennsylvania Railroad and its successor company, Penn Central, had dissolved in 1976. The project advanced with no substantive opposition from Amtrak or Conrail. The Veterans Bridge and the I-579 Crosstown Boulevard viaduct opened November 11, 1988 (Pittsburgh Press 1988a:17; Pittsburgh Press 1988b:8).

The Martin Luther King, Jr. East Busway

In August 1978, the Martin Luther King, Jr. East Busway project was developed. This initiative endeavored to link Downtown Pittsburgh to the eastern suburbs via a limited access, rapid-transit bus route beginning at Pennsylvania Station and ending in the Borough of Swissvale (Sentinel 1978:3). The route was developed to replace the discontinued commuter rail service previously maintained by the Pennsylvania Railroad. Construction began in Swissvale and moved progressively toward downtown Pittsburgh. By 1982, the busway was nearing completion (Pittsburgh Press 1982:22). The final station was planned for Pennsylvania Station, requiring the demolition of half of the trainshed for its roadway (Image 8). The Pennsylvania Railroad and its successor company, Penn Central, had dissolved in 1976. With Amtrak and Conrail struggling to maintain the property, there was little substantive opposition to the Port Authority's acquisition and demolition. The Port Authority of Allegheny County eliminated tracks 9 through 16 and the corresponding section of trainshed. As part of this demolition and construction for the busway, foundations for the piers of the then-planned Crosstown Boulevard were also constructed (Pittsburgh Press 1982:22).

Significance

Key #001762: Pennsylvania Railroad: Station (Pittsburgh) (NRHP-Listed, 04-22-1976) is listed in the National Register of Historic Places (NRHP) in the areas of Transportation and Architecture. The period of significance of the resource is 1898-1903. The property's NRHP boundary is not indicated in the nomination form, nor is a verbal boundary given. The property boundary shown by PA SHPO in the CRGIS database includes the Rotunda and the majority of the extant portions of the trainshed and platforms (about one-quarter of the northeast end of the platforms is excluded), though the boundary excludes the plaza and parking areas adjacent to the southwest side of the Rotunda.

It is recommended that period of significance for the resource be reevaluated and amended to 1898-1958. This recommendation is made on the premise that the resource's period of significance extends beyond its initial period of construction. Throughout the early twentieth century, the resource was central to passenger and commercial transportation in Pittsburgh. The recommended end date of 1958 also reflects the period of significance end date for Key #112369: Pennsylvania Railroad: Main Line (Harrisburg to Pittsburgh) (Eligible, 09.14.93). It is also recommended that the NRHP boundary of the property be

clarified to explicitly include the plaza area southwest of the rotunda and the full length of the train platforms.

Having been constructed within the resource's recommended period of significance, it is further recommended that the associated trainshed of 1953-1958 be considered a character defining feature of the resource.

This re-evaluation supports and further bolsters the property's Criterion A significance in the area of Transportation. The resource is associated with events that have made a significant contribution to the broad patterns of history. Specifically, the resource conveys significance as a representative of two distinct early and mid-twentieth century campaigns of modernization undertaken by the Pennsylvania Railroad. These efforts to modernize were undertaken to increase the speed and efficiency of rail transportation in the Pittsburgh region.

Beginning ca. 1901, the Pennsylvania Railroad embarked on a multi-million-dollar program of grade separation in Pittsburgh. This program was undertaken to alleviate bottleneck and increase capacity. The resource and its elevated railyard are a direct result of this program. Beginning c. 1929, in response to inadequacies revealed during World War I, the Pennsylvania Railroad undertook a second campaign of modernization. The goal of this campaign was to streamline service, cater to changing passenger needs, and to accommodate modern diesel rolling stock. Plans for a new rail terminal at Pittsburgh were developed; however, these plans were eventually discarded in favor of the modernization of the existing station and the completion of a new trainshed. Under Criterion A, the resource serves as a record of both campaigns of modernization; each significantly impacting rail transportation in the Pittsburgh region.

Location 3 – W. North Avenue Bridge

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **112372**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line
CURRENT/COMMON NAME Norfolk Southern Railway: Fort Wayne Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment)
OWNER NAME/ADDRESS Norfolk Southern Corporation / 1200 Peachtree St. NW, Atlanta, GA 30309
TOTAL NUMBER OF RESOURCES 6
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION 566-ft. segment centered at the Brighton Rd. & W. North Ave. intersection (railroad milepost PC-1.60).
STREET ADDRESS _____ **ZIP** _____
CATEGORY OF PROPERTY ☐ Building ■ District ☐ Object ☐ Site ■ Structure
OWNERSHIP ☐ Private ▣ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 80-G-208-9/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Retaining walls	W. North Ave./Brighton Rd. Bridge	
Standard RR safety railing	Iron fencing	
Siding	Signal bridge	

Acreage (round to nearest tenth) 1.0

Key # **112372**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation

Walls

Roof

Other

Structural System

WIDTH 70 (feet) or _____ (# bays) **DEPTH** 566 (feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1880 ■ Circa 1910 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Railroad histories and historic maps. Ca. 1880 tracks 3 and 4 added; ca. 1910 grade separation.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations DOE 9-14-93: PRR: Main Line (Pittsburgh to Ohio State Line).
Key #129729: W. North Ave. & Brighton Rd. Bridge over RR (contributes to district).

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain Proposed raising of bridge and approach roads to increase track vertical clearance.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive
■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112372**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance A and C

Criteria Considerations _____ Period of Significance 1848-1958

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112372**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date Feb. 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

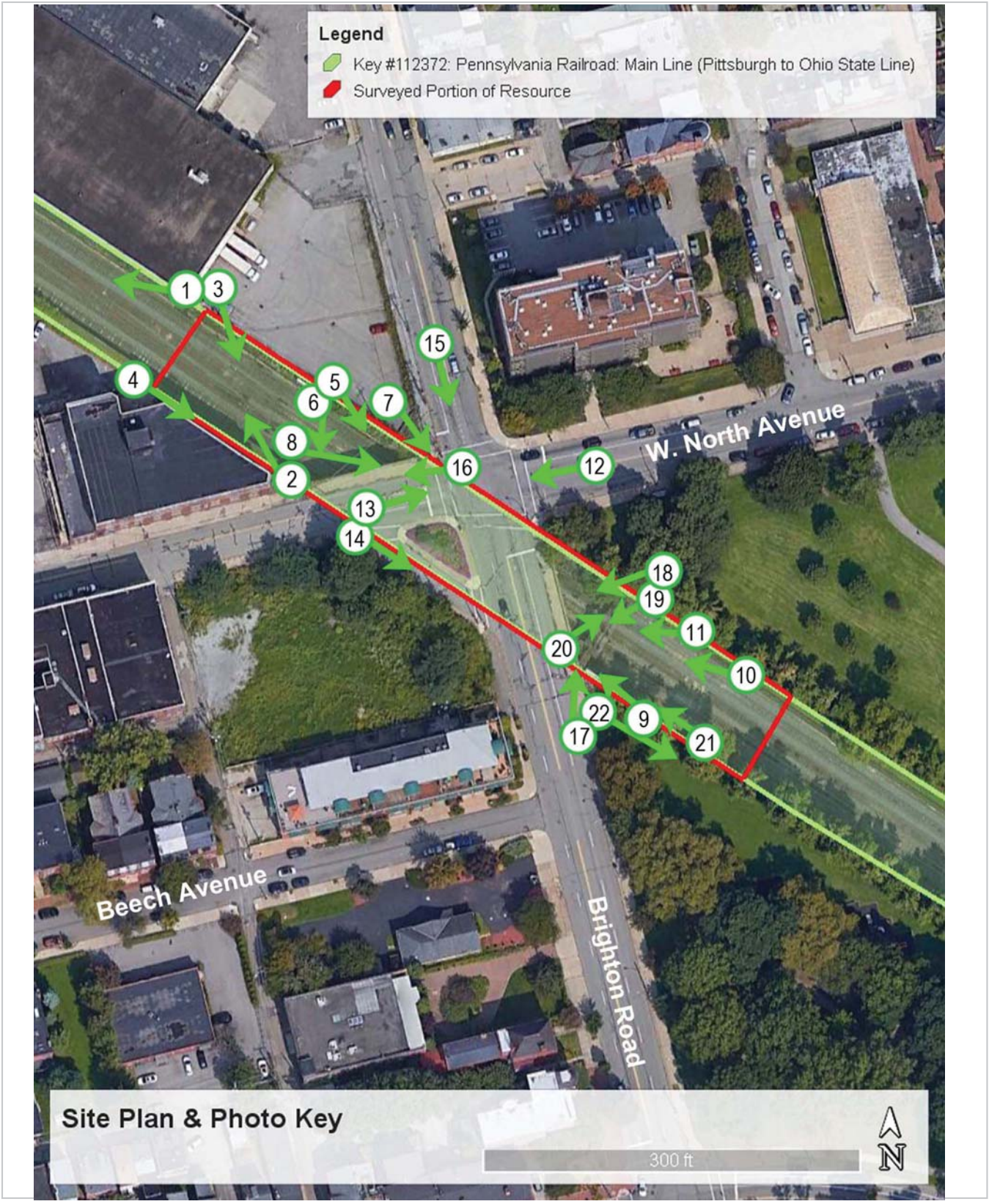
Photo #	Photo Subject/Description	Camera Facing
1	SEE CONTINUATION SHEETS	
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Key # **112372**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



Bibliography (Item 32)

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2015 A General Chronology of the Pennsylvania Railroad Company its Predecessors and Successors and its Historical Context. June 2015 Edition. Electronic document. http://www.prrths.com/newprr_files/Hagley/PRR_hagley_intro.htm, accessed April 26, 2018.

Barrett, Brenda

1993 Letter to David J. Sands, Consolidated Rail Corporation, from Brenda Barrett, Director, Pennsylvania Historical & Museum Commission, Bureau for Historic Preservation (PHMC-BHP), regarding Pennsylvania Double-Stack Clearance Improvement Project, ER# 93-4041-042. Letter on file at PHMC-BHP, Harrisburg, Pennsylvania.

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1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.

1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.

1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.

1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

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Ca. 1880-1917 Numerous engineering drawings pertaining to the track elevation and depression at Allegheny (Pittsburgh), Pennsylvania. In collection of the Pennsylvania Railroad Technical and Historical Society, Lewistown, Pennsylvania.

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1850 "Map of the Ohio and Pennsylvania Railroad and connecting lines." Ohio and Pennsylvania Rail-Road Company. Pittsburgh, Pennsylvania. Electronic document, https://www.loc.gov/item/98688751/, accessed March 6, 2018.

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1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 14. Corrected to 1951. Sanborn Map Company, New York.

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U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Photo List (Item 33)

Photo 1: Rail corridor extending northwest beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and standard PRR safety fence. View from northeast wall facing northwest. 10

Photo 2: Rail corridor extending northwest beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety fence, and elevated out-of-service siding for the former International Harvester Building. View from southwest wall facing northwest. 10

Photo 3: Rail corridor extending southeast from edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety fence, and the W. North Avenue/Brighton Road Bridge. View from northeast wall facing south. 11

Photo 4: Rail corridor extending southeast from edge of survey area showing elevated out-of-service siding for the former International Harvester Building and W. North Avenue/Brighton Road Bridge. View from southwest wall facing southeast. 12

Photo 5: W. North Avenue/Brighton Road Bridge showing northwest concrete-encased steel plate girder and southwest abutment. View from northeast wall, facing southeast. 12

Photo 6: Detail of W. North Avenue/Brighton Road Bridge showing southwest abutment and tapered retaining wall. View from northeast wall, facing southwest. 13

Photo 7: Detail of W. North Avenue/Brighton Road Bridge showing stair from sidewalk to pathway along top of northeast wall, facing southeast. 14

Photo 8: W. North Avenue/Brighton Road Bridge showing northwest girder, northeast abutment, and tapered retaining wall. View from southwest wall, facing east. 15

Photo 9: W. North Avenue/Brighton Road Bridge showing northeast concrete-encased steel plate girder, northeast abutment, retaining wall, and signal bridge. View from southwest wall, facing northwest. 15

Photo 10: W. North Avenue/Brighton Road Bridge showing northeast concrete-encased steel plate girder, southwest abutment,retaining wall, and signal bridge. View from northeast wall, facing west. 16

Photo 11: W. North Avenue/Brighton Road Bridge showing northeast concrete-encased steel plate girder and southwest abutment. View from northeast wall, facing west. 16

Photo 12: W. North Avenue/Brighton Road Bridge showing bridge deck, northwest girder, and 800 block of W. North Avenue beyond, facing southwest. 17

Photo 13: W. North Avenue/Brighton Road Bridge showing bridge deck, northwest girder, and 700 block of W. North Avenue beyond, facing northest. 17

Photo 14: W. North Avenue/Brighton Road Bridge showing bridge deck with triangular planter and diagonal right turn lane from W. North Avenue to Brighton Road, facing southwest. 18

Photo 15: W. North Avenue/Brighton Road Bridge showing bridge deck, southeast girder, and 1000 block of Brighton Road beyond, facing southeast. 18

Photo 16: W. North Avenue/Brighton Road Bridge showing detial of northwest sidewalk and concrete-encased plate girde, concrete end post, and iron fence along W. North Avenue, facing west. 19

Photo 17: W. North Avenue/Brighton Road Bridge showing detail of northeast sidewalk and concrete-encased girder, concrete end post, and iron fence along Brighton Road, facing north. 19

Photo 18: Detail of fencing along northeast retaining wall in Allegheny Commons Park showing earlier ca. 1910-11 decorative wrought-iron fencing (left) and later ca. 1929 iron fence segment added during the bridge's construction, facing west. 20

Photo 19: Railroad signal bridge spanning depressed railroad corridor through Allegheny Commons Park showing southeast (front) and northeast sides with southwest retaining wall and northeast girder of W. North Avenue/Brighton Road Bridge in background, facing southwest. 21

Photo 20: Railroad signal bridge spanning depressed railroad corridor through Allegheny Commons Park showing northwest (rear) side with northeast retaining wall background, facing southeast. 22

Photo 21: Rail corridor extending northwest through Allegheny Commons Park, showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and decorative wrought-iron fencing, with railroad signal bridge and southeast girder of the W. North Avenue/Brighton Road Bridge, facing northwest. 22

Photo 22: Rail corridor extending southeast from W. North Avenue/Brighton Road Bridge through Allegheny Commons Park, showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and decorative wrought-iron fencing, facing southeast. 23

Current Photographs (Item 33)



Photo 1: Rail corridor extending northwest beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and standard PRR safety fence. View from northeast wall facing northwest.



Photo 2: Rail corridor extending northwest beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety fence, and elevated out-of-service siding for the former International Harvester Building. View from southwest wall facing northwest.



Photo 3: Rail corridor extending southeast from edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety fence, and the W. North Avenue/Brighton Road Bridge. View from northeast wall facing south.



Photo 4: Rail corridor extending southeast from edge of survey area showing elevated out-of-service siding for the former International Harvester Building and W. North Avenue/Brighton Road Bridge. View from southwest wall facing southeast.



Photo 5: W. North Avenue/Brighton Road Bridge showing northwest concrete-encased steel plate girder and southwest abutment. View from northeast wall, facing southeast.



Photo 6: Detail of W. North Avenue/Brighton Road Bridge showing southwest abutment and tapered retaining wall. View from northeast wall, facing southwest.



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Photo 11: W. North Avenue/Brighton Road Bridge showing northeast concrete-encased steel plate girder and southwest abutment. View from northeast wall, facing west.



Photo 12: W. North Avenue/Brighton Road Bridge showing bridge deck, northwest girder, and 800 block of W. North Avenue beyond, facing southwest.



Photo 13: W. North Avenue/Brighton Road Bridge showing bridge deck, northwest girder, and 700 block of W. North Avenue beyond, facing northest.



Photo 14: W. North Avenue/Brighton Road Bridge showing bridge deck with triangular planter and diagonal right turn lane from W. North Avenue to Brighton Road, facing southwest.



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Photo 16: W. North Avenue/Brighton Road Bridge showing detial of northwest sidewalk and concrete-encased plate girde, concrete end post, and iron fence along W. North Avenue, facing west.



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Photo 18: Detail of fencing along northeast retaining wall in Allegheny Commons Park showing earlier ca. 1910-11 decorative wrought-iron fencing (left) and later ca. 1929 iron fence segment added during the bridge's construction, facing west.



Photo 19: Railroad signal bridge spanning depressed railroad corridor through Allegheny Commons Park showing southeast (front) and northeast sides with southwest retaining wall and northeast girder of W. North Avenue/Brighton Road Bridge in background, facing southwest.



Photo 20: Railroad signal bridge spanning depressed railroad corridor through Allegheny Commons Park showing northwest (rear) side with northeast retaining wall background, facing southeast.

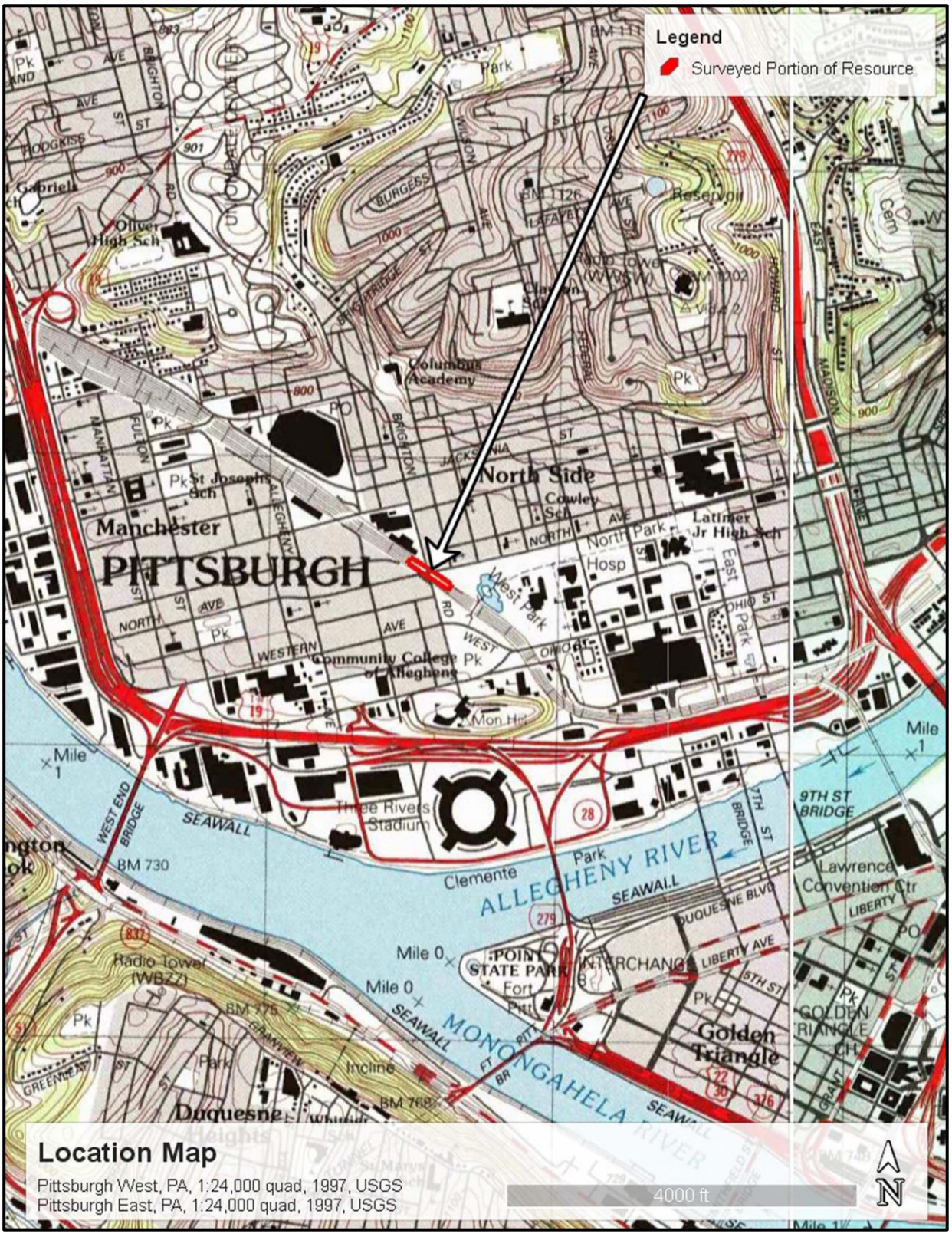


Photo 21: Rail corridor extending northwest through Allegheny Commons Park, showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and decorative wrought-iron fencing, with railroad signal bridge and southeast girder of the W. North Avenue/Brighton Road Bridge, facing northwest.

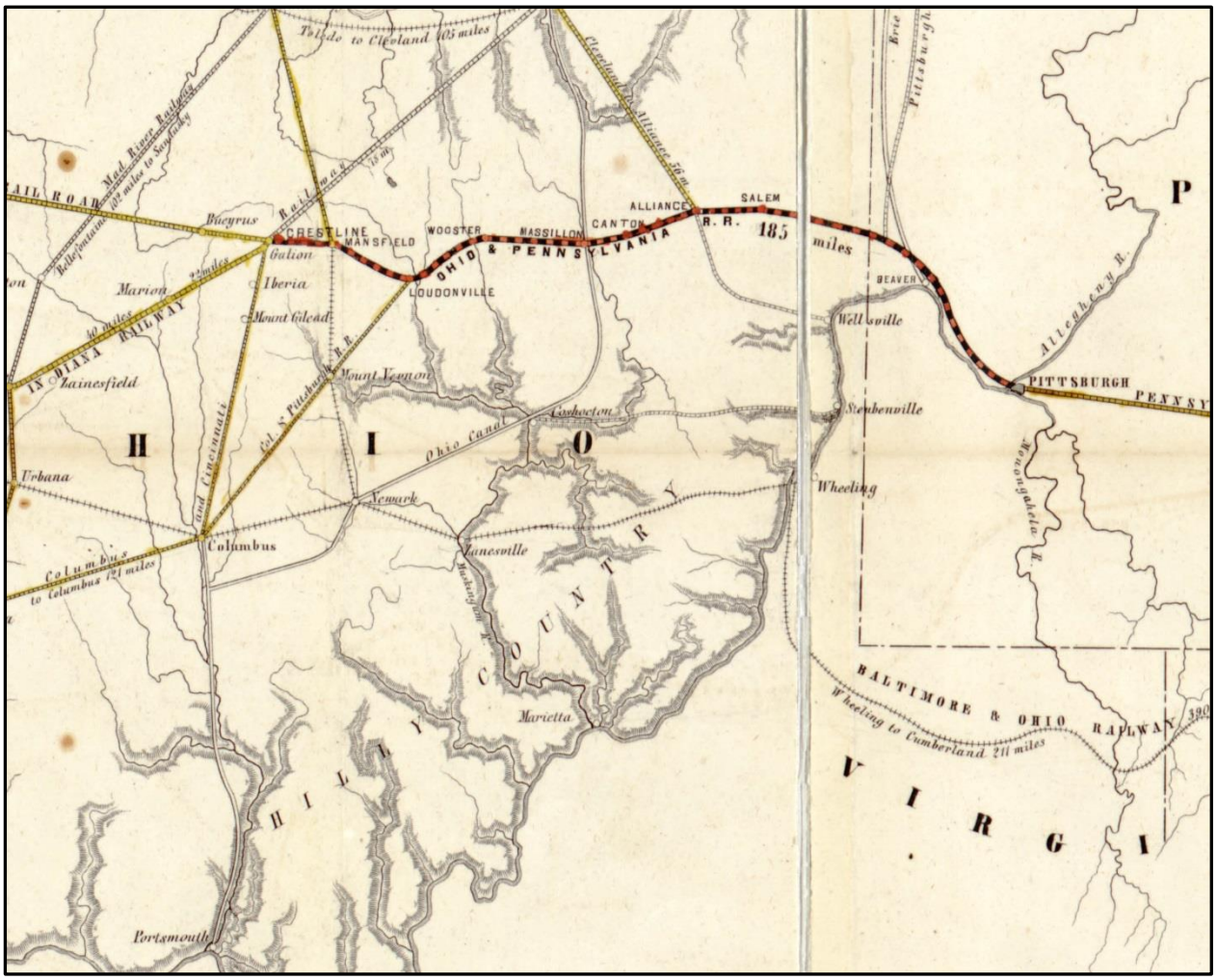


Photo 22: Rail corridor extending southeast from W. North Avenue/Brighton Road Bridge through Allegheny Commons Park, showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, and decorative wrought-iron fencing, facing southeast.

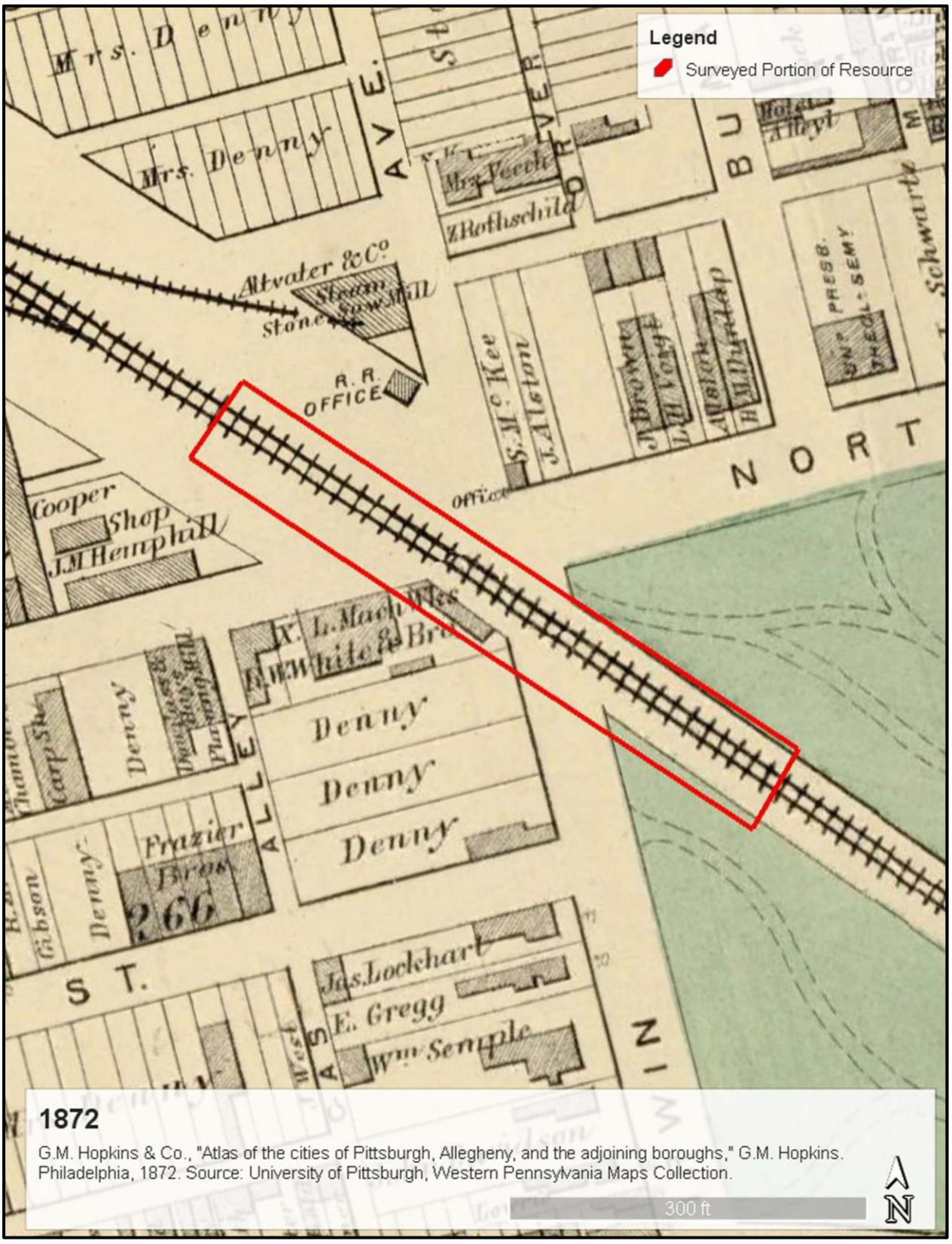
USGS Map (Item 36)

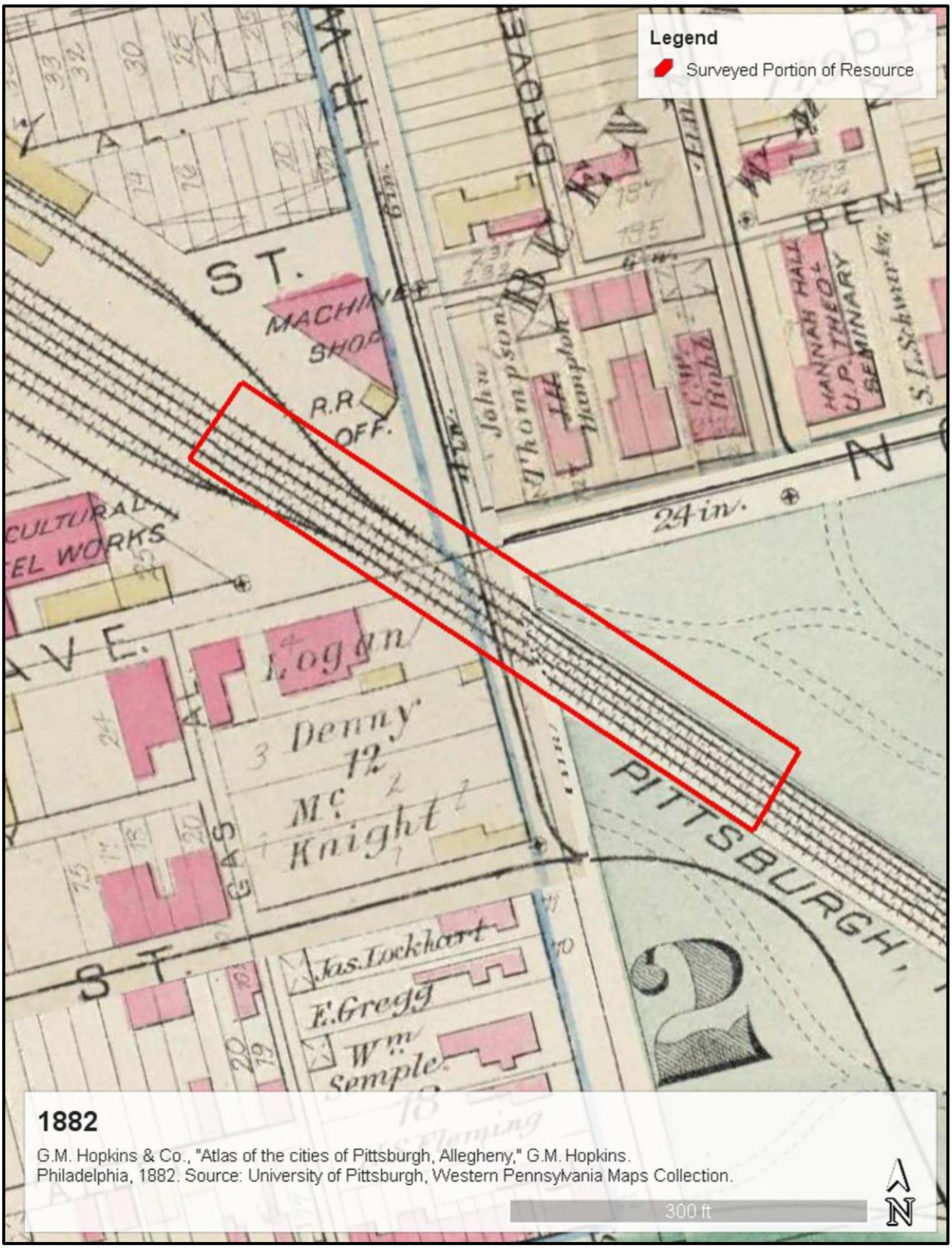


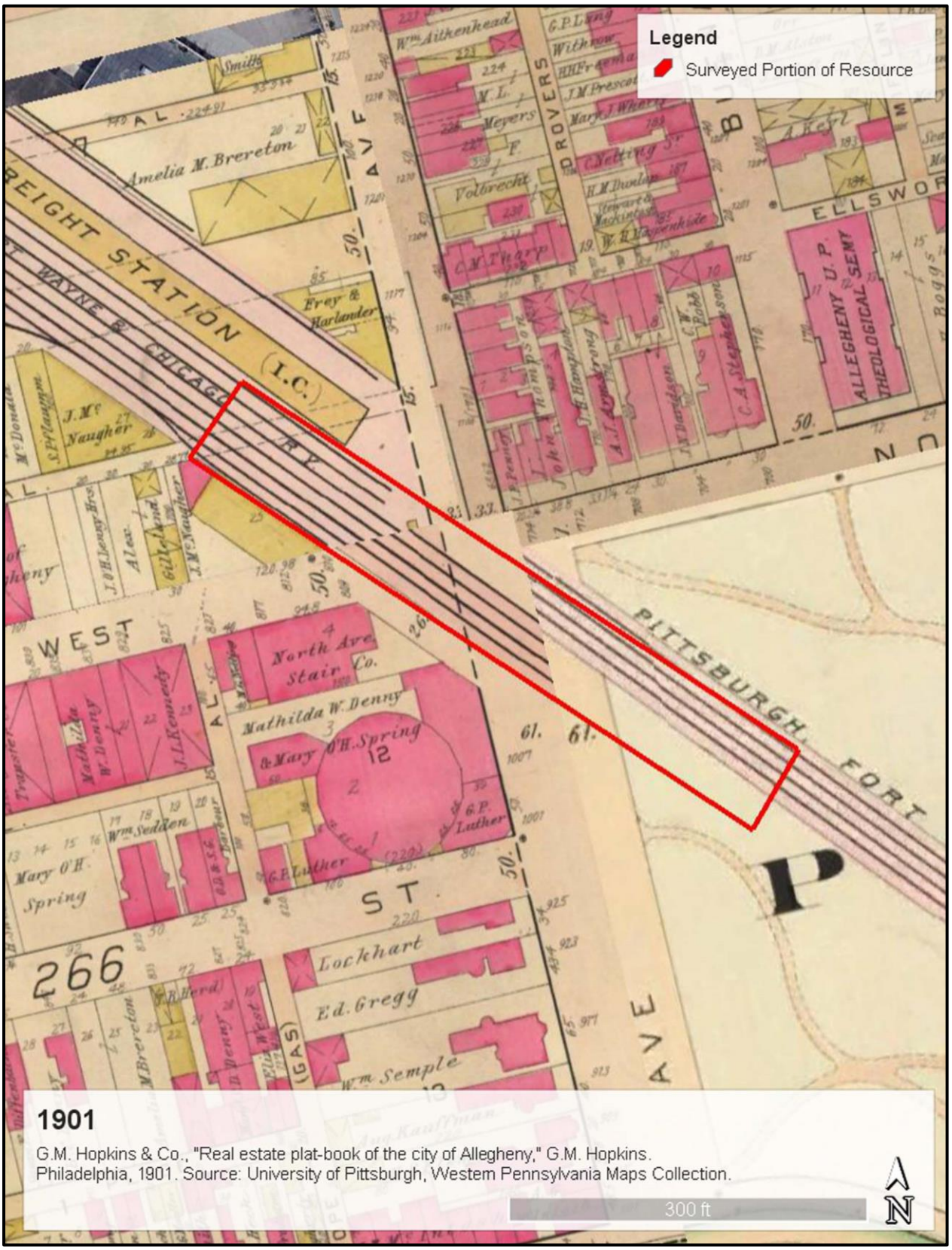
Historical Maps (Optional Attachment, Item 37)

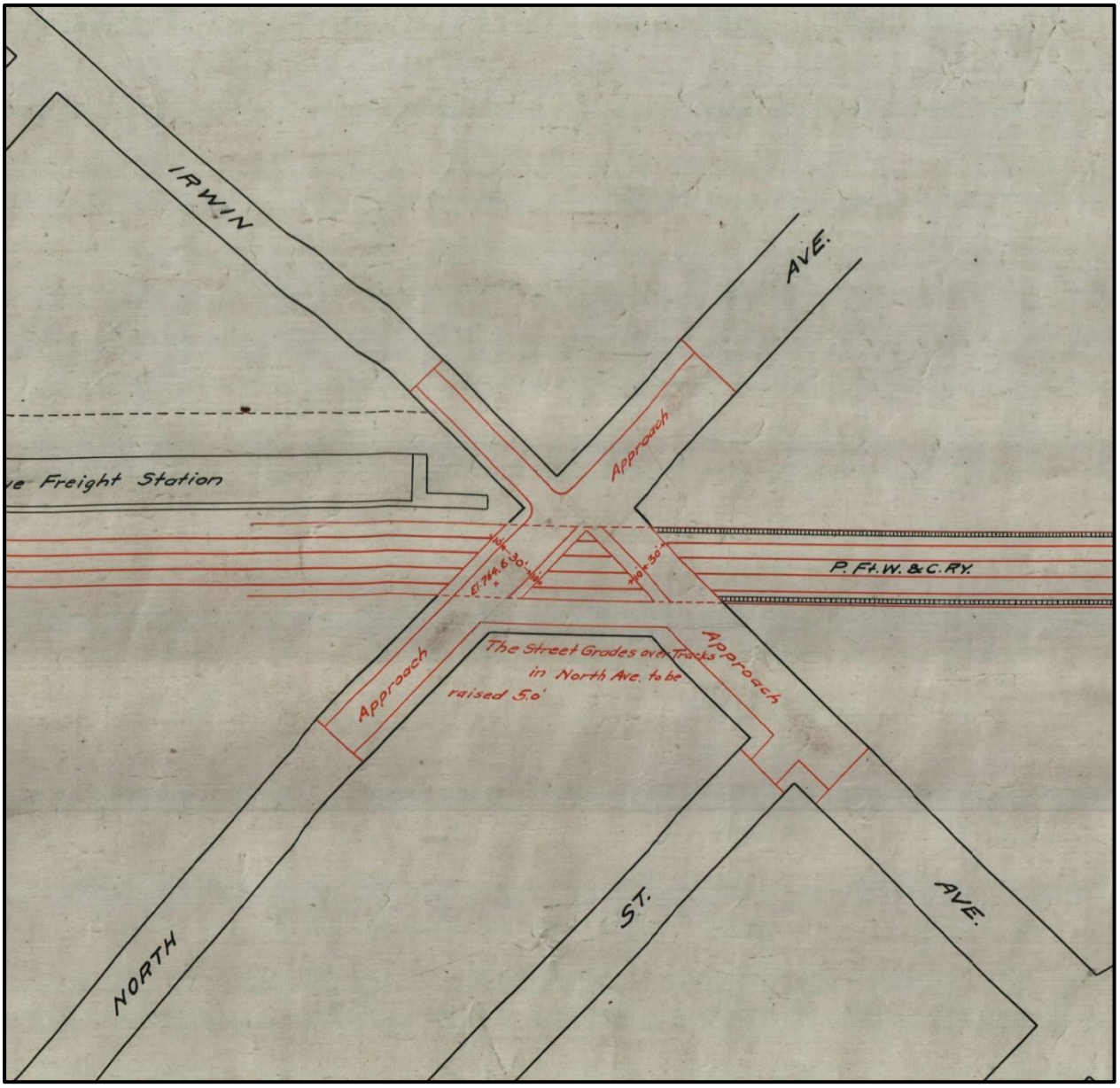


Portion of the 1850 map showing the proposed route of Ohio and Pennsylvania Railroad line (in red) from Pittsburgh, Pennsylvania to Crestline, Ohio (Roberts 1850).

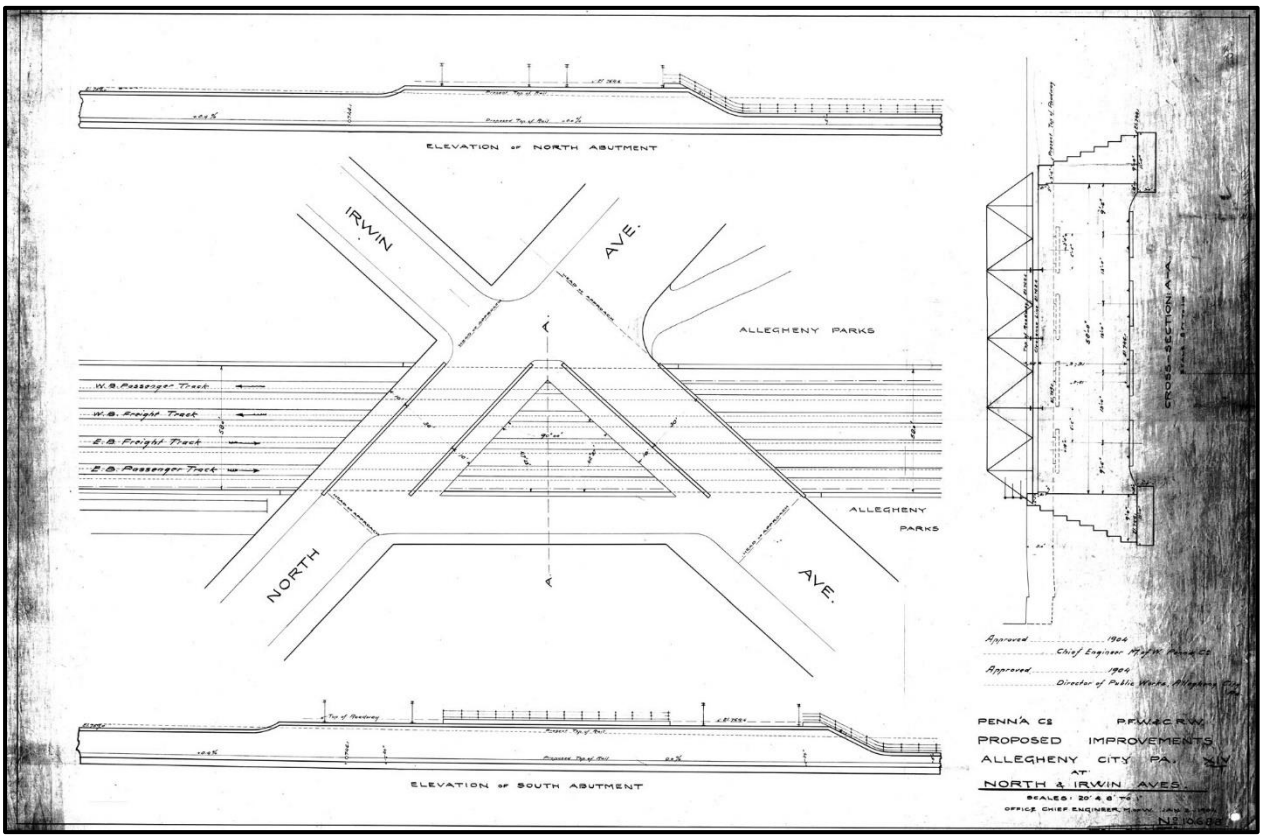

Legend
Surveyed Portion of Resource
Mrs. Denny
Mrs. Denny
Z Rothschild
Altvater & Co
Steam Sawmill
Stone
R. R. OFFICE
S. M. McKee
J. Alston
J. Browne
Cooper Shop
J.M Hemphill
Denny
Denny
Denny
Frazier Bros
266
Jas. Lockhart
E. Gregg
Wm Semple
1872
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
Surveyed Portion of Resource
ST.
MACHINE SHOP
R.R OFF.
John Thompson
Hannah Hall U.P. Theol. Seminary
24 in.
PITTSBURGH,
Logan
Denny
Mc Knight
Jas. Lockhart
E. Gregg
Wm Semple
1882
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N

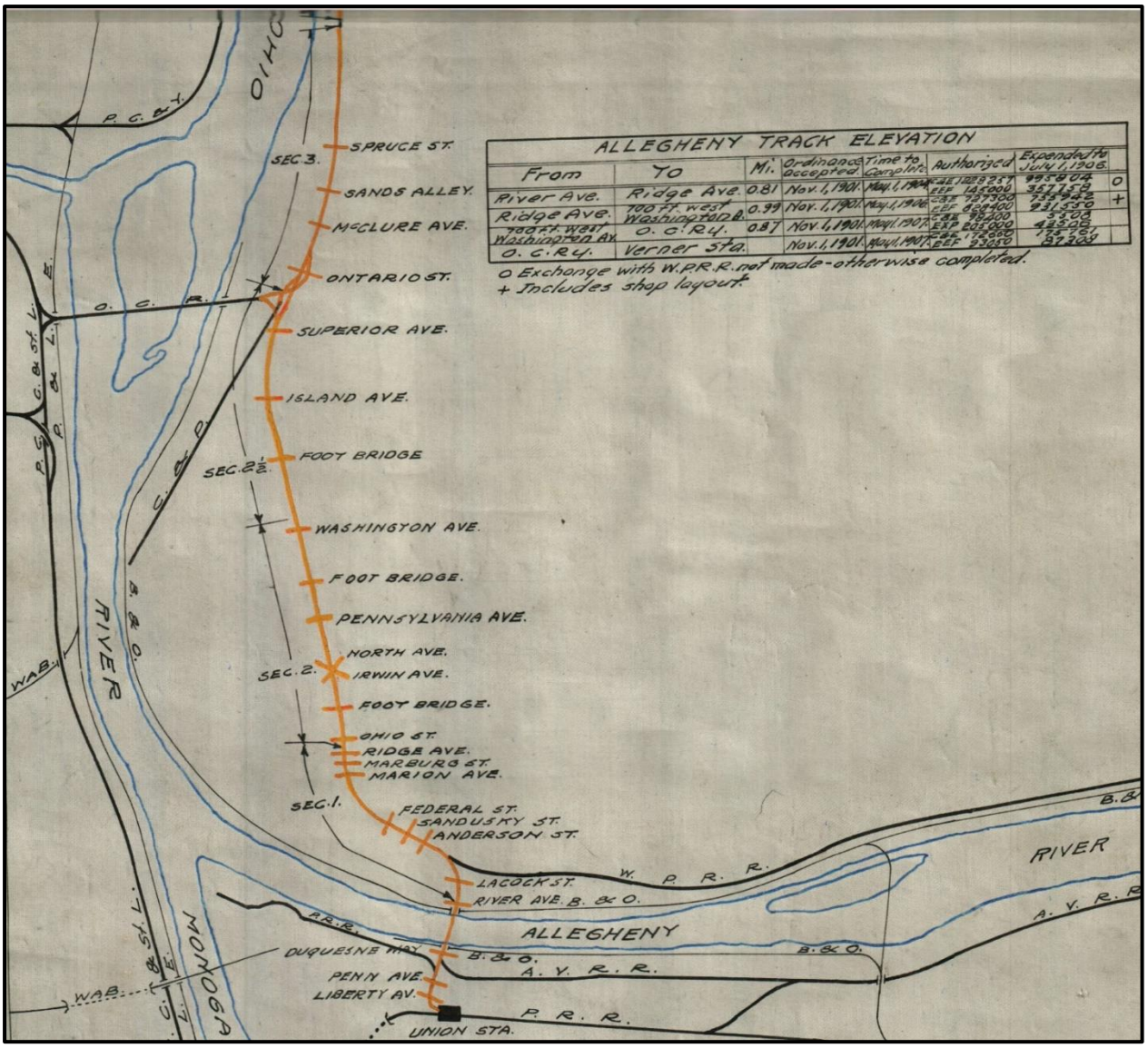

Legend
Surveyed Portion of Resource
Amelia M. Brereton
Frey & Harlander
J.Mc Naugher
WEST
North Ave Stair Co.
Mathilda W. Denny
Mary O'H. Spring
Wm. Sedden
G.P. Luther
Lockhart
Ed. Gregg
Wm. Semple
266
ST.
AVE
PITTSBURGH, FORT
ALLEGHENY U.P. SEMY THEOLOGICAL
1901
G.M. Hopkins & Co., "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
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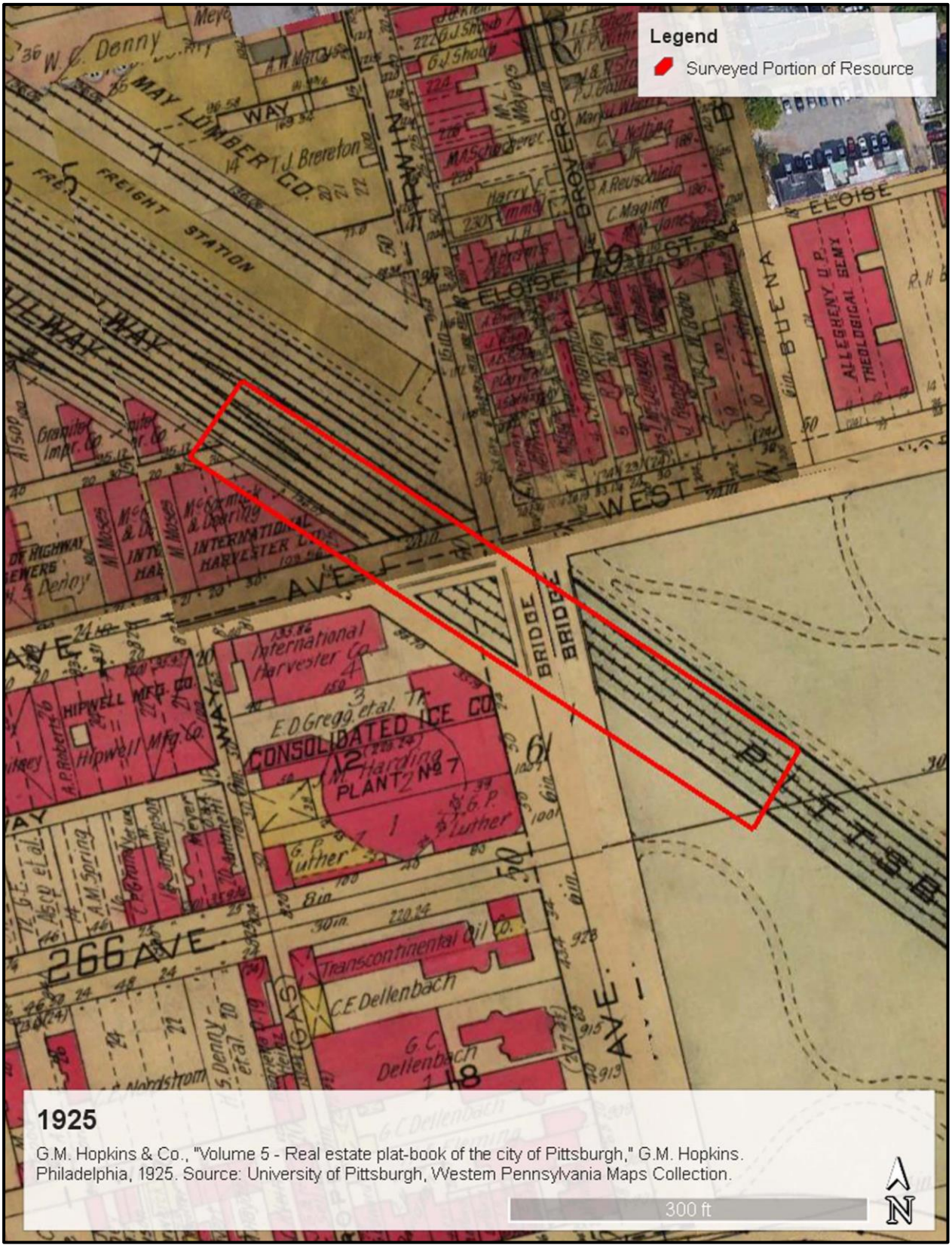
Detail of 1901 Pennsylvania Railroad plan showing the extent of approach work required to raise the grade of Brighton Road [Irwin Avenue] and W. North Avenue 5.0 feet over the railroad tracks (Pennsylvania Company's Pittsburgh, Ft. Wayne & Chicago Railway, Office of Chief Engineer, Maintenance of Way).

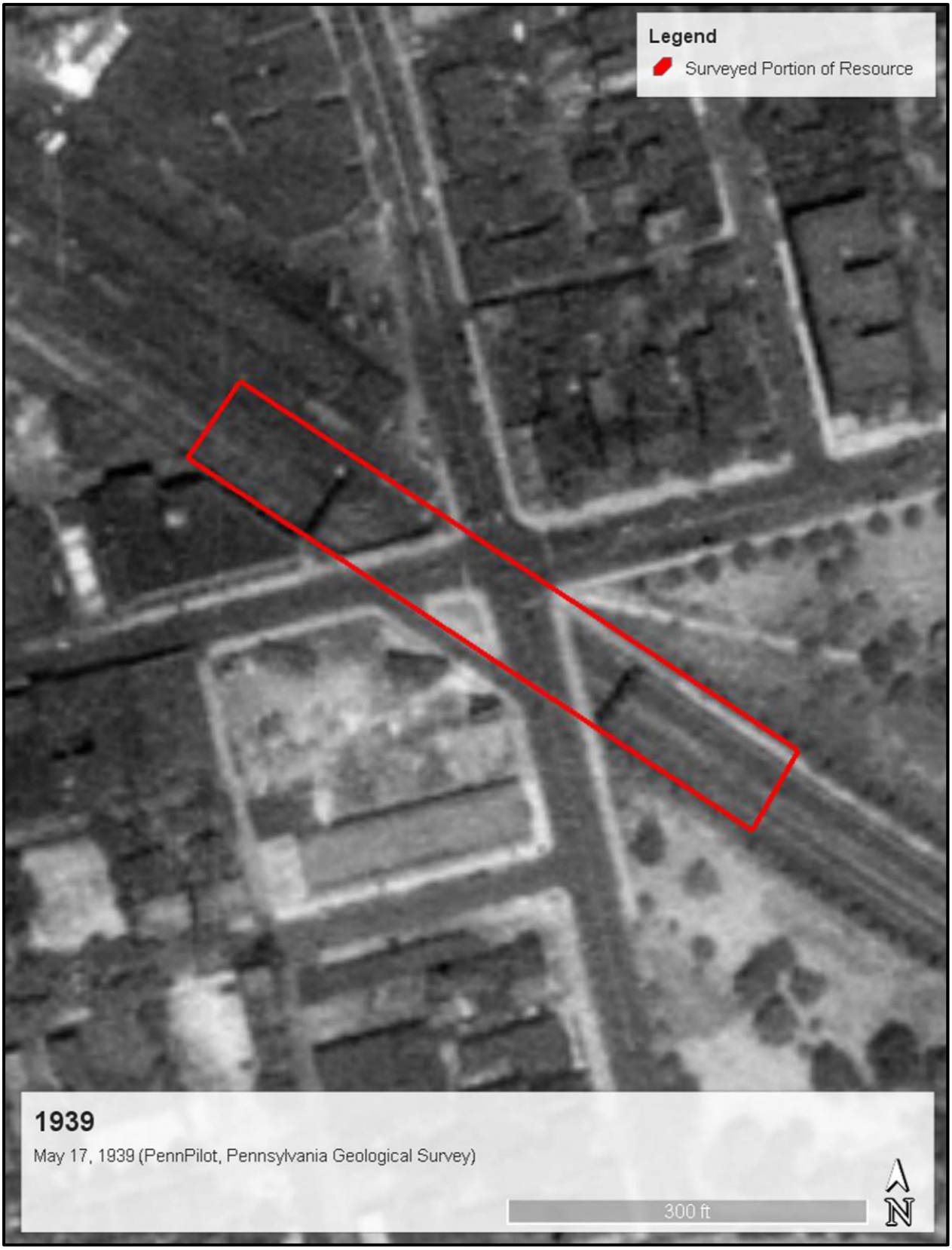


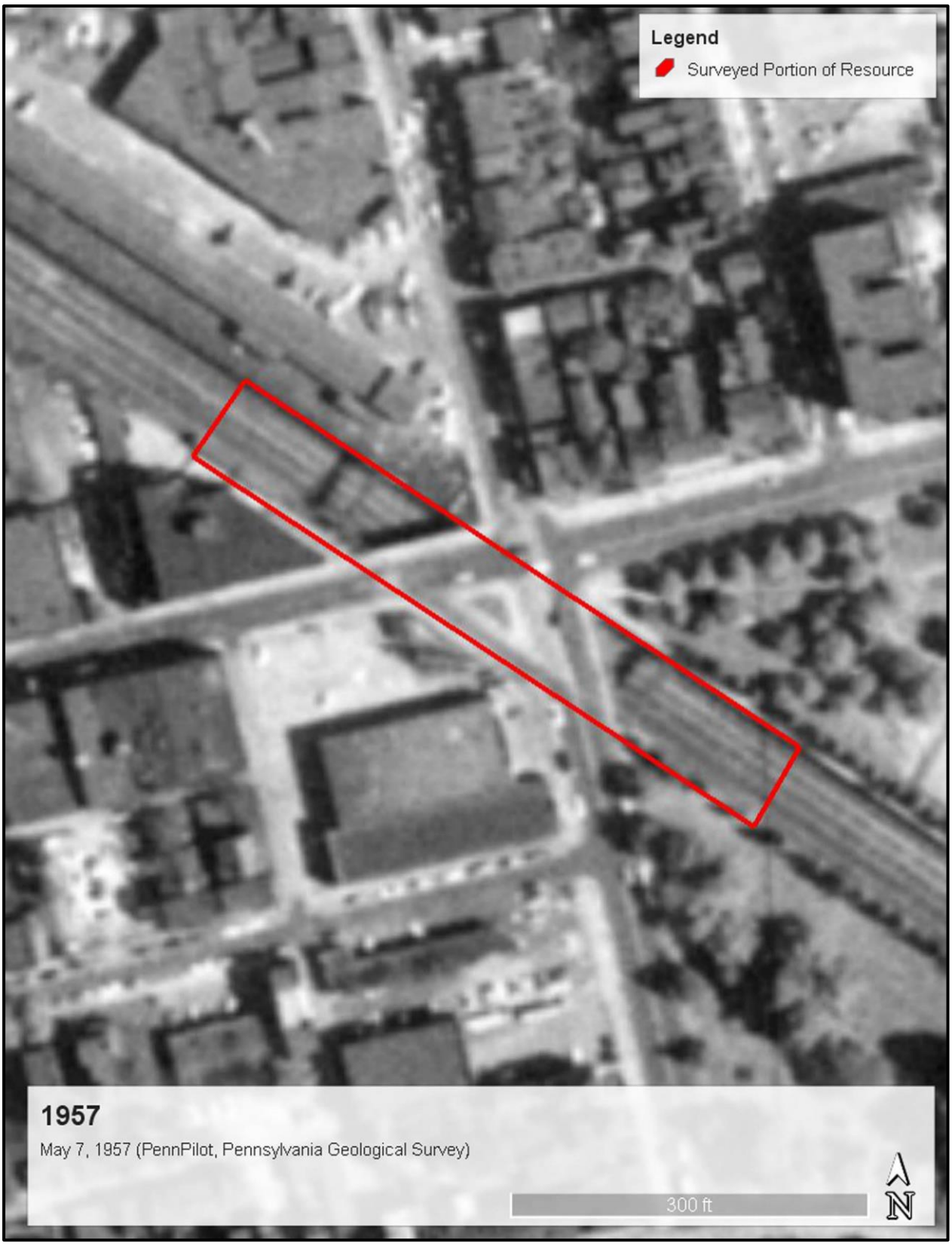
1904 drawing of proposed bridges at W. North Avenue and Brighton Road [formerly Irwin Avenue] for railroad grade separation project (Pennsylvania Company's Pittsburgh, Ft. Wayne & Chicago Railway, Office of Chief Engineer, Maintenance of Way, Drawing No. 10688, January 2, 1904).

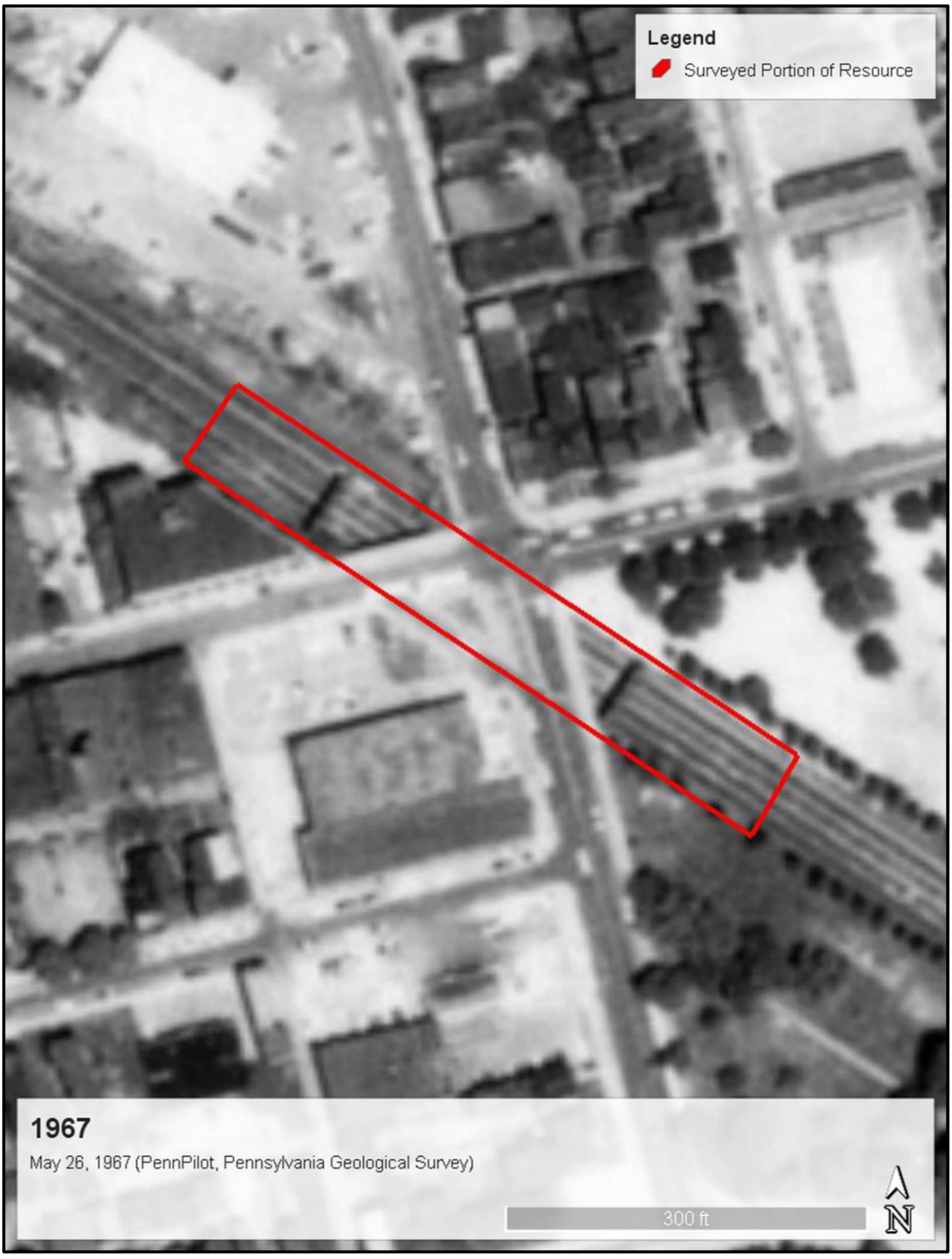


1906 map showing the extent of the Pennsylvania Railroad's Allegheny Track Elevation from Union Station, Pittsburgh to Bellevue, Pennsylvania (Pennsylvania Company's Pittsburgh, Ft. Wayne & Chicago Railway, Office of Chief Engineer, Maintenance of Way, Drawing No. 13363).

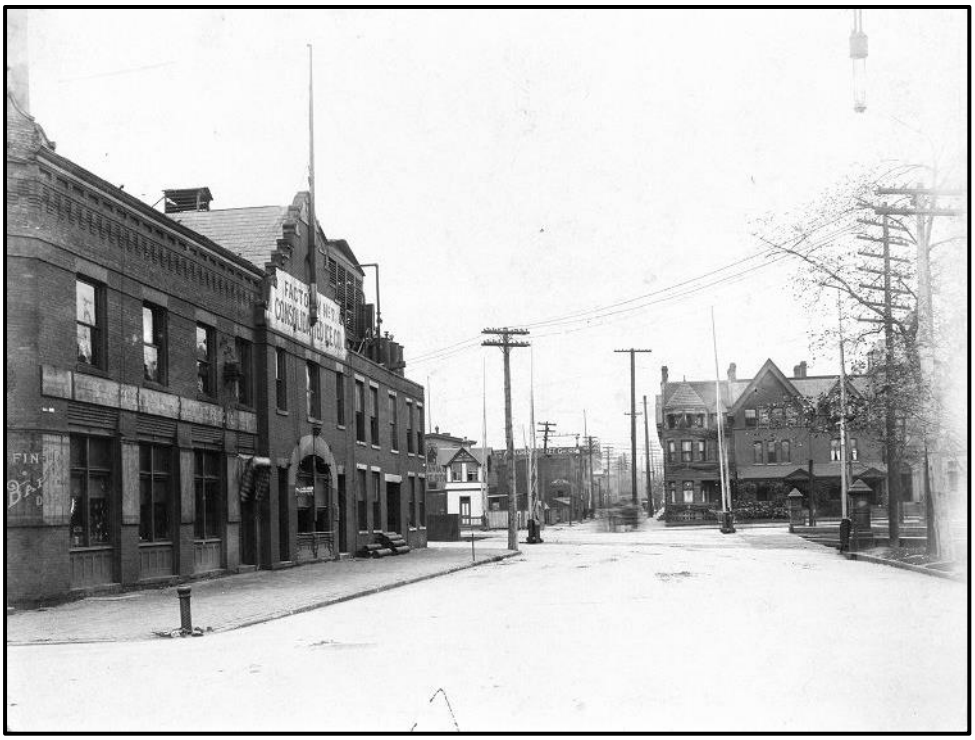

Legend
Surveyed Portion of Resource
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
Surveyed Portion of Resource
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Surveyed Portion of Resource
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Surveyed Portion of Resource
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)



Pre-grade-lowering, looking toward Brighton Road and W. North Avenue, facing northwest from Beech Avenue.



Same view, looking northwest. Google Earth street view.



Grade-lowering in progress, looking toward Brighton Road and W. North Avenue, facing northwest from the Consolidated Ice Company.



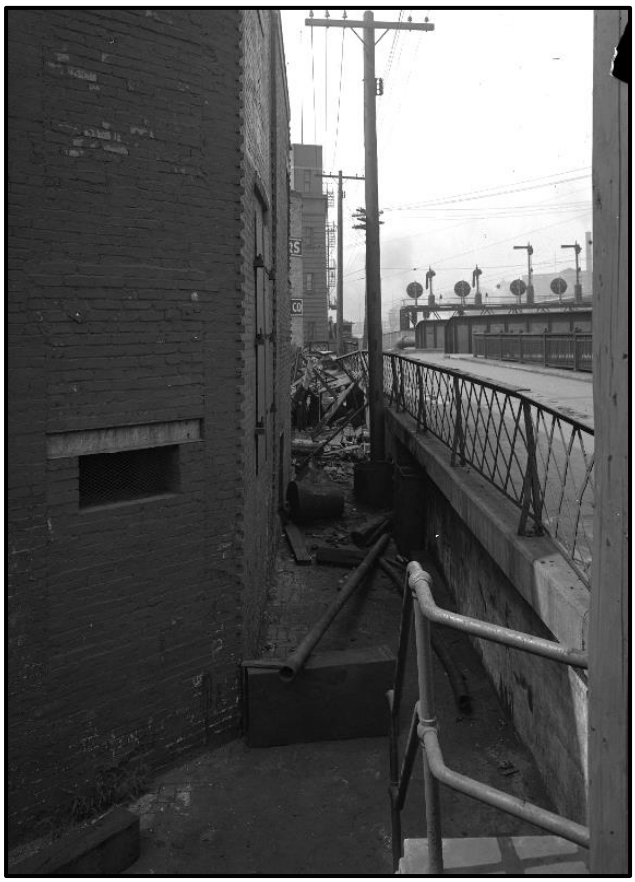
Similar view, looking northwest. Google Earth street view.



Post-grade-lowering, Brighton Road and Beech Avenue, facing north.



Same view, looking northwest. Google Earth street view.





Left: Looking northwest from the corner of Brighton Road (diagonal) toward W. North Avenue. Building in the foreground is part of the Consolidated Ice Company.
Right: Similar view, looking northwest. Google Earth street view.



Looking southeast from the intersection of Brighton Road (diagonal) and W. North Avenue, toward the Consolidated Ice Company.



Similar view, looking southeast. Google Earth street view.



Looking east toward the intersection of W North Avenue and Brighton Road.



Similar view, looking east. Google Earth street view.



Looking southwest from W. North Avenue near Brighton Road, across the railroad tracks and new bridges toward the Consolidated Ice Company building at the center of the photograph.



Similar view, looking southwest. Google Earth street view.

Physical Description and Integrity (Item 38)

Physical Description

The subject railroad is a segment of former Pennsylvania Railroad's Pittsburgh to Chicago Main Line. Today the segment is part of Norfolk Southern Railway's Fort Wayne Line, which runs from Pittsburgh, Pennsylvania to Crestline, Ohio. There, the line continues to Gary, Indiana via Fort Wayne, under CSX ownership.

The portion of railroad corridor surveyed for this project includes an approximately 566 linear foot segment centered at the W. North Avenue/Brighton Road railroad overpass bridge on Pittsburgh's Northside at milepost PC-1.60. The surveyed segment's depressed railroad corridor measures 58 feet wide between retaining walls and contains four tracks, and six contributing features. These include: a 1929 bridge (carrying W. North Avenue and Brighton Road over the tracks), concrete retaining walls with stone coping, iron fencing, standard three-rail railroad safety fencing, an elevated out-of-service siding, and a signal bridge.

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Ohio & Pennsylvania Railroad was chartered in February and April 1848, to build a railroad from Allegheny City, Pennsylvania (opposite Pittsburgh) to Crestline, Ohio, where it would unite with projected connecting lines (including the Ohio & Indiana Railroad and the Fort Wayne & Chicago Railroad) to provide a connection from Pittsburgh to Chicago, a distance of roughly 450 miles. After surveying the route, railroad building commenced at the state line between Pennsylvania and Ohio on July 4, 1849. William Robinson, Jr., was the company's first president (Stevenson & Foster 1875:3). Service between Allegheny City and New Brighton, Pennsylvania commenced in 1851. On April 11, 1853, the line between Allegheny City and the Crestline, Ohio opened.

A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. The line secured a route to Chicago in December 1856 using leased lines east of Warsaw, Indiana. In 1857, a railroad bridge opened over the Allegheny River, connecting the PFW&C with the Pennsylvania Railroad's (PRR) Main Line terminus at Pittsburgh. Construction of the PFW&C line to Chicago at Van Buren St. was completed December 25, 1858 (Baer 2015).

The PFW&C was sold at foreclosure in 1859, and it was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. In 1869, the PRR leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26). Operation was transferred back to the PRR in 1918. The PRR merged with the New York Central to form the Penn Central Transportation Company in 1968; however, the PFW&C stayed separate, filing for

bankruptcy in 1973. In 1976, the PFW&C became part of Conrail. When Conrail broke up in 1998, this portion of track went to Norfolk Southern Railway, which controls it today.

Grade Separation

From ca. 1900 to the early 1910s, the PRR undertook a multi-million-dollar grade separation project at its termini in Allegheny City and Chicago. The construction of the W. North Avenue/Brighton Road and Pennsylvania Avenue bridges as well as the track depression within Allegheny Commons Park was part of this greater project. The track elevation and depression at Allegheny City was a complex project that was predicated upon the reconstruction of Union Station at Pittsburgh, the raising of the Allegheny River Bridge, the elevation of the Western Pennsylvania Railroad (also a division of the Pennsylvania Railroad) between Sixteenth Street and its Federal Street Terminus in Allegheny City, reconstruction of the Federal Street Station in Allegheny City, reconstruction of the North Avenue Freight Station and nearby Engine House and Shop Buildings in Allegheny City, and a general program of grade separation in Allegheny City between the Federal Street Station and Bellevue, Pennsylvania (see historical map, dated 1906).

Within Allegheny Commons, the track depression project also included widening the track corridor from 50 to 58 feet to provide a standard distance of 13 feet between each of the four tracks. The grades of W. North Avenue and Brighton Road were raised 5 feet to allow for 16.25 feet of vertical clearance above the tracks, allowing for the elimination of the dangerous at-grade crossings at the Brighton Road/W. North Avenue intersection. Improvements within the surveyed portion of track were generally constructed between 1904 and 1911 (Pittsburgh, Ft. Wayne, & Chicago Division, Pennsylvania Railroad 1902-1912). In 1929, the Brighton Road/W. North Avenue Bridge was replaced with the present structure. The replacement bridge was wider and the plate girders were much shallower, allowing for improved motorist visibility. The open triangular area in the southwest quadrant of the bridge was spanned by the widened bridge and topped with a median. The widening of Brighton Road also took about 10 feet of right-of-way from Allegheny Commons. In the late 1940s, the PRR raised the Brighton Road/W. North Avenue bridge 2.75 feet to obtain 19 feet vertical clearance over the tracks; adjacent bridges were also raised at this time.

Significance

The PFW&C (referred to by PA SHPO alternately as the “Pennsylvania Railroad” or the “Pennsylvania Railroad: Main Line”) from Pittsburgh to the Ohio state line was previously determined eligible for listing in the National Register of Historic Places under Criteria A and C as a railroad corridor historic district for its “state-wide significance in transportation, economy and the development of Pennsylvania’s industries and communities” (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Six (6) features that contribute to the significance of the district were identified within the surveyed segment of the line.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **77607**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME TRINITY LUTHERN CHURCH
CURRENT/COMMON NAME TRINITY LUTHERN CHURCH
OWNER NAME/ADDRESS TRINITY LUTHERN CHURCH / 616 W. NORTH AVE PITTSBURGH , PA 15212-4538
TOTAL NUMBER OF RESOURCES 1
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION
STREET ADDRESS 616 W. North Avenue, Pittsburgh, PA **ZIP** 15212
CATEGORY OF PROPERTY ■ Building ☐ District ☐ Object ☐ Site ☐ Structure
OWNERSHIP ■ Private ☐ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 0023-N-00094-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Religion	Religion - Religious Structure	Church

Current Function	Subcategory	Particular Type
Religion	Religion - Religious Structure	Church

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed-use neighborhood

Ancillary Features

Cornerstone	Stone retaining/garden walls	Raised flagstone patio

Acreage (round to nearest tenth) 0.5

Key # **77607**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Modern Movement

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Stone	
Roof	Ceramic Tile	
Other	Glass	
Structural System	Masonry	

WIDTH 76 (feet) or 4 (# bays) **DEPTH** 138 (feet) or 9 (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1963 ☐ Circa **Year Completed** 1963 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ■ Physical

Explain Date stone on building, newspaper articles

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s) Charles B. McConnell Jr. (Wilkinsburg)

Builder(s) Forbes Construction Company (Pittsburgh)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations Located within the Mexican War Streets, NHRP District

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # **77607**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ■ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **77607**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

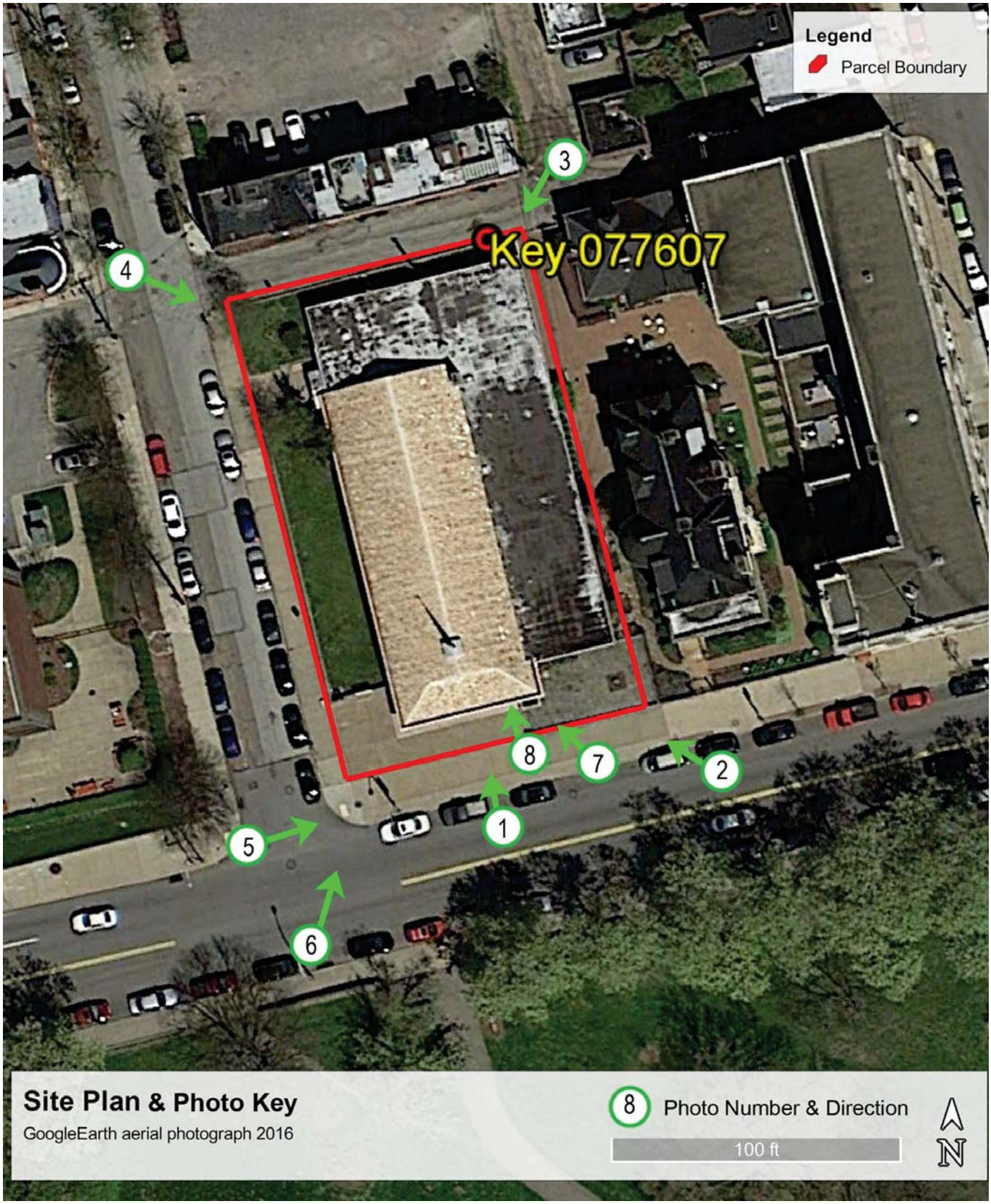
Photo #	Photo Subject/Description	Camera Facing
1	Trinity Lutheran Church, southeast (front) façade.	NW
2	Trinity Lutheran Church, southeast (front) and northeast (side) façades.	NW
3	Trinity Lutheran Church, northeast (side) and northwest (rear) façades.	SW
4	Trinity Lutheran Church, northwest (rear) and southwest (side) façades.	SE
5	Trinity Lutheran Church, southwest (side) façade.	NE
6	Trinity Lutheran Church, southwest (side) and southeast (front) façades.	NE
7	Trinity Lutheran Church, detail of southeast (front) façade showing covered entryway.	NW
8	Trinity Lutheran Church, cornerstone in covered entryway, southeast (front) façade.	NE
9		
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29		
30		
31		
32		

Key # **77607**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

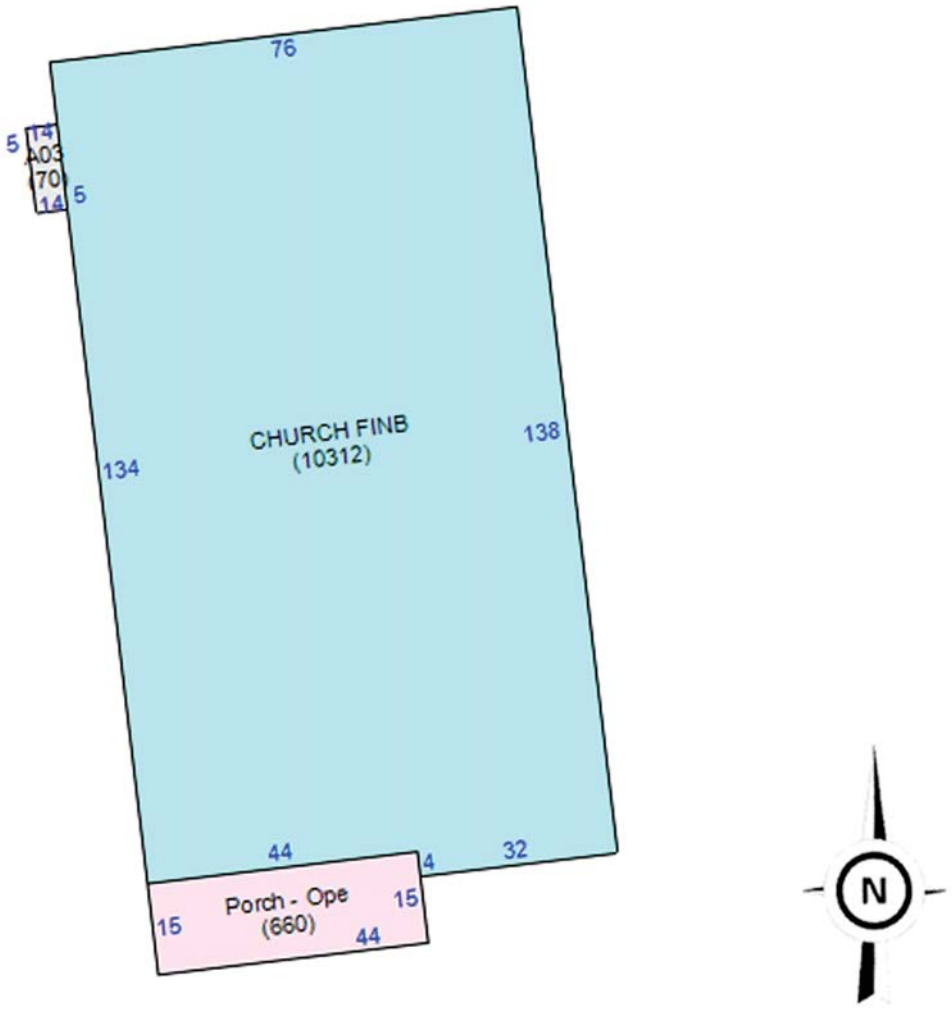


Key # **77607**

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania

Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.

1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.

1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.

1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.

1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh Post-Gazette

1898 "Allegheny Seminary." 13 May 1898:6. Pittsburgh, Pennsylvania.

1960 "A Tale of Two Seminaries on the Pittsburgh Scene." 4 September:38. Pittsburgh, Pennsylvania.

1960 "Church Buys Seminary Site on Northside." 8 October:10. Pittsburgh, Pennsylvania

1964 "Trinity Lutheran Dedication Sunday." 18 January:6. Pittsburgh, Pennsylvania.

The Pittsburgh Press

1929 "Seminaries to Unite." 16 May:45. Pittsburgh, Pennsylvania.

Sanborn Map Company

1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

United Presbyterian Church of North America

1913-1914 "Eighty-Ninth Annual Catalogue of the Pittsburgh Theological Seminary." Electronic document, https://archive.org/details/annualcatalogue191320pitt, accessed February 28, 2018.

U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Trinity Lutheran Church, southeast (front) façade, facing, northwest.



Photo 2: Trinity Lutheran Church, southeast (front) and northeast (side) façades, facing northwest.



Photo 3: Trinity Lutheran Church, northeast (side) and northwest (rear) façades, facing southwest.



Photo 4: Trinity Lutheran Church, northwest (rear) and southwest (side) façades, facing southeast.



Photo 5: Trinity Lutheran Church, southwest (side) façade, facing northeast.



Photo 6: Trinity Lutheran Church, southwest (side) and southeast (front) façades, facing northeast.



Photo 7: Trinity Lutheran Church, detail of southeast (front) façade showing covered entryway, facing northwest.

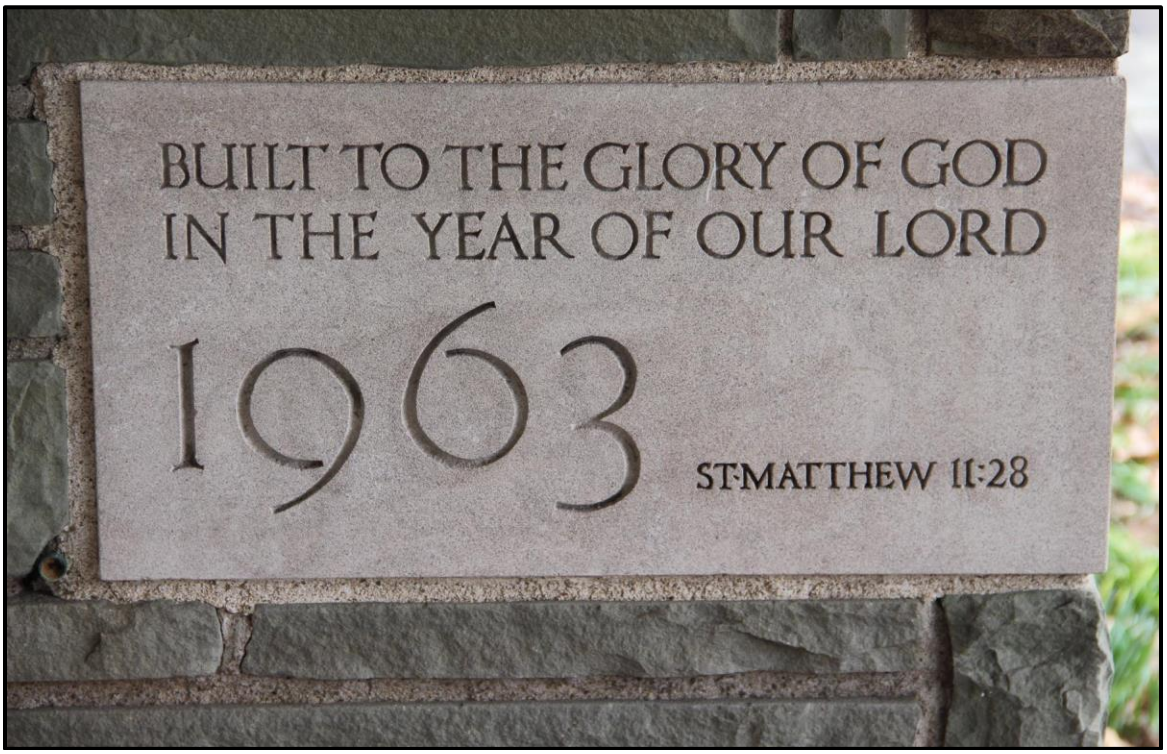
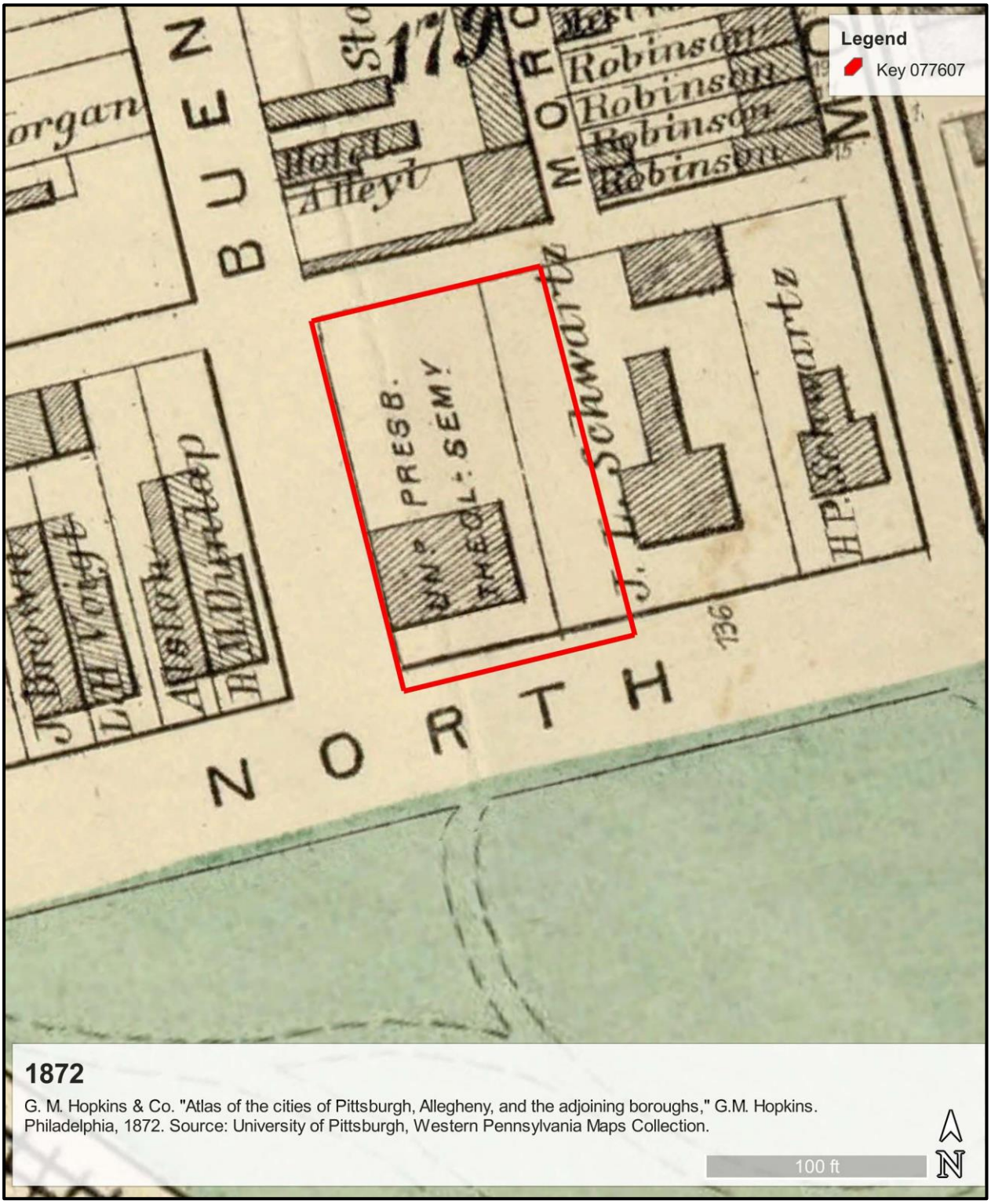


Photo 8: Trinity Lutheran Church, cornerstone in covered entryway, southeast (front) façade, facing northeast.

USGS Map (Item 36)



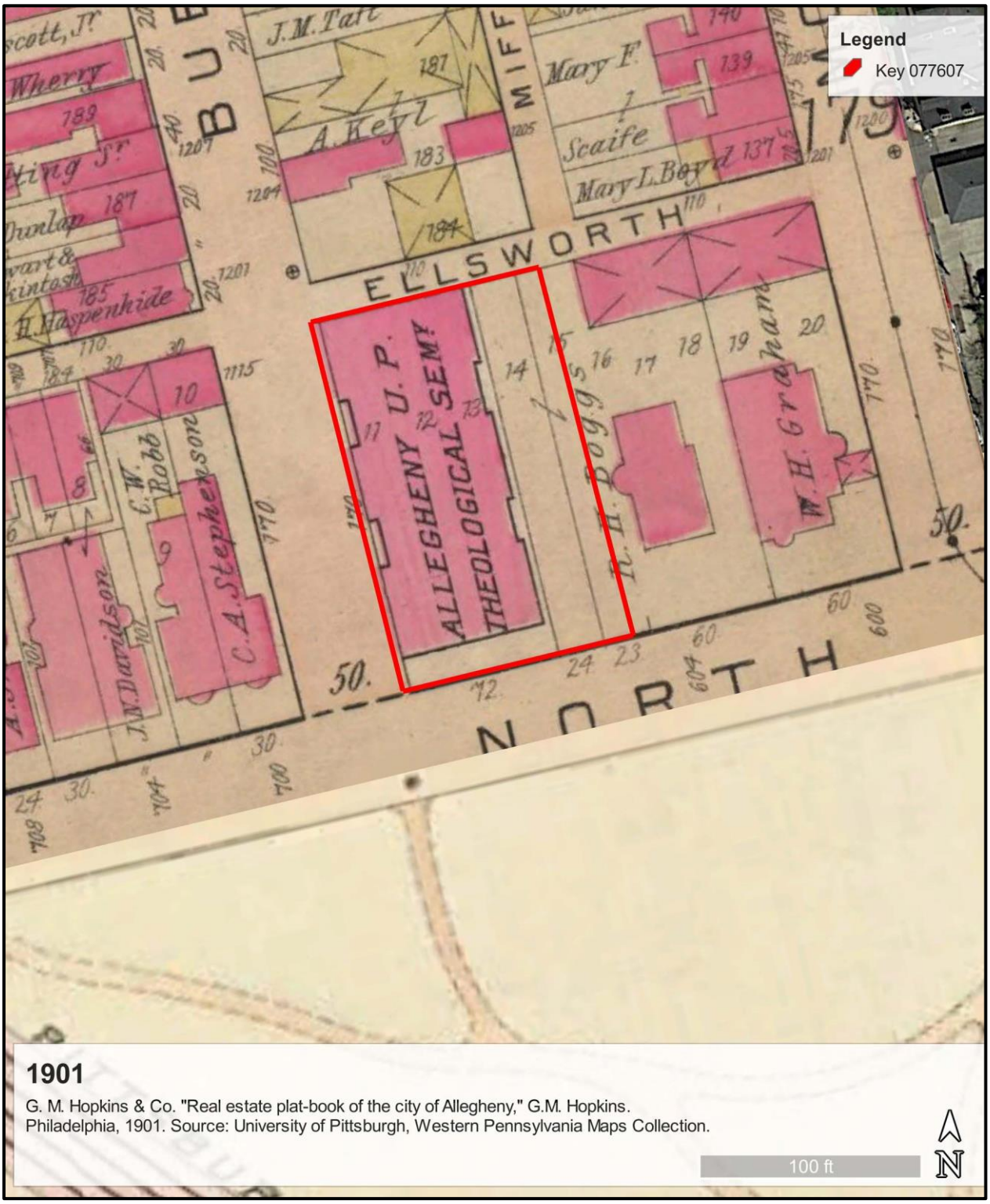
Historical Maps (Optional Attachment, Item 37)



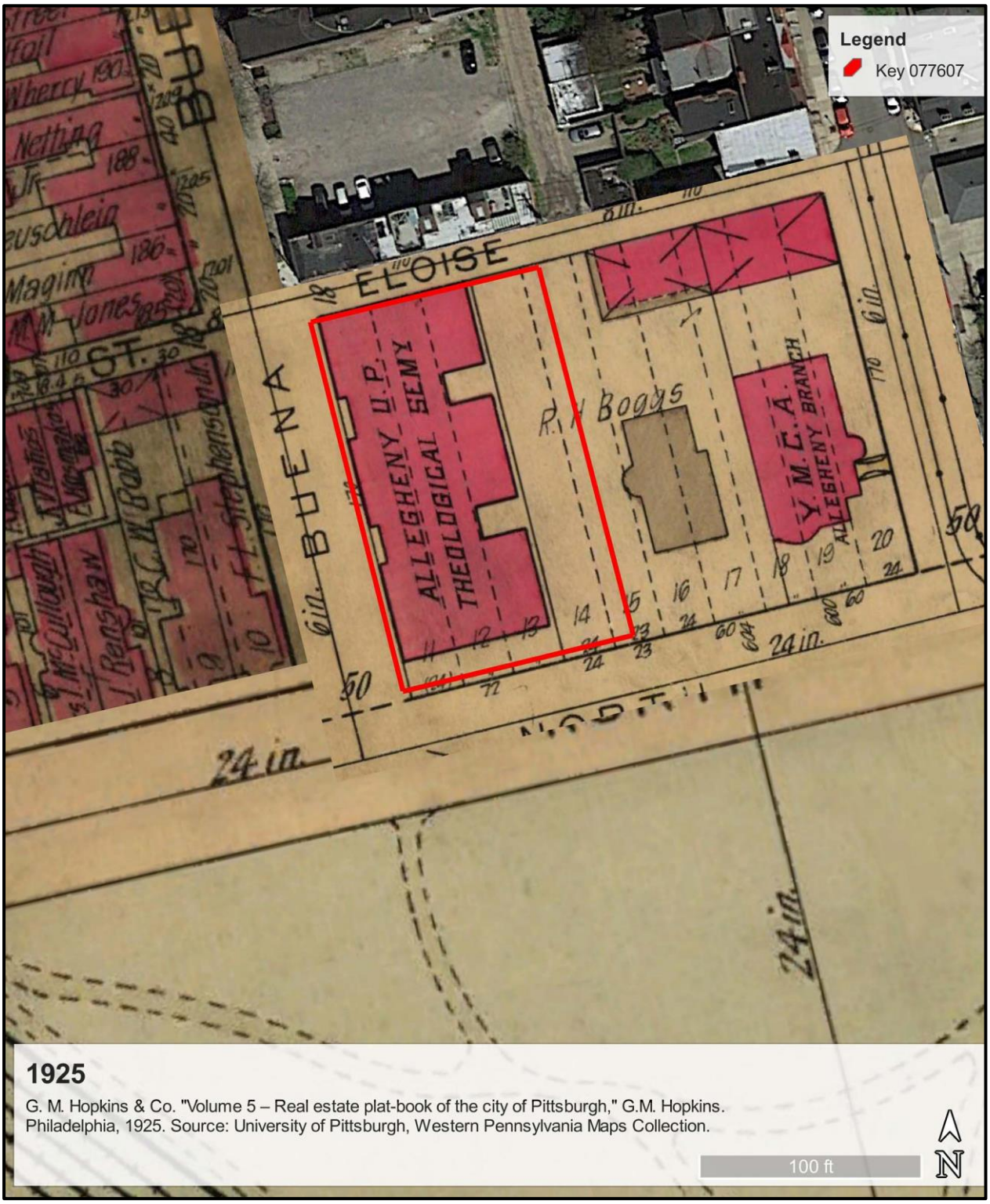

Legend
Key 077607
BENTON
NORTH
HANNAH HALL
U.P. THEO.
SEMINARY
H.P. Schwartz
C.W. Robb
24 in.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
Key 077607
BUENA VISTA
MORGAN
CATTLE YARDS.
SHEDS
HANNA HALL
WESTERN UNIVERSITY
OF PENNA.
20'
30'
1884
Sanborn Fire Insurance Map
100 ft
N


Legend
Key 077607
SHEDS
SHED
Beer Garden
20'
STREET
6"W. PIPE
ELLSWORTH
HANNA HALL
50'
AV.
NORTH
1893
Sanborn Fire Insurance Map, 1893.
100 ft
N


Legend
Key 077607
ELLSWORTH
NORTH
ALLEGHENY U. P. THEOLOGICAL SEM'Y
J.M.Tait
A.Keyl
Mary F.
Scaife
Mary L.Boyd
W.H.Graham
C.A.Stephenson
J.N.Davidson
C.W. Robb
Wherry
Dunlap
Haspenhide
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins.
Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
Key 077607
ELLSWORTH
AV.
NORTH
AV. W.
THEOLOGICAL SEMINARY
ALLEGHENY
1906
Sanborn Fire Insurance Map
100 ft
N

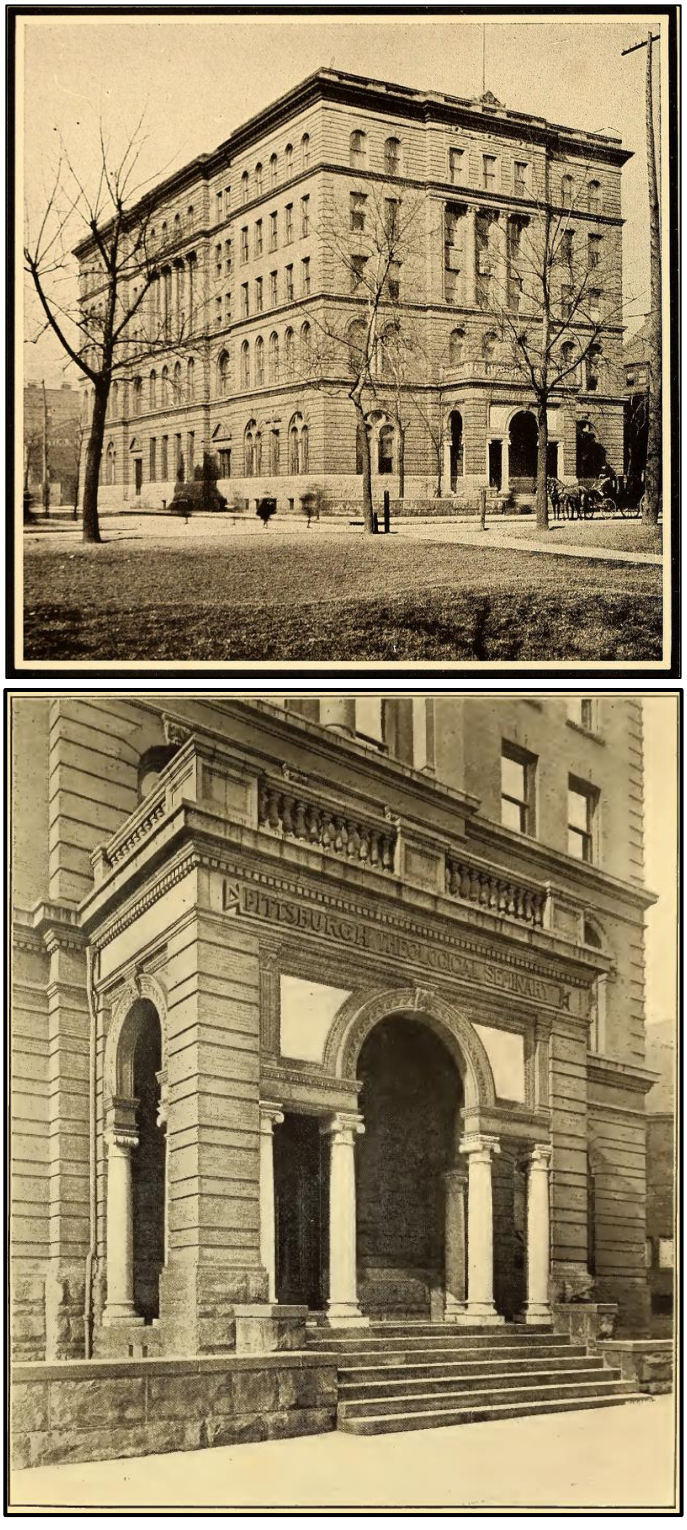

Legend
Key 077607
ELOISE
BUENA
ST.
ALLEGHENY U.P. THEOLOGICAL SEMY
R. M. Boggs
Y. M. C. A. ALLEGHENY BRANCH
24 in.
50
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
Key 077607
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Key 077607
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
400 ft
N


Legend
Key 077607
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)

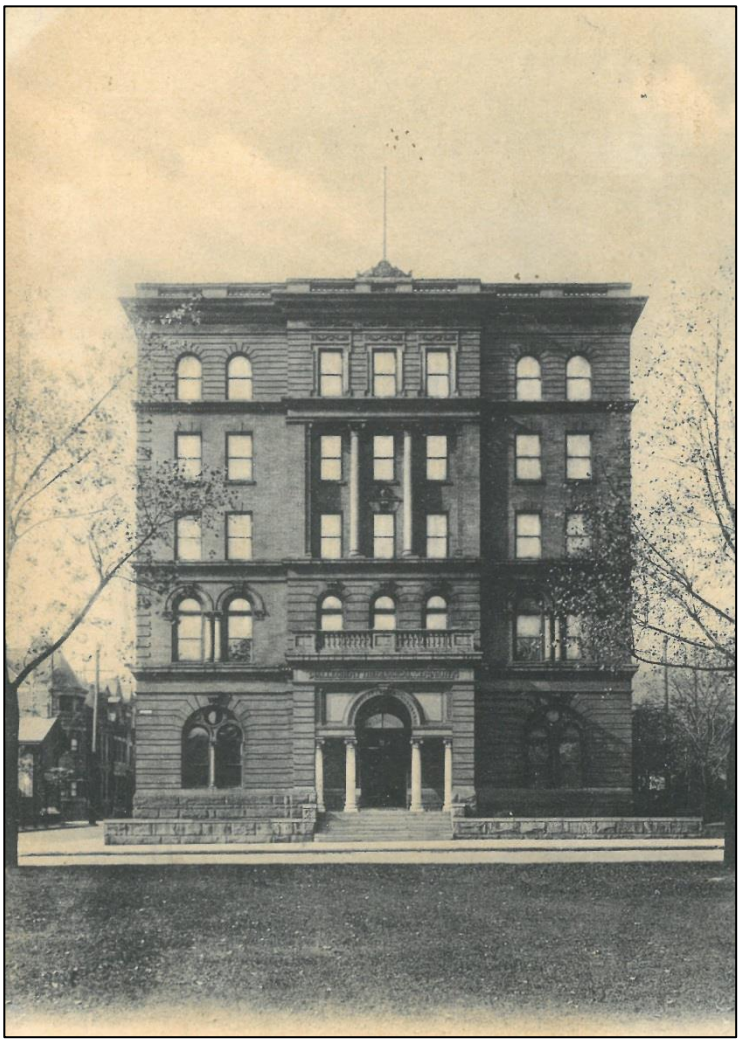


North Avenue Pittsburgh Theological Seminary, 1914.
Source: United Presbyterian Church of North America, 1914.





Classroom and Gymnasium, North Avenue Pittsburgh Theological Seminary, 1914.
Source: United Presbyterian Church of North America, 1914.





Undated postcards showing the North Avenue Pittsburgh Theological Seminary.

Physical Description and Integrity (Item 38)

Physical Description

Trinity Lutheran Church at 616 West North Avenue (Key 077607) is located on the northeast corner of W. North Avenue and Buena Vista Street. The one-story, masonry building is constructed in the mid-twentieth-century modern style. The building measures four bays (76 ft) wide by nine bays (138 ft) deep and consists of a gable-roofed sanctuary space with an L-shaped, flat-roofed activity and office wing that wraps the northwest (rear) and northeast (side) façades of the sanctuary. The building is constructed on a continuous concrete foundation containing a full basement level. Its exterior walls are clad in "green crest stone" (Post-Gazette, 18 January 1964:6) laid in a random ashlar pattern. The sanctuary space is distinguished by its hip-on-gable roof, which is clad in light buff-colored roofing tile. A 40-ft, prefabricated aluminum spire set on a base of six stacked gables rises from the front of the roof ridge. The activity/office wing has a flat roof clad in rubber membrane roofing. An internal chimney clad in stone veneer rises from the northeast corner of the sanctuary portion of the building. The building's window openings are fitted with a combination of aluminum-framed fixed windows, stained glass windows salvaged from the congregation's earlier building, and "faceted glass" panels. The southeast (front) façade of the sanctuary space is fronted by a one-story, full-width porch. The porch rises from a masonry foundation and stone paved deck and is supported by four piers clad in ashlar cut stone veneer. A hipped-roof extension of the main church roof is clad in tile. A one-bay, gable-front, aluminum-clad canopy is cantilevered over the southwest (side) façade entrance to the activity/office wing.

The southeast (front) façade is set on a raised floor level accessed by stone steps leading to the full-width porch. A full-height, glass and aluminum-frame curtain wall forms the façade of the sanctuary space. Decorative treatments divide the curtain wall into three bays. The central bay consists of a centered doorway fitted with paired, aluminum-frame glass doors surmounted by a fixed-glass transom panel and flanking sections of four horizontal panels of plain glass. The outer bays measure three panels wide by four panels tall and contain gold "faceted glass" with an abstract pattern. The small section of exposed gable above the intersecting hipped porch roof is finished in stucco. A corner stone reading "BUILT TO THE GLORY OF GOD IN THE YEAR OF OUR LORD 1963 ST. MATTHEW 11:28" is set within the recessed northeast porch wall. The southeast (front) blind wall of the activity/office wing is fronted by a raised, flagstone patio surrounded by a random ashlar garden wall.

The southwest (side) façade consists of the eight-bay sanctuary and one-bay activity/office wing portions of the building. The bays of the sanctuary are defined by engaged piers or buttresses. From left to right, bays one, two, and eight are blind walls; the remaining bays contain an offset single window opening fitted with stained glass windows salvaged from the congregation's earlier church building that are set in modern aluminum frames with lower operative awning sashes. A stucco panel extends below each window to a basement level window opening spanning the entire width of the bay. The basement level window openings are fitted with three one-over-one light, aluminum-frame sashes with mottled glass. The one-bay portion of the activity/office wing contains an aluminum-frame entry with its left half fitted with paired, aluminum-frame glass doors and its right half fitted with a fixed plate-glass window. A fixed,

two-part header light is raked to match the pitch of the cantilevered, gable-front canopy over the doorway. A random ashlar garden wall extends along the outside edges of the grassy strip between the sidewalk and the southwest (side) façade.

The northwest (rear) façade consists of the one-story, four-bay wall of the activity/office wing and the recessed exposed gable wall of the sanctuary space. The one-story façade wall has a small set-back from Eloise Street and is separated by a low, poured-concrete wall and grassy strip. The large window openings are underscored with limestone slip sills and are fitted with three-part, aluminum-frame, windows, which have a large, fixed upper light and a lower operable hopper sash. The exposed gable end of the sanctuary space rises above the one-story wing and is clad in random ashlar stone veneer. The wide overhanging gable eave has an aluminum fascia and a perforated metal soffit.

The northeast (side) façade is comprised of the one-story wall of the activity/office wing and contains six window openings and one doorway. The window openings are underscored with limestone slip sills and are fitted with two-part, aluminum-frame, windows, which have a large, a large fixed upper light and a lower operable hopper sash. The doorway is fitted with paired, steel slab doors.

Integrity

The property retains a high level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains a high level of integrity of design because the original design features of the 1960s complex remain. Most notably, these include the green stone veneer; the decorative garden wall surrounding the side yards and planting beds; the integral and full width front porch; the low-pitch hip-on-gable roof line; the aluminum and glass curtainwall at the southeast (front) façade, partially filled with stained glass; and the 40-foot pre-cast aluminum steeple. The property retains a moderate level of integrity of setting, as Allegheny Commons Park remains across the street and a number of older buildings remain on W. North Avenue. The block to the west, however, was vastly modified with the demolition of the Victorian-era rowhouses and the construction of an apartment complex in 1979. The property's integrity of materials is high due to the prevalence of original finishes, including the exterior green stone veneer, the window and door trim, side entrance canopy, steeple, and the tile roofing. Integrity of workmanship is expressed through the building's meticulously-laid greenstone siding and through the installation of stained glass panels at the southeast (front) façade. The stained-glass windows on the southwest (side) façade were repurposed from an earlier building, and do not speak to a level of craftmanship for this specific building. The property retains a moderate level of integrity of feeling to express a historic sense of a particular period of time, given that it was built as a new home for the congregation when their previous church was demolished. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 179; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Robinson received a patent from the Commonwealth of Pennsylvania for land including Lot 179 on March 1, 1797. Robinson died in 1814, leaving this property to his only son and heir, William Robinson, Jr. (so named to distinguish him from his uncle, William Robinson). William Robinson, Jr. was a major force in the development of Allegheny. He eventually served as its first mayor. In 1847, Robinson subdivided Reserve Tracts 179 and 180, thereby laying out the plan for the neighborhood known today as the Mexican War Streets. At the time, it was known as "Buena Vista" and was recorded July 17, 1854 (Allegheny County Plan Book 2:61). General Robinson, as he was popularly known, received his rank and title while serving in the state militia during the Mexican War. The streets in Robinson's plan were named for Mexican War battles. Robinson, Jr. died in 1868, at age 82.

As early as 1872, the subject parcel was set aside for the use of the United Presbyterian Theological Seminary (Hopkins 1872). At that time, mapping shows a small, square-plan, brick building at the front of the parcel. By 1882, a large brick addition was constructed at the rear of the building, extending to the north property line. At that time, though its ownership remained unchanged, the building was labeled "Hannah Hall" (Hopkins 1882). In 1884, the two-story "Hanna Hall" was also labeled with "Western University of Pennsylvania" (Sanborn 1884). Newspaper articles from 1898 indicate that the Allegheny Theological Seminary of the United Presbyterian Church was considering "the erection of new seminary buildings," which had been determined to be necessary (Post-Gazette 13 May 1898:6).

In 1899, the building was replaced with a new, five-story, brick building (Post-Gazette, 14 September 1899:2; Hopkins 1901). The dedication occurred on October 11, 1899 and Reverend Thomas Balph presided over the ceremony. The building was touted as "one of the finest educational structures in the country," built at a cost of approximately $200,000. In addition to four recitation rooms, chapel, gymnasium, reading room, and library, it housed dormitories on the third, fourth, and fifth floors for 104 students. The building was named after Thomas Hanna, a seminary benefactor (Post-Gazette, 14 September 1899:2).

In 1929, Pittsburgh Theological Seminary merged with an Ohio institution, Xenia Theological Seminary to form the Pittsburgh Xenia Theological Seminary (Press 1929). The seminary moved to a new home on North Highland Avenue in the early 1950s. The existing building was vacant for several years and then used as storage for Allegheny General Hospital (Post-Gazette, 8 October 1960:10).

In 1960, Trinity Lutheran Church purchased the seminary property from Allegheny General Hospital (ACDB No book number). The original Trinity Lutheran Church was located at Stockton Avenue and Arch Street, but was demolished in the early 1960s for the Allegheny Center urban renewal project. The seminary building on North Avenue was demolished after its sale in 1960, and the new Trinity Lutheran Church building was built on the lot in 1963 (Post-Gazette, 8 October 1960:10). The $400,000 church was

dedicated in January 1964 (Post-Gazette, 18 January 1964:6). The new building was designed by architect Charles B. McConnell Jr., of Wilkinsburg, and featured green crest stone as the exterior cladding and a 40-foot pre-cast aluminum steeple. The building repurposed carpeting and stained-glass windows from the former Allegheny Center church building. The new church office faced Buena Vista Street; other amenities included "a pastor's study, nursery, restroom facilities, [and] a large fellowship hall and kitchen" on the first floor. The lower level of the building contained classrooms, a conference room, choir room, storage space, restrooms, and utilities.

Significance

This property is recommended **not eligible** for individual listing in the National Register of Historic Places. Because the building is a religious property, it must meet Criteria Consideration A to be considered eligible for listing. Criteria Consideration A states that, "a religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance." As a result of this study, this church has no known associations with specific or broad pattern events in the history of religion or other historical themes. It was built in 1963 as a replacement for the congregation's previous church, which was destroyed through the urban renewal project at Allegheny Center; it is not eligible under Criterion A. The building is not associated with a person important in religious history, and therefore is not eligible under Criterion B. The building is not significant for its architectural design or construction. Constructed in 1963, the modern-style church building does not pose any unique design features that have exceptional importance. Finally, the building does not have the potential to yield important information about the religious practices of a cultural group or other historic themes; therefore, it is not eligible under Criterion D.

The building is located within the NRHP-listed Mexican War Streets Historic District as a non-contributing element.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **3883**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Hipwell Manufacturing Co.; Allegheny Transfer Co.; J.L. Kennedy Livery Stable; Soda Mint Gum Co.
CURRENT/COMMON NAME Hipwell Manufacturing Company Buildings
OWNER NAME/ADDRESS GRAMAX LLC / 831 W NORTH AVE, PITTSBURGH , PA 15233-1616
TOTAL NUMBER OF RESOURCES 5
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION
STREET ADDRESS 825-845 West North Avenue, Pittsburgh, PA **ZIP** 15233
CATEGORY OF PROPERTY ■ Building ☐ District ☐ Object ☐ Site ☐ Structure
OWNERSHIP ■ Private ☐ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 0023-N-00144-0000-00/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Agriculture/Subsistence	Agriculture/Subsistence - Animal Facility	Livery Stable
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	Flashlights, etc.
Commerce/Trade	Commerce/Trade - Business	Transfer Company

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Business	
Domestic	Domestic - Multiple Dwelling	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood
Ancillary Features

Acreage (round to nearest tenth) 0.5

Key # **3883**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Late 19th and Early 20th Century	Romanesque

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Stone	
Walls	Brick	
Roof	Asphalt	
Other		
Structural System	Masonry	

WIDTH 200 (feet) or _____ (# bays) **DEPTH** 100 (feet) or _____ (# rooms) **STORIES/HEIGHT** 3-4

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1895 ☐ Circa **Year Completed** 1899 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☐ Documentary ☐ Physical

Explain ca. 1895-1899, based on mapping and building permits.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) Harry H. Hipwell (1865-1940); J.L. Kennedy

Associated Event(s) N/A

Architect(s) Unknown

Builder(s) B.A. Groah (Bldgs. B, D); Kerr & Fox (Bldg. C)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations 003883 (PHLF 1980), undetermined

Threats ☐ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain The building is in the Area of Potential Effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☐ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar and Timothy Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** NS Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, Airside Business Park, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # **3883**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance A (Invention)

Criteria Considerations ____ Period of Significance 1895-

■ Contributes to Potential or Eligible District District Name Allegheny Second Ward Industrial Historic District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **3883**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date Feb. 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
1	Hipwell Buildings “A” through “E” (left to right), northeast (side) and northwest (front) façades	SW
2	**Hipwell Buildings “A” through “E” (left to right), northwest (front) façade**	E
3	**Hipwell Buildings “E” through “A” (left to right), southeast (rear) and northeast (side) façades**	W
4	**Hipwell Building “A” northwest (front) façade**	SE
5	**Hipwell Building “A,” northeast (side) and northwest (front) façades**	SW
6	Hipwell Building “A,”, northeast (side) façade, facing northwest	SW
7	Hipwell Buildings “A,” southeast (rear) façade	NW
8	Hipwell Building “A,” southeast (rear) façade	NE
9	Hipwell Buildings “B” and “C” (left to right), northwest (front) façades	SE
10	Hipwell Buildings “B” and “A” (left to right), southeast (rear) façades	NE
11	Hipwell Building “D,” northwest (front) façade	SE
12	Hipwell Buildings “D” (four-story) and “C”(three-story), (left to right), southeast (rear) façades	NW
13	Hipwell Building “E,” northwest (front) façade	SE
14	Hipwell Building “E,” southeast (rear) façade	NE
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32		

Key # **3883**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

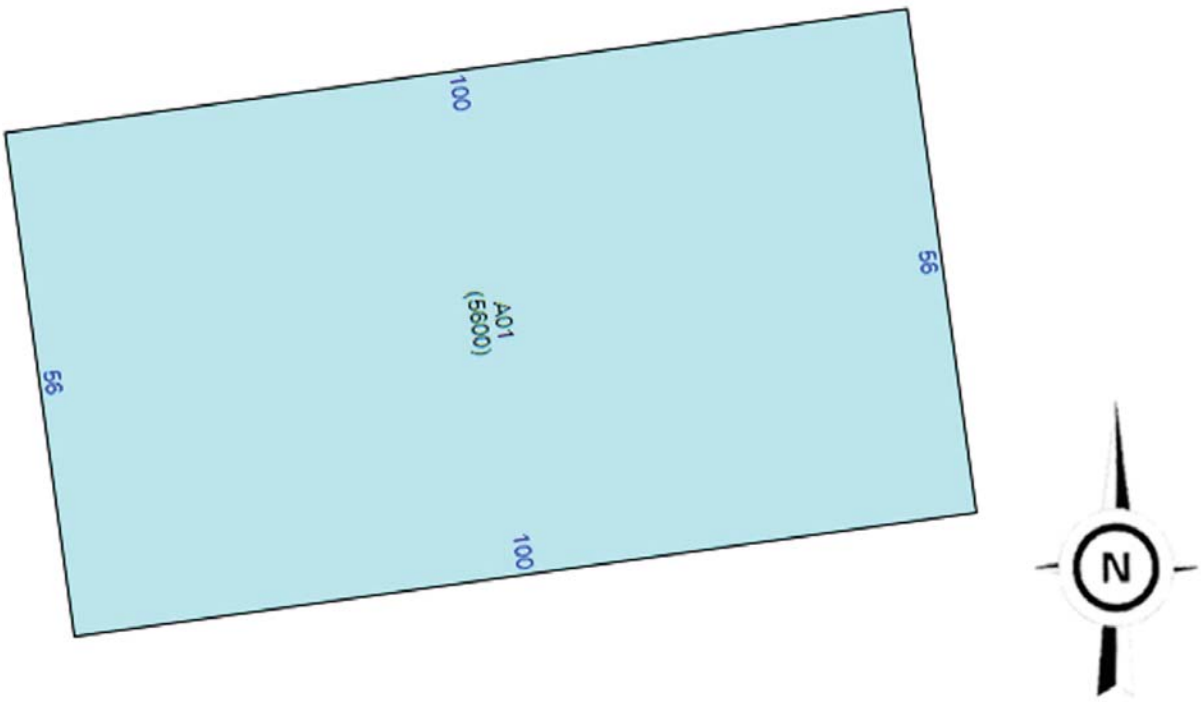


Key # **3883**

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



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1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Hipwell Buildings "A" through "E" (left to right), northeast (side) and northwest (front) façades, facing southwest.



Photo 2: Hipwell Buildings "A" through "E" (left to right), northwest (front) façade, facing east.



Photo 3: Hipwell Buildings "E" through "A" (left to right), southeast (rear) and northeast (side) façades, facing west.



Photo 4: Hipwell Building "A" northwest (front) façade, facing southeast.



Photo 5: Hipwell Building "A," northeast (side) and northwest (front) façades, facing southwest.



Photo 6: Hipwell Building "A,", northeast (side) façade, facing southwest.



Photo 7: Hipwell Buildings "A," southeast (rear) façade, facing northwest.



Photo 8: Hipwell Building "A," southeast (rear) façade, facing northeast.



Photo 9: Hipwell Buildings "B" and "C" (left to right), northwest (front) façades, facing southeast.



Photo 10: Hipwell Buildings "B" and "A" (left to right), southeast (rear) façades, facing northeast.



Photo 11: Hipwell Building "D," northwest (front) façade, facing southeast.



Photo 12: Hipwell Buildings "D" (four-story) and "C"(three-story), (left to right), southeast (rear) façades, facing northwest.

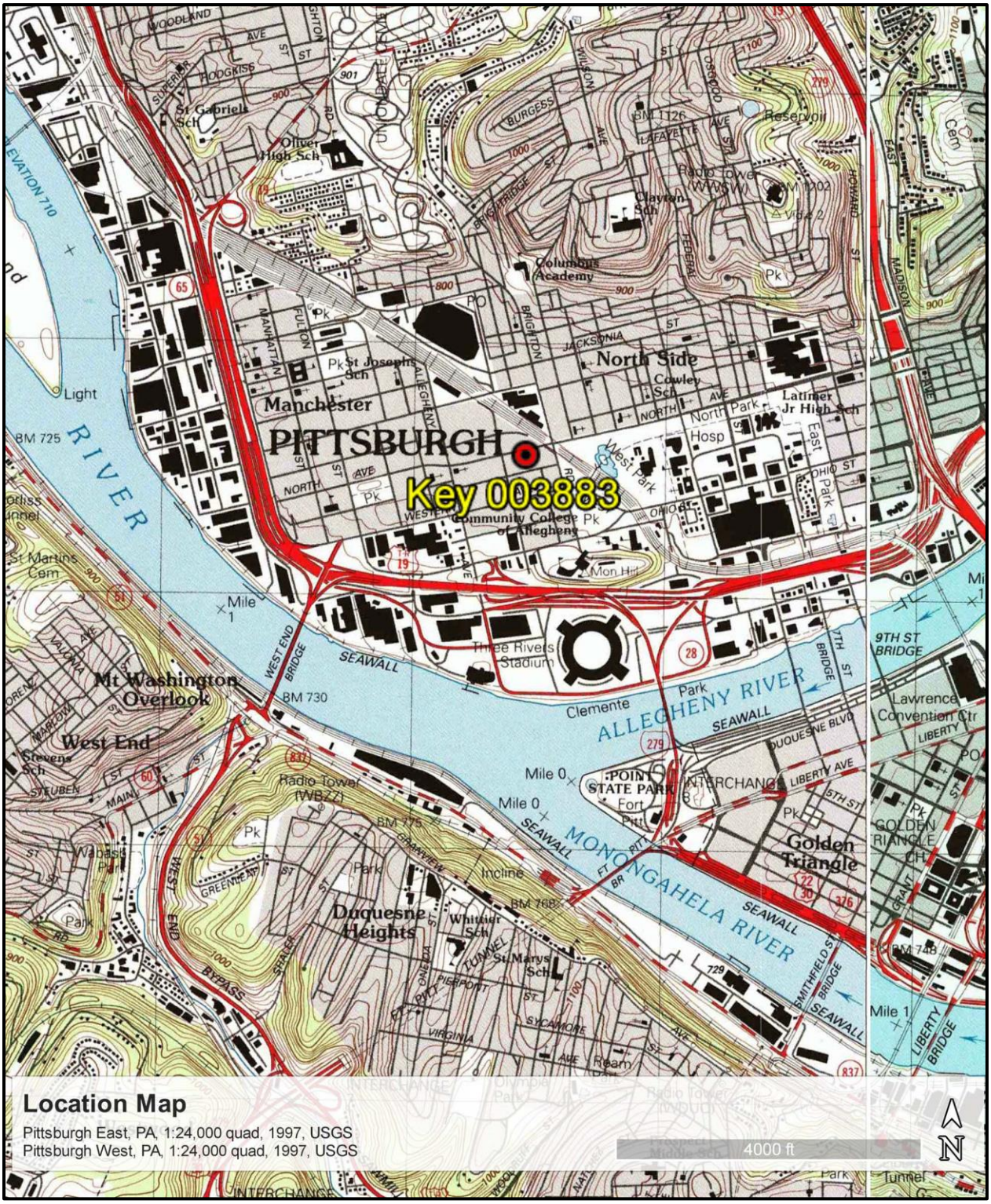


Photo 13: Hipwell Building "E," northwest (front) façade, facing southeast.

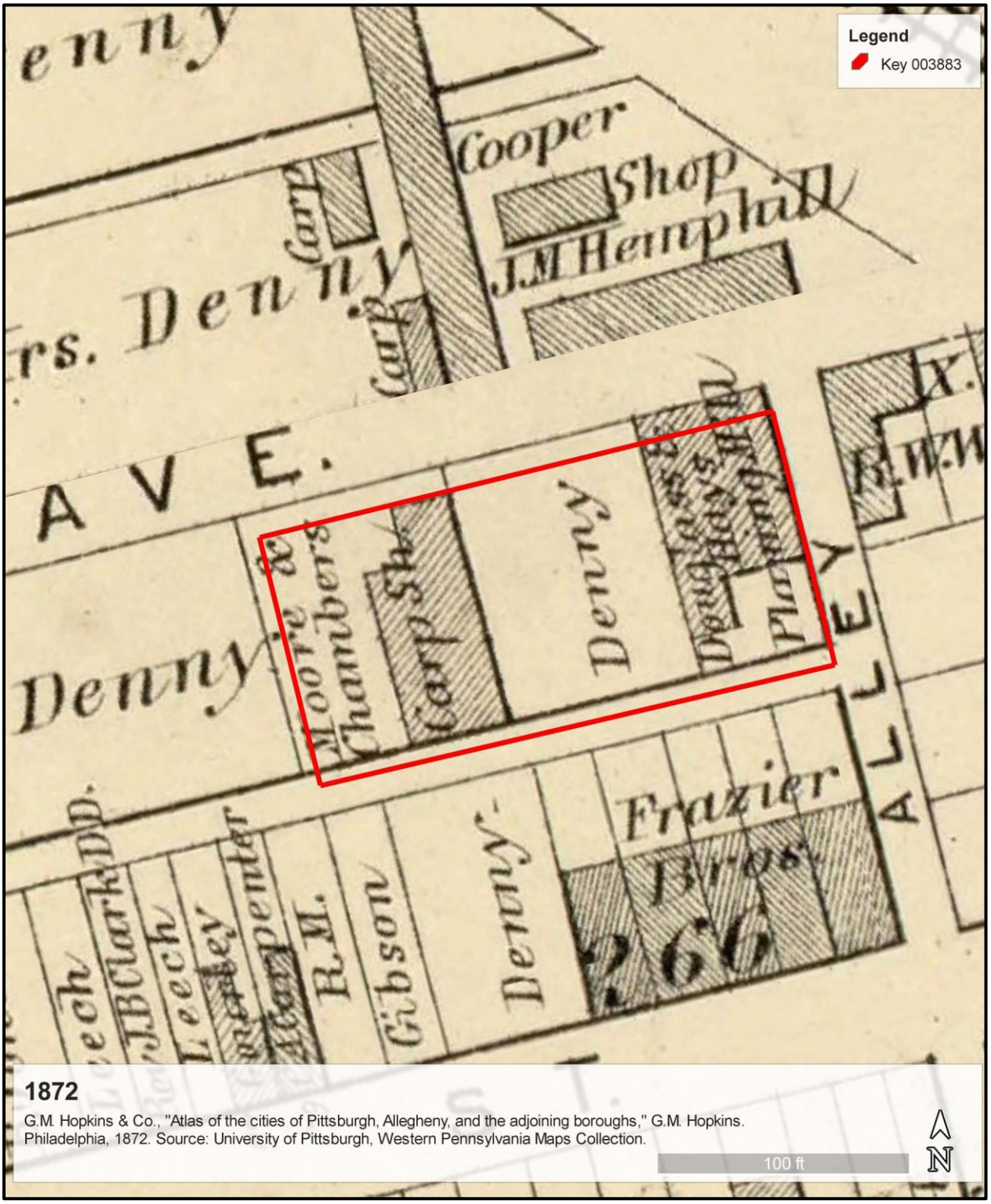


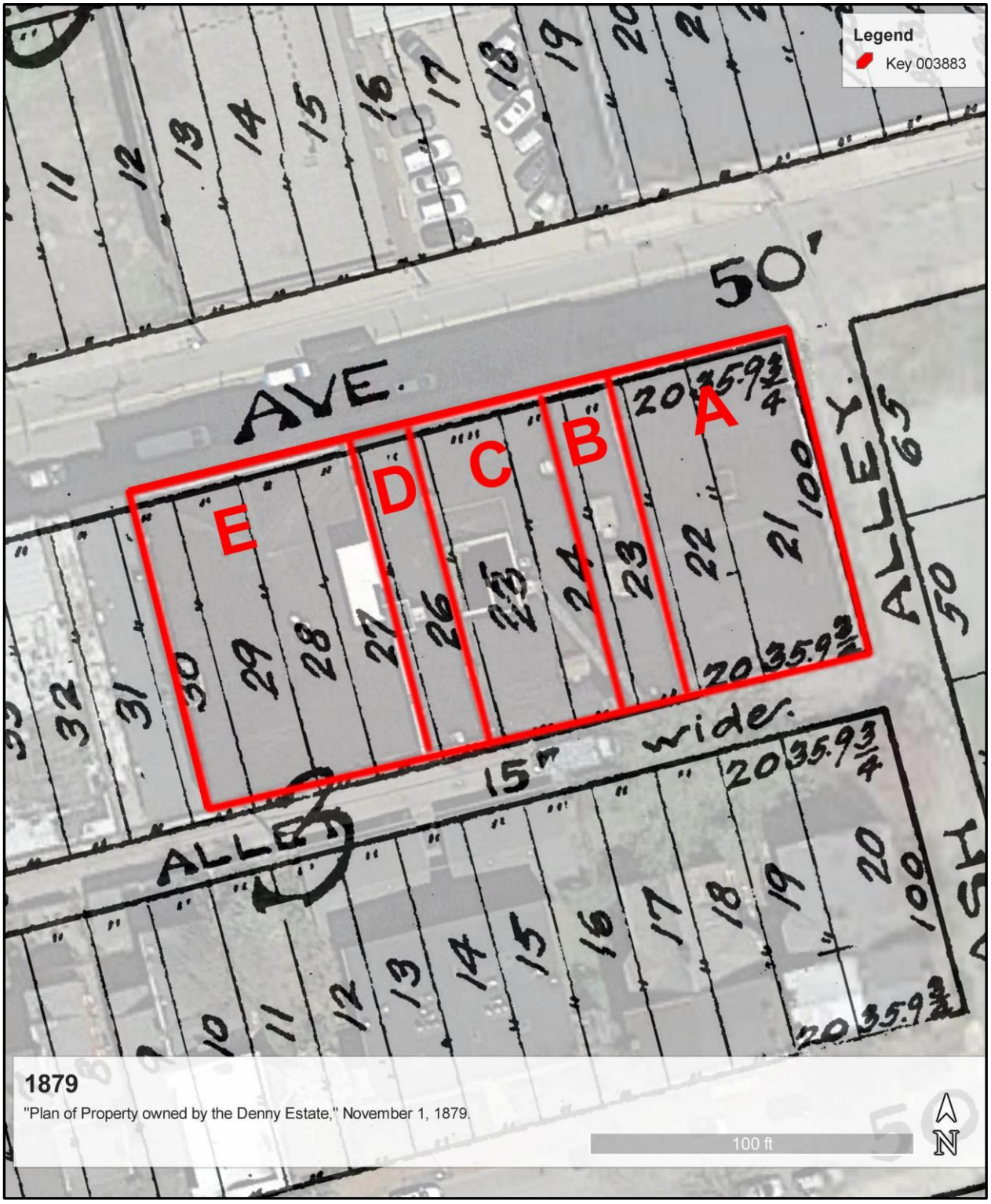
Photo 14: Hipwell Building "E," southeast (rear) façade, facing northeast.

USGS Map (Item 36)



Historical Maps (Optional Attachment, Item 37)

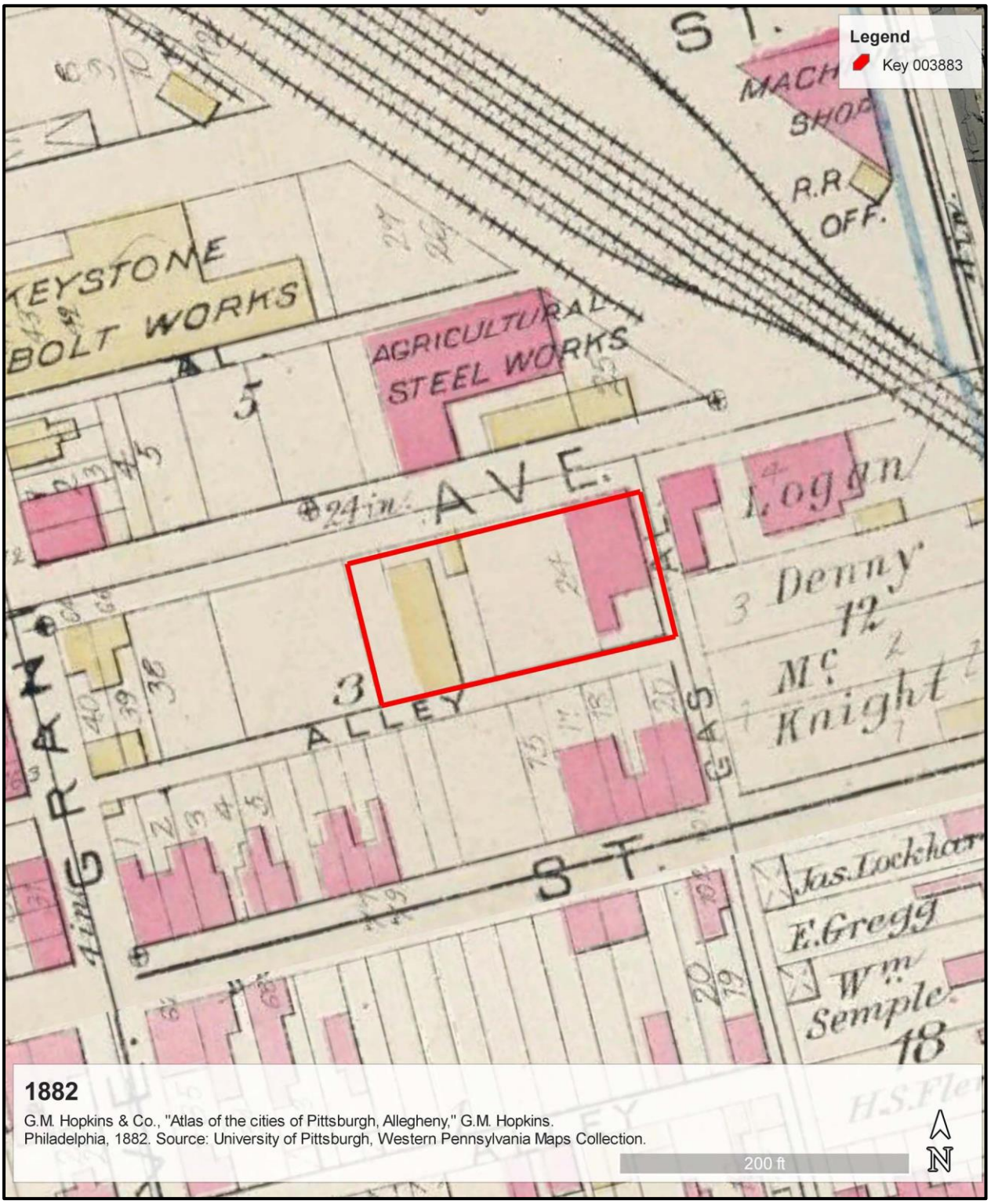



Legend
Key 003883
AVE.
50'
ALLEY
15' wide
ALLEY
A
B
C
D
E
1879
"Plan of Property owned by the Denny Estate," November 1, 1879.
100 ft
N

825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

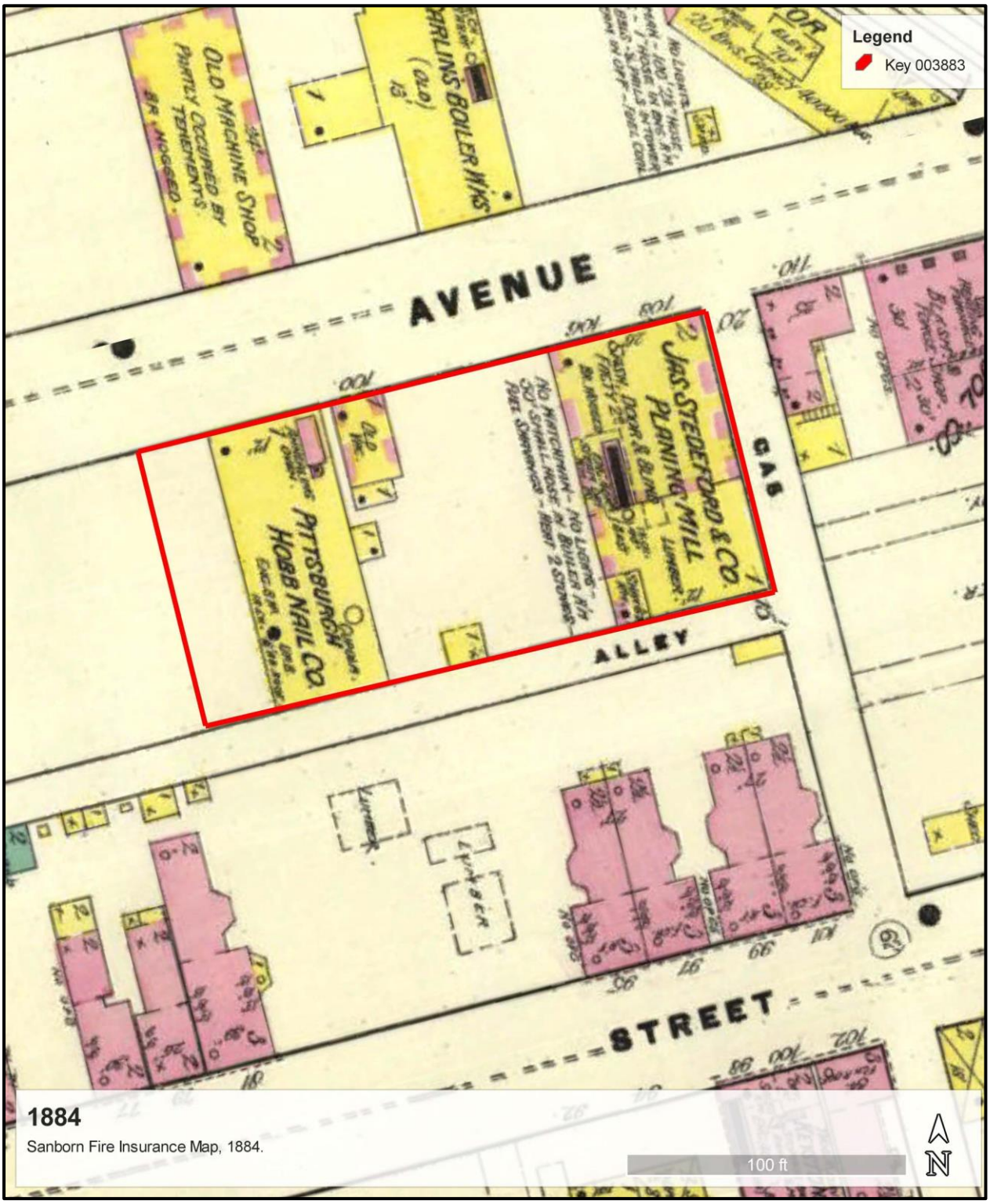
ER# 2018-1595-003



825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

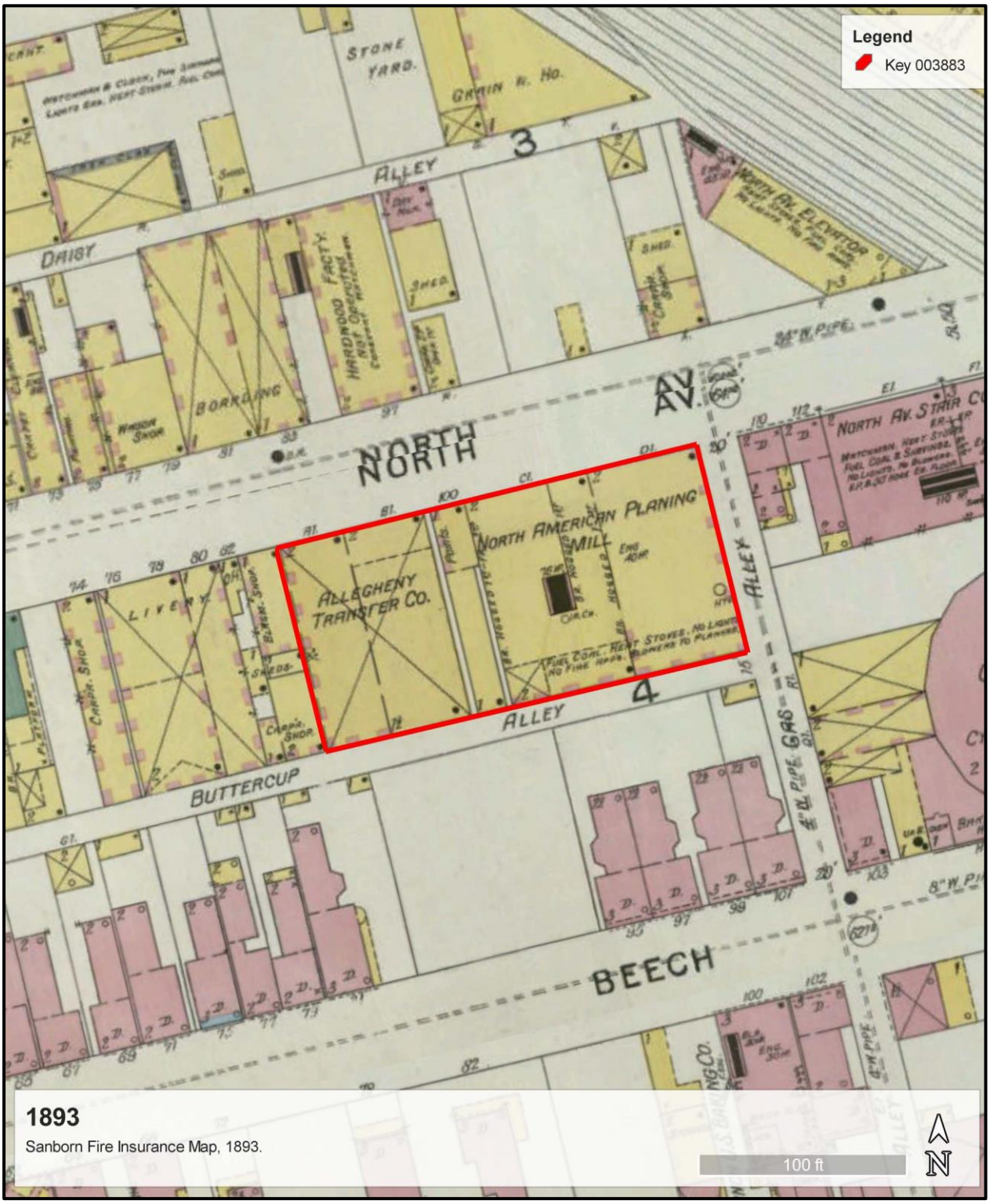
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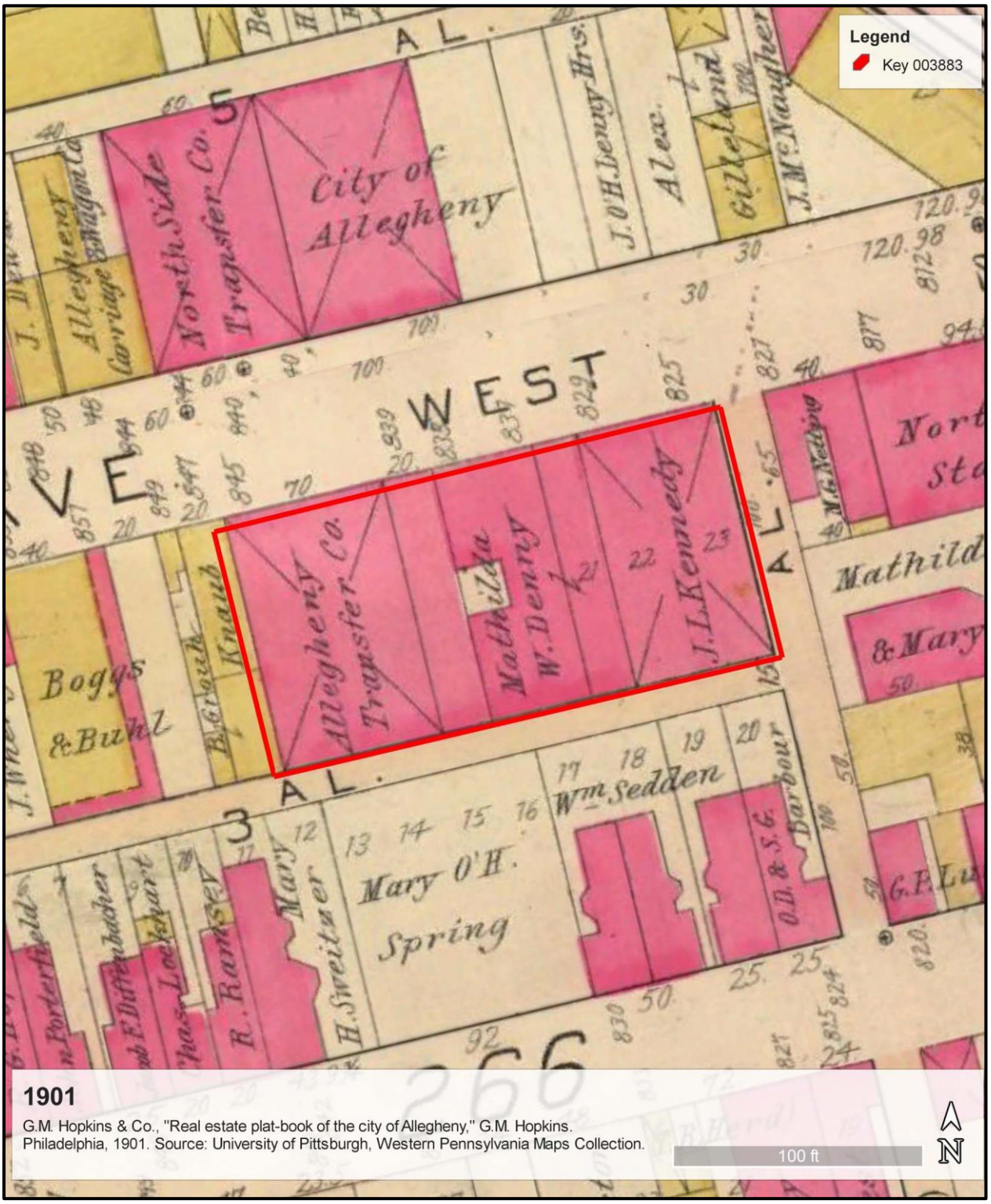


825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

ER# 2018-1595-003

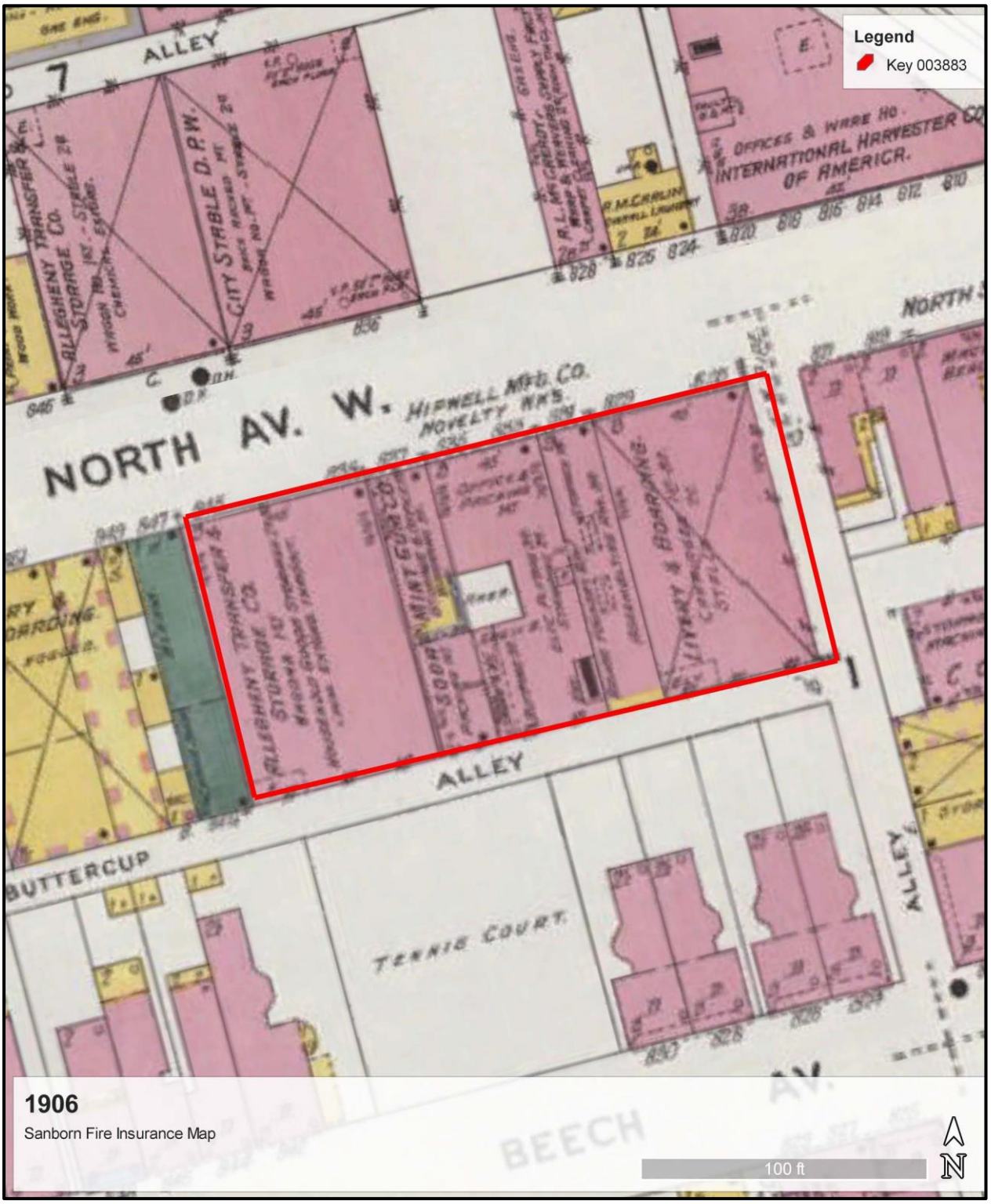


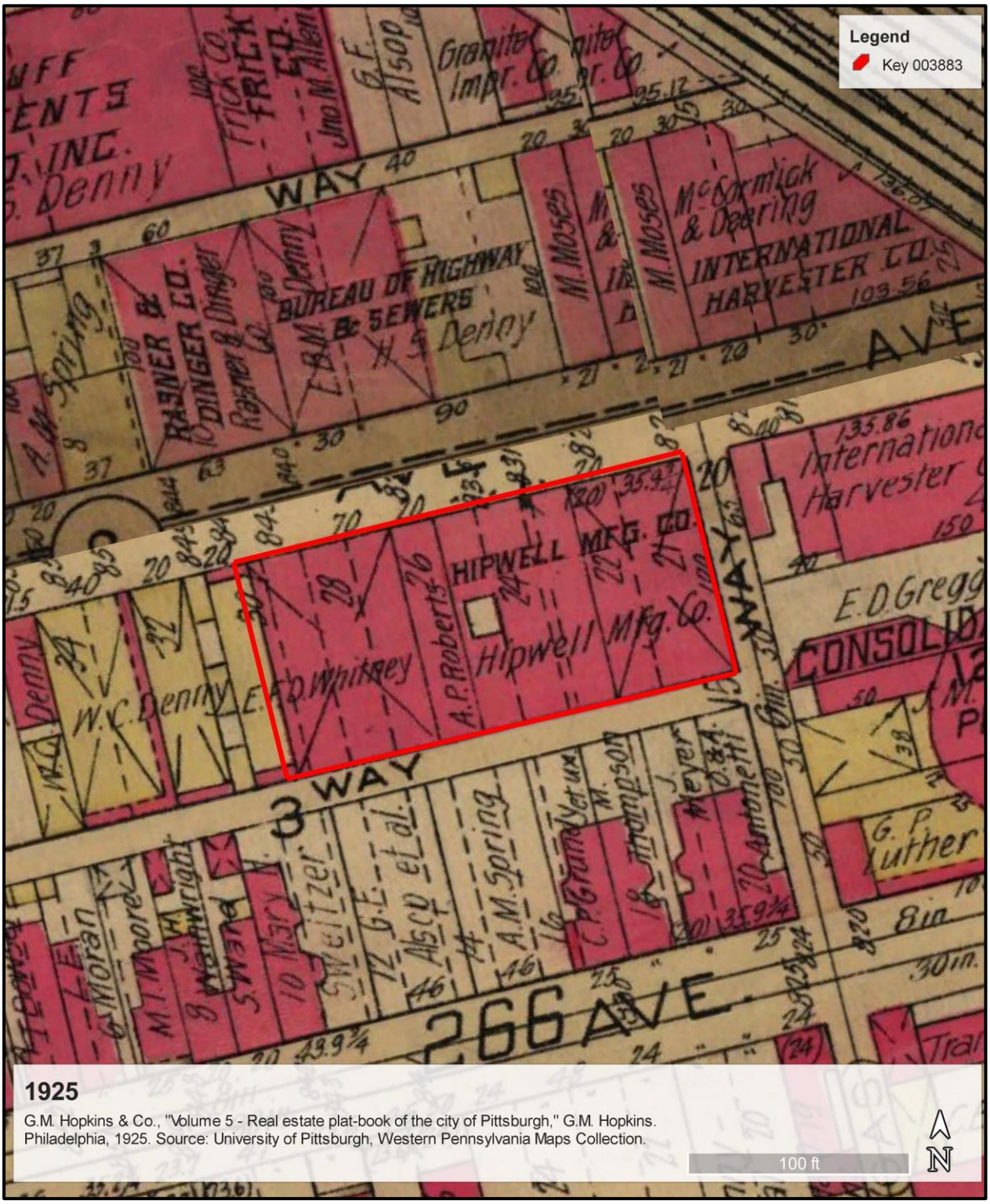

Legend
Key 003883
City of Allegheny
North Side Transfer Co.
J. O'H. Denny Hrs.
Alex.
Gilkeland
J. McNaugher
WEST
Allegheny Co. Transfer
Mathilda W. Denny
J. L. Kennedy
Boggs & Buhl
B. Crouch
Knauh
Wm. Sedden
Mary O'H.
Spring
R. Ramsey
Mary
H. Sweitzer
O. D. & S. G.
Barbour
Mathild
& Mary
1901
G.M. Hopkins & Co., "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

ER# 2018-1595-003

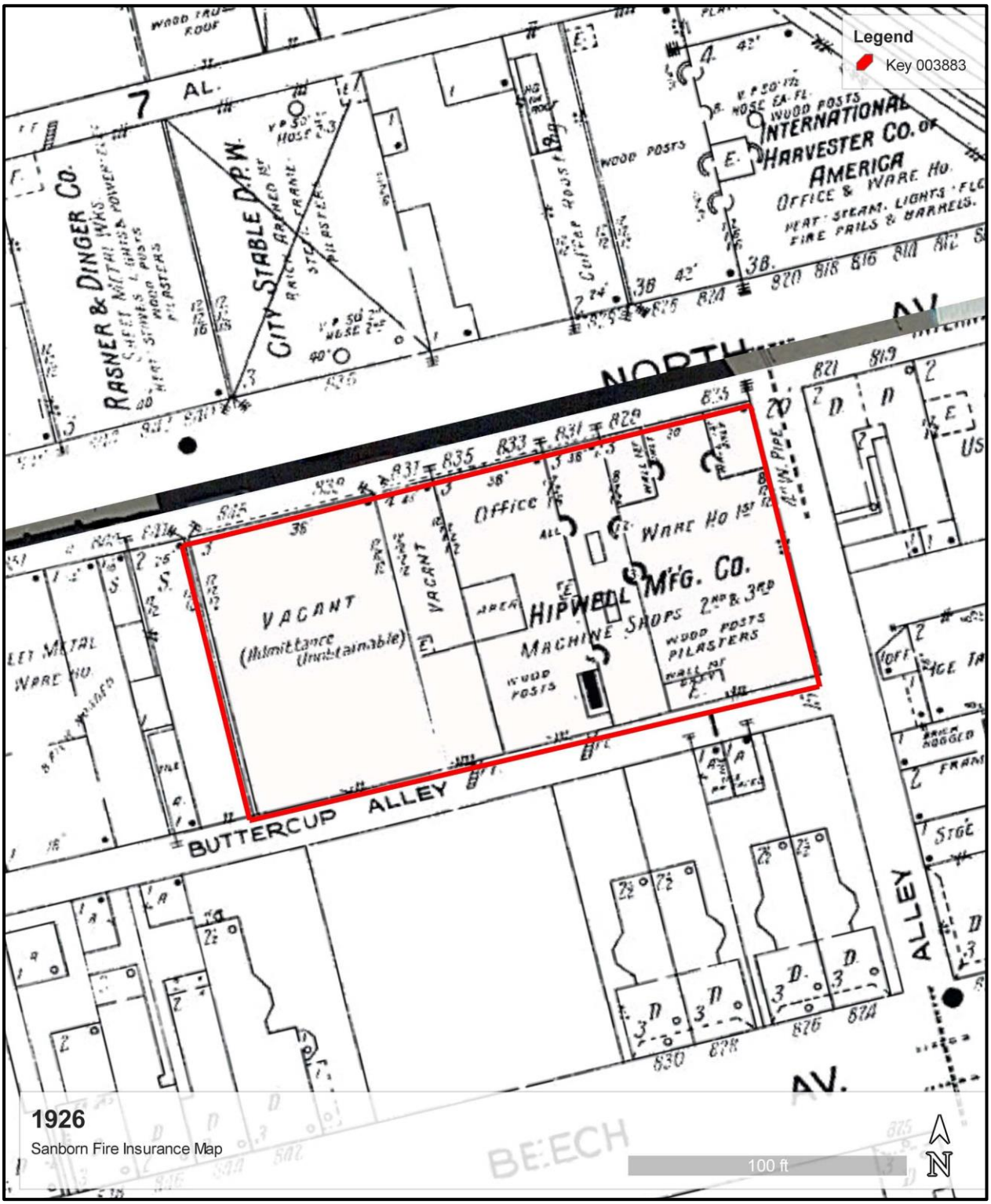



Legend
Key 003883
WAY
AVE
BUREAU OF HIGHWAY & SEWERS
HIPWELL MFG. CO.
A.P. Roberts
Hipwell Mfg. Co.
W.C. Denny
E.A. Whitney
McCormick & Dearing
INTERNATIONAL HARVESTER CO.
M. Moses
A.M. Spring
Granite Imp. Co.
E.D. Gregg
CONSOLID
G.P. Luther
Weltzer
Ascu et al.
Thompson
Hilliard
Moran
Swenel
Denny
3 WAY
266 AVE
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

ER# 2018-1595-003

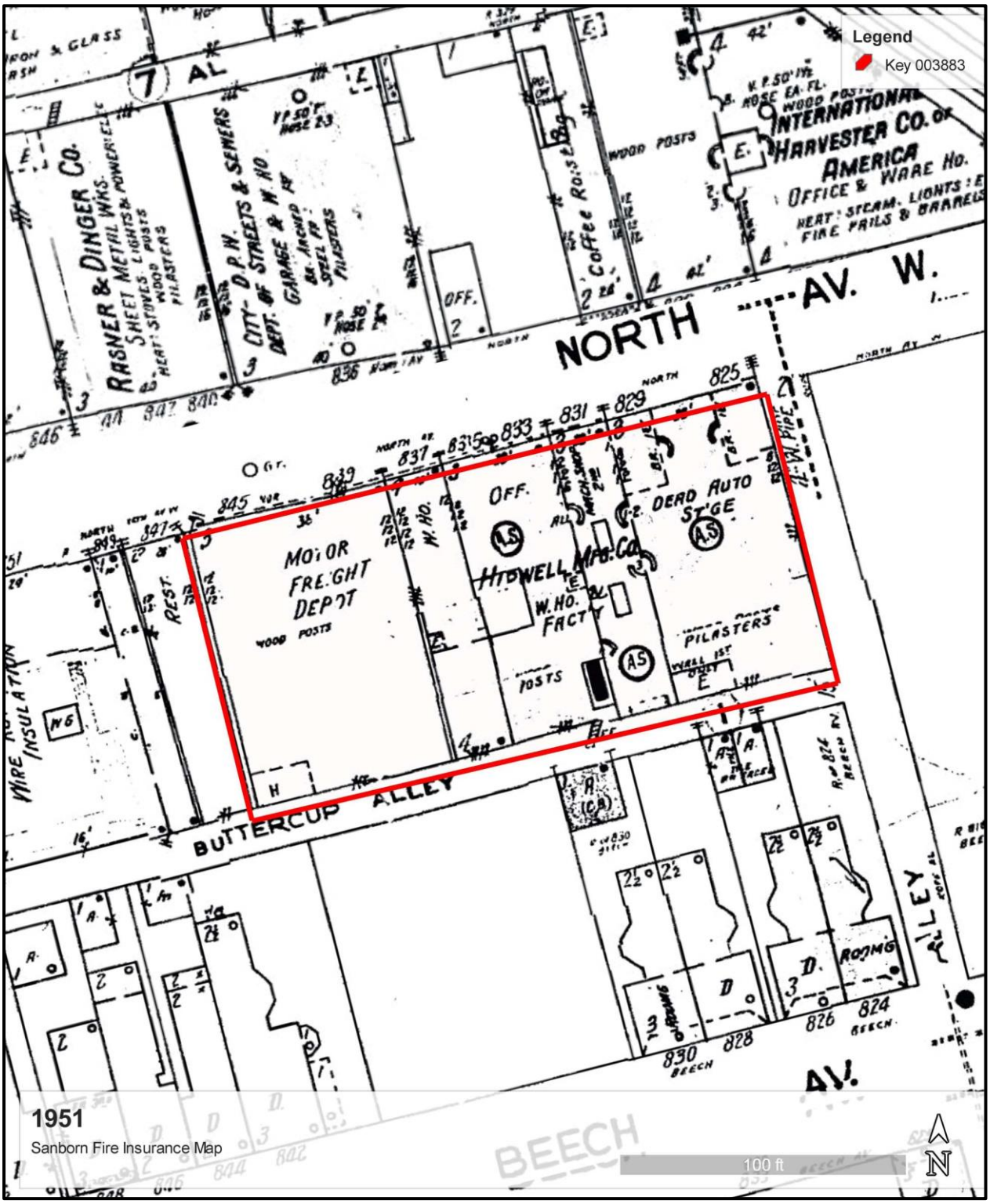



Legend
Key 003883
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

825 – 839 W North Avenue
Allegheny County, PENNSYLVANIA

Key # 003883

ER# 2018-1595-003




Legend
Key 003883
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Key 003883
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photos/Images (Optional Attachment, Item 37)



SCENE IN A MEXICAN FOREST
Gathering CHICLE for the Manufacture of SODA MINT GUM

The accompanying illustration represents a photographic view of an extensive tract in Tuxpan, Mexico, where Chicle is being gathered for the manufacture of Soda Mint Chewing Gum.

SODA MINT GUM,

Although a dainty, palatable luxury, in high favor with lovers of confections and sweetmeats, is also winning wide renown as an antiseptic cure for indigestion, sick headache, sea sickness and all stomach troubles.

The Chicle used in its manufacture is a gum sap taken from the Sapota tree, and the very finest grade is that which the company gets from its Tuxpan forests.

But the immense sale that SODA MINT GUM is having is not wholly attributable to the superiority of the Chicle. When the Gum is used regularly after meals, the proportions of pure oil of peppermint and pure soda, which are scientifically combined with other ingredients, are carried by the saliva so thoroughly and continuously over the muco-membranous lining of the stomach that they cannot other than aid digestion.

For display on counter or show case, SODA MINT GUM is put up in handsome glass jars, each containing 100 packages of five sticks or tablets to the package.

FOR SALE EVERYWHERE.

SODA MINT

MANUFACTURED BY THE
OHIO GUM COMPANY,
PITTSBURG, PA.

Figure 1: Advertisement for Soda Mint Gum (Pittsburgh Press 4 June 1899:14).



Figure 2: Advertisement for the Allegheny Transfer & Storage Company (Post-Gazette, 10 March 1912:28.)



Figure 3: Glass paperweight with advertisment for Allegheny Transfer & Storage Co., no date.

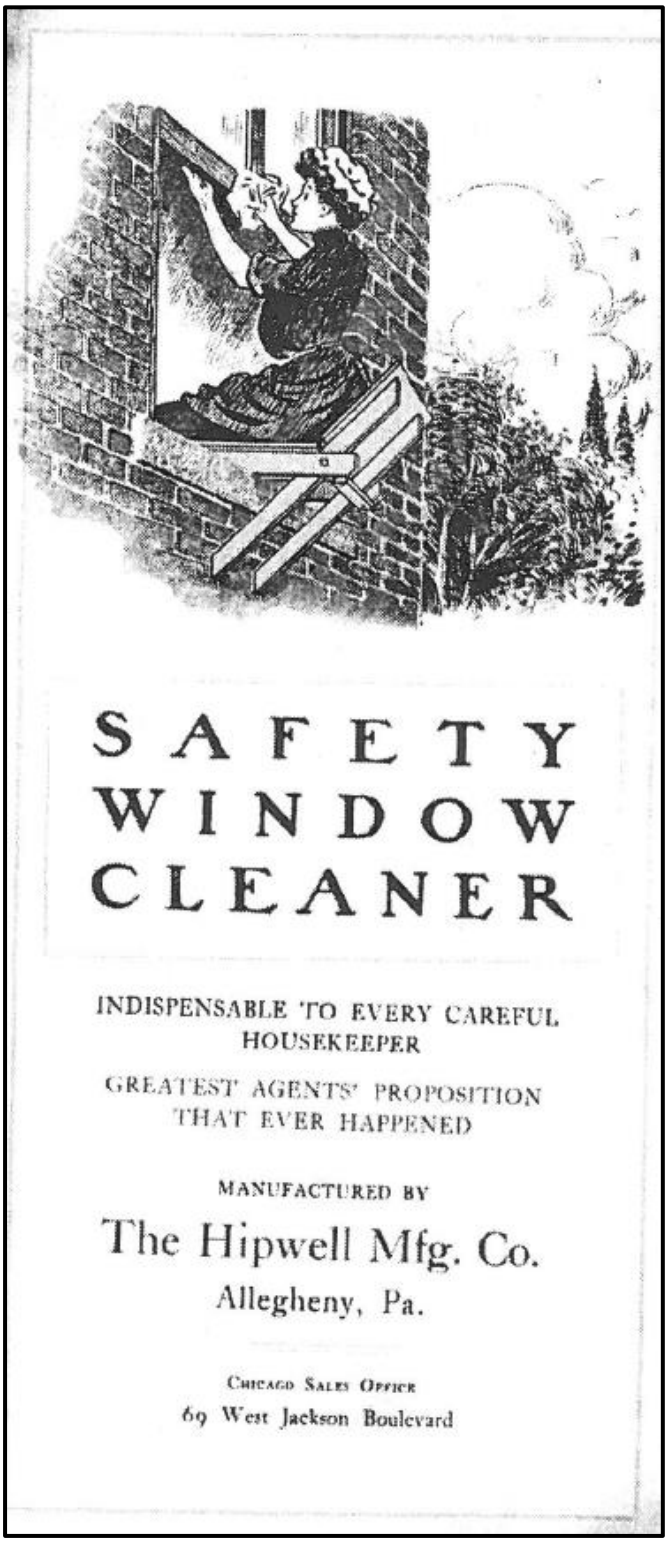


Figure 4: Advertisement for the Hipwell Manufacturing Company, no date (Lucas 2006).



Figure 5: Harry H. Hipwell (Allegheny City Society 2007:99).

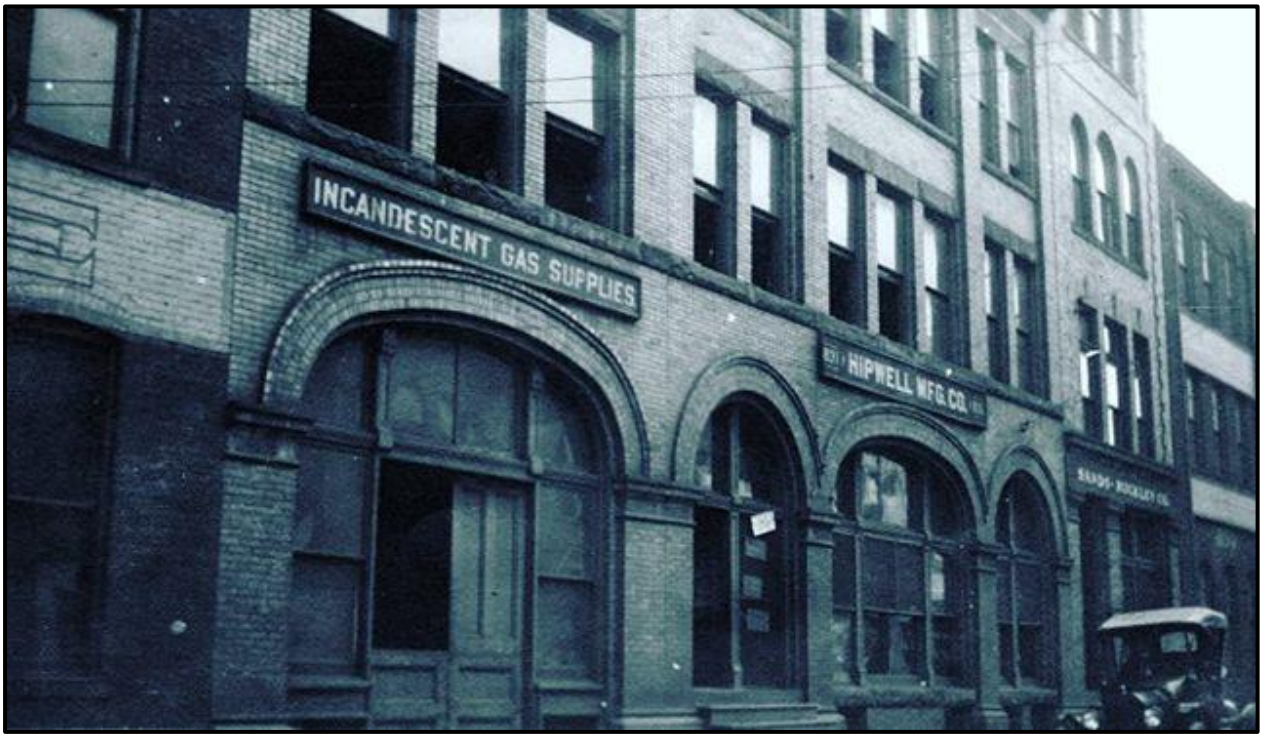
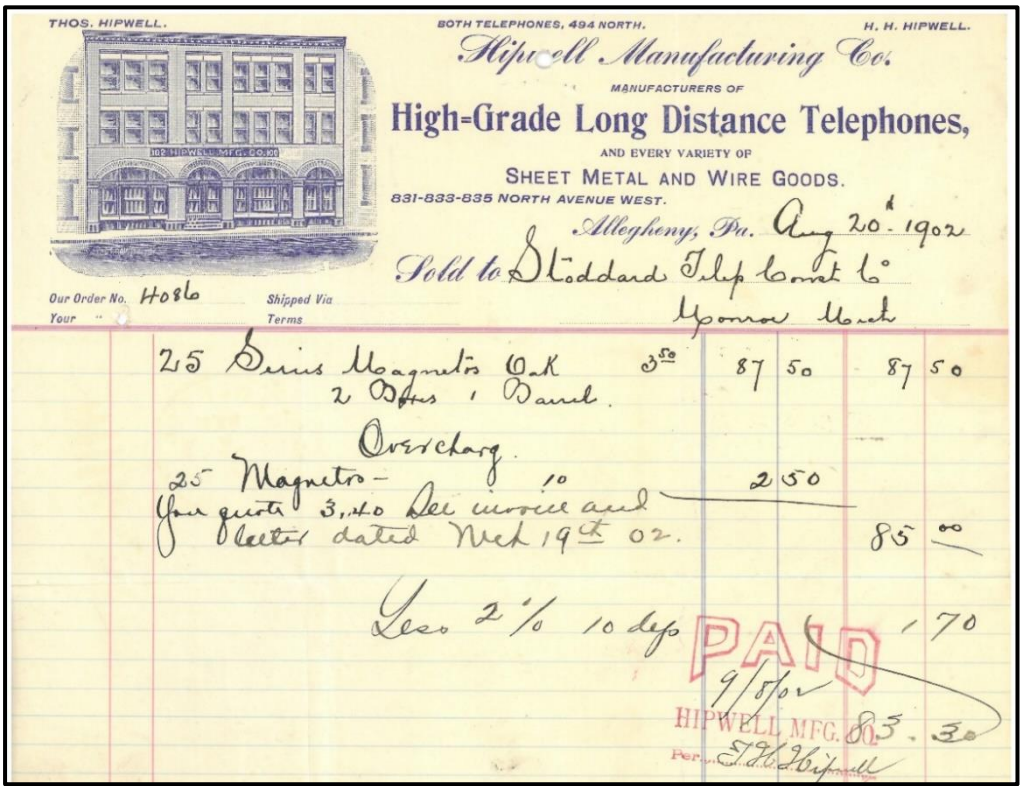


Figure 6: View of Hipwell buildings, ca. 1915 showing, left to right, part of Building "A," Buildings "B," "C," and "D," and part of Building "E."


THOS. HIPWELL. BOTH TELEPHONES, 494 NORTH. H. H. HIPWELL.

Hipwell Manufacturing Co.

MANUFACTURERS OF

High-Grade Long Distance Telephones,

AND EVERY VARIETY OF

SHEET METAL AND WIRE GOODS.

831-833-835 NORTH AVENUE WEST.

Allegheny, Pa. Aug 20th 1902

Sold to Stoddard Tel Const Co

Our Order No. H086 Shipped Via

Your " Terms Upon Mark

25 Duis Magnetos Ck 3.50 87 50 87 50

2 Bells 1 Bard.

Overcharg.

25 Magnetos - 10 2 50

Your quote 3,40 See invoice and letter dated Mch 19th 02. 85 00

Less 2% 10 days 1 70

PAID 9/8/02

HIPWELL MFG. CO. 83.30

Per H. H. Hipwell

Figure 7: 1902 billhead with sketch of Buildings "B" and"C." Company address is listed as 831, 833, and 835 North Avenue.

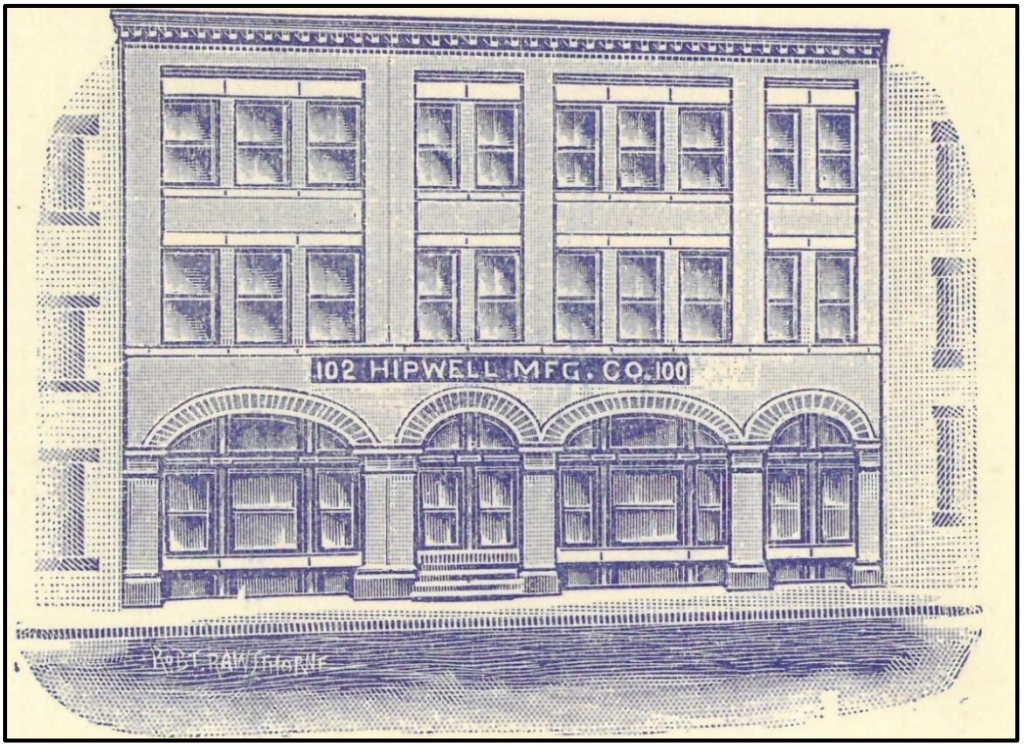


Figure 8: Englargement of 1902 billhead showing sketch of Buildings "B" and "C" with sign showing older street numbering 100-102 W. North Avenue.

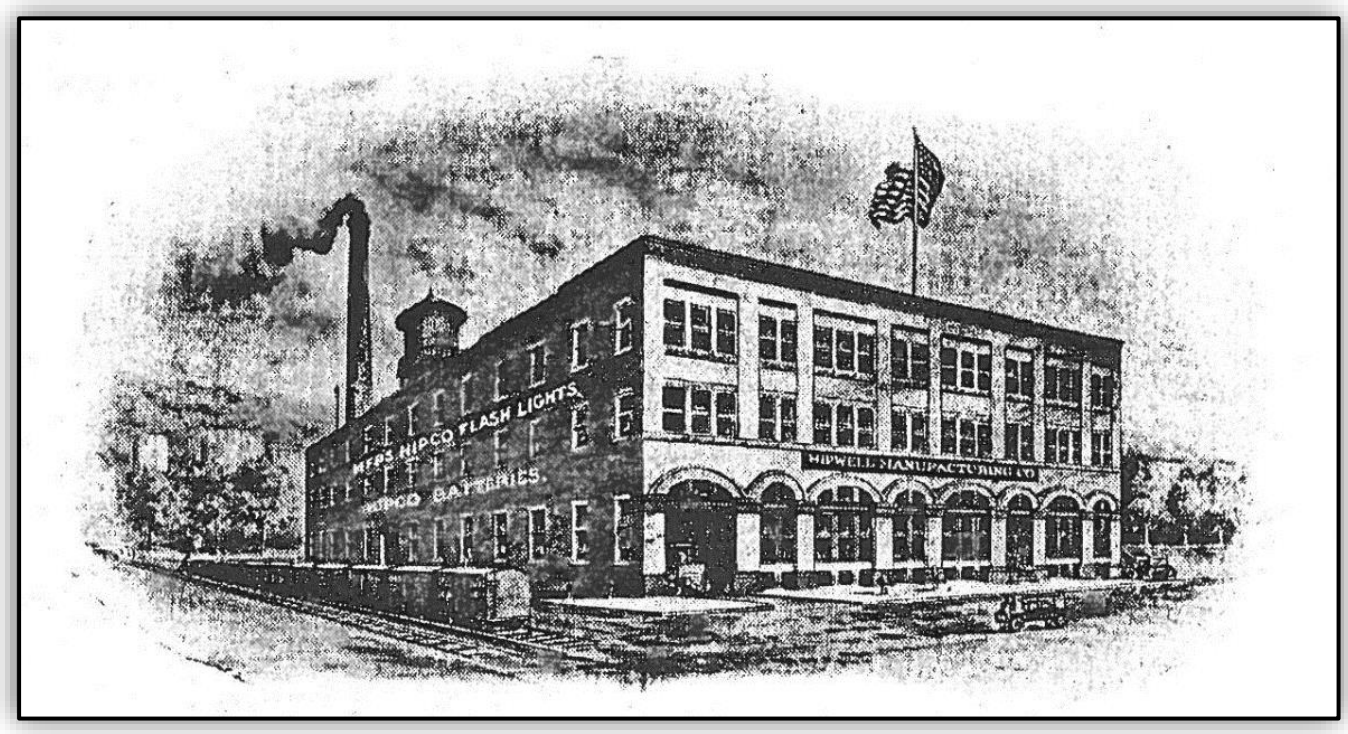


Figure 9: Early twentieth-century sensationalized sketch of Hipwell Manufacturing Company showing a unified streetscape based on the design of Buildings "B" and "C "represented by the first four left bays. The complex of buildings was never so homogenous, had no large smokestack, and had no rail sidings.



Figure 10: Advertisment for the Hipwell Manufacturing Company, 1927 (Pittsburgh Daily Post, 23 January 1927:29.)



Figure 11: Advertisement for Gamble & Albrecht, no date.

Physical Description and Integrity (Item 38)

Physical Description

The former Hipwell Manufacturing Company (HIPCO) complex occupies five, late-nineteenth and early-twentieth-century brick buildings along the southeast side of W. North Avenue in the block bounded by W. North Avenue, Rope Way, Buttercup Way, and Galveston Avenue.

Building A (825-829 W. North Avenue)

Building A was constructed in 1896 for John L. Kennedy's livery stable and storage business. It is a three-story, brick, commercial building. The building measures seven bays (55-1/2 ft) wide by seven bays (100 ft) deep. It is constructed on a continuous stone foundation. The building's exterior brick walls are laid in a common bond pattern, except for the northwest (front) façade, which is laid in running bond. Its exterior walls extend above the roofline forming a low parapet. The nearly flat roof is clad in built-up asphalt. The building's window openings are fitted with one-over-one-light and four-over-four-light, double-hung, wood sash and four-light, pivoting wood sash windows.

The northwest (front) façade has a seven-bay first floor with a central garage bay opening flanked by a pedestrian doorway and two window openings. The garage bay has a large timber lintel and is fitted with a wood surround and a paneled metal retractable garage door. The pedestrian doorways have a three-course, rowlock brick, segmental-arched lintel, and are fitted with four-panel wood doors with a one-light transom. The window openings also have a segmental-arch brick lintel with stone lug sills. The second and third floors each have eight bays with two window openings centered over the first-floor garage bay, and the three flanking bays aligned over the remaining first-floor fenestration. All window openings have brick, segmental-arch lintels with stone lug sills. Window openings are fitted with one-over-one-light, double-hung wood sash windows. A corbelled brick cornice runs the width of the façade. Three painted wall signs are present on the façade. The first-floor wall sign is located between the fourth (left pedestrian doorway) and fifth (center garage) bays and consists of an image of a "No. 6" "DRY CELL" battery with a horned, red devil shining a flashlight on the "HIPCO" diamond trademark logo. The top of the sign urges the passerby to "USE HIPCO BATTERIES FOR DURABILITY & STRENGTH." The second wall sign is located between the first and second floors and spans the width of the façade; it reads "825 HIPWELL MFG CO. 829" giving the company name and the building address range. The third wall sign is located between the second and third floors and spans the width of the façade; it reads "BATTERIES [HIPCO diamond trademark logo] FLASHLIGHTS."

The northeast (side) façade rises from a sandstone foundation. The first floor contains seven bays with a garage bay occupying the third bay and two window openings to its left and four to its right. The doorway is fronted with paired, three-panel wood doors suspended from an overhead, exterior mounted track. The window openings have three-course, rowlock brick, segmental-arched lintels and rowlock brick slip sills, and are fitted with four-over-four-light, double-hung wood sash windows. The second floor contains twelve small square windows that once fronted horse stalls when the building first served as a livery stable and transfer service. The window openings have three-course, rowlock brick, segmental-arch lintels and rowlock brick slip sills, and are fitted with four-light, pivoting wood sash windows. The third floor contains

five window openings with flat soldier brick lintels and rowlock brick slip sills, which are fitted with one-over-one-light, double-hung wood sash windows. The parapet wall is capped with metal coping and steps down in four sections from the northwest (front) façade to the southeast (rear) façade walls. Two painted wall signs are present on the façade. One sign spans approximately one-half of the length of the façade above the third-floor windows; the lettering is faded and illegible. The second wall sign is a full-height vertical wall sign located at the right end of the façade, which reads "HIPCO BATTERIES."

The southeast (rear) façade rises from a parged sandstone foundation. The first floor contains five bays with a central garage bay and two flanking window openings. The garage bay has a large timber lintel, and is fitted with a wood surround and paired, timber-frame, cross-buck doors with bead-board panels. The window openings have three-course, rowlock brick, segmental-arch lintels and rowlock brick slip sills, and are fitted with four-over-four-light, double-hung wood sash windows. The second and third floors each have six bays with two window openings centered over the first-floor garage bay, and the two flanking bays are aligned over the remaining first-floor fenestration. All window openings have brick, segmental-arch lintels and stone lug sills. The openings are fitted with four-over-four-light, double-hung wood sash windows. A painted wall sign spans the parapet wall but is faded and illegible.

The southwest (side) façade of Building A is obscured by the adjoining northeast wall of 831 W. North Avenue (Building B). The buildings were joined by internal connections after Building A was purchased by Hipwell Manufacturing Company.

Building B (831 W. North Avenue)

Building B was constructed in 1898 for the Hipwell Manufacturing Company, and is a three-story, brick commercial building in the Romanesque style. The building measures one bay (20 ft) wide. It is 100 ft deep. As an interior building, its side walls are obscured by the adjoining buildings. The building is constructed on a continuous sandstone foundation containing a full basement level. The building's exterior brick walls are laid in a running bond pattern. Its exterior walls extend above the roofline forming a low parapet. Its low-pitched roof is clad in built-up asphalt. The building's window openings are fitted with one-over-one-light and nine-over-nine-light, double-hung, wood sash windows.

The one-bay wide northwest (front) façade is clad in yellow brick laid in a running bond pattern. The façade rises from a stone foundation set just above sidewalk level. Side brick piers framing the one-bay storefront rise from a brick plinth and stone base mold topped with a brick pedestal that is capped with a stone impost. The imposts support a basket-handle arch formed by a recessed inner course of rowlock bricks, three courses of radiating rowlock bricks flush with the façade, and two outer stepped courses of radiating header bricks that form a drip ledge around the arch. The arch is set within a flat spandrel of running bond brick. The storefront consists of a large, central doorway flanked by single window openings. The doorway is fitted with paired four-panel Dutch doors. The window openings are fitted with one-over-one-light, double-hung wood sash windows with paneled bulkheads below. The storefront is topped by a three part-transom set within the arch containing a center segmental-arch, two-light transom and side lunette windows separated by paneled pilasters. The second and third floor fenestration is set within a recessed plane framed by a second-floor, rock-face stone sill course, flanking brick piers, and five

courses of stepped brick corbeling leading to the parapet wall. The second-floor and third-floor triad window openings are divided by brick piers and have continuous, rock-faced stone lintels; the third-floor triad windows have a continuous rock-faced stone lug sill. The window openings are fitted with wood brick molds containing one-over-one-light, double-hung, wood sash windows. A sheet-metal replacement cornice fronts the parapet wall.

The southeast (rear) façade rises from a partially exposed brick basement wall containing three covered window openings. The openings have a two-course rowlock brick segmental-arched lintels. The size of the window openings was reduced at some point by infilling the lower portion with brick, installing a brick header course to each side, and adding a rowlock brick slip sill. The openings have since been infilled with concrete block. The center fenestration bay is framed by Roman brick side piers extending from the basement level to the top of the roofline. Each floor of the fenestration bay contains a sheet metal spandrel panel topped by four, nine-over-nine-light, double-hung, wood sash windows.

Building C (833-835 W. North Avenue)

Building C was constructed in 1896 for the Hipwell Manufacturing Company. It is a three-story, brick commercial building in the Romanesque style. The building measures three bays (40 ft) wide. It is 100 ft deep. As an interior building, its side walls are obscured by the adjoining buildings. It is constructed on a continuous sandstone foundation containing a full basement level. The building's exterior brick walls are laid in a running bond pattern. Its exterior walls extend above the roofline forming a low parapet. Its low-pitched roof is clad in built-up asphalt. The building's window openings are fitted with one-over-one-light and nine-over-nine-light, double-hung, wood sash windows.

The three-bay wide northwest (front) façade is clad in yellow brick laid in a running bond pattern. The façade rises from a partially exposed basement level containing two window openings in both Bays 2 and 3. Brick piers framing each bay rise from a brick plinth and stone base mold topped with a brick pedestal that is capped with a stone impost. The imposts support the three-part arcaded first floor with a center basket-handle arch flanked by a semicircular arch. The arches are formed by a recessed inner course of rowlock bricks, three courses of radiating rowlock bricks flush with the façade, and two outer stepped courses of radiating header bricks that form a drip ledge around the arch. The arcade is set within a flat spandrel of running bond brick. The semicircular arched-top opening in Bay 1 is divided vertically by a paneled pilaster resting on a stone lug sill. The lower portion of the opening is fitted with two one-panel, one-light wood doors fronted by concrete steps with a center pipe handrail. The arch contains a transom area fitted with two wood sash lunette windows. The basket-handle arched-top opening in Bay 2 is divided vertically into three sections by two paneled pilasters resting on a rock-faced stone lug sill. The lower portion of the opening contains a wide, one-over-two-light, double-hung, wood sash central window flanked by one-over-one-light, double-hung wood sash windows. The arch contains a transom area fitted with a wide, segmental-arched top, wood sash central window, flanked by lunette windows. The semicircular arched-top opening in Bay 3 is divided vertically by a paneled pilaster resting on a rock-faced stone lug sill. The lower portion of the opening contains two one-over-one-light, double-hung wood sash windows. The arch contains a transom area fitted with two wood sash lunette windows.

The second and third floor fenestration is set within three recessed planes framed by a second-floor, rock-face stone sill course, flanking brick piers, and five courses of stepped brick corbeling leading to the parapet wall. The center bay (Bay 2) contains three window openings, while the flanking bays (Bays 1 and 3) each contain two window openings. The second-floor and third-floor window openings are divided by brick piers and have continuous, rock-faced stone lintels; the third-floor triad windows have a continuous rock-faced stone lug sill. The window openings are fitted with wood brick molds containing one-over-one-light, double-hung, wood sash windows. A sheet-metal replacement cornice fronts the parapet wall.

The southeast (rear) façade of Building C is constructed of red brick laid in common bond. The façade rises from a partially-exposed, sandstone basement level containing four window openings with two and three-course rowlock brick, segmental-arch lintels. The window openings have been infilled with brick and concrete block. The raised first-floor level is five bays in width. Bays 1 (left-most bay) and 3 contain loading dock doorways with poured concrete slip sills and stone blocks supporting steel lintels and one course of rowlock bricks. The Bay 1 doorway is fitted with paired, one-panel, three-light, wood doors set in a wood brickmold. The door panels contain diagonal tongue-and-groove and the upper lights are divided vertically in the Craftsman style. The left door panel contains a painted sign reading "HIPWELL MGF CO. SHIPPING DOOR 2". The Bay 3 doorway is fitted with paired, wood frame doors with the lower half clad in metal plating and the upper half containing six lights. The left door has a painted sign reading "SHIPPING". Bays 2, 4, and 5 contain single window openings with three-course, rowlock brick, segmental-arched lintels and wood lug sills covered in sheet metal. The window openings are fitted with wood brick molds with one-over-one-light, double-hung, wood sash windows. The second floor is six bays in width. Bay 4 contains a doorway with a metal slip sill and stone blocks supporting a steel lintel. The doorway is fitted with a wood brickmold with paired, two-panel, one-light wood doors. The remaining bays (1-3, 5, and 6) each contain a single-window opening with a three-course, rowlock brick, segmental-arch lintel and wood lug sill covered in sheet metal. The window openings are fitted with wood brick molds with nine-over-nine-light, double-hung, wood sash windows. The third floor is six bays wide and contains six window openings with flat lintels covered with a fascia board and wood lug sills covered in sheet metal. Bays 1-3, 5, and 6 are fitted with wood brick molds with nine-over-nine-light, double-hung wood sash windows. The Bay 4 window opening has been shortened with a steel I-beam lintel to support a steel I-beam hoist that extends perpendicular from the façade. This opening is fitted with a six-over-nine-light, double-hung wood sash window.

A central light well, located along the building's southwest (side) wall, rises all three stories and is open at the building's roofline.

Building D (837 W. North Avenue)

Building D was constructed ca. 1900 as a three-story, brick commercial building in the Romanesque style; the fourth floor was added between 1906 and 1907. The building measures three bays (20 ft) wide. It is 100 ft deep. As an interior building, its side walls are obscured by the adjoining buildings. It is constructed on a continuous sandstone foundation containing a full basement level. The building's exterior brick walls are laid in a running bond pattern, except for the the southeast (rear) façade, which is laid in a common bond pattern. Its exterior walls extend above the roofline forming a low parapet. Its low-pitched roof is

clad in built-up asphalt. The building's window openings are fitted with replacement windows including one-light, fixed vinyl sash and one-over-one-light, vinyl sash windows with an upper fixed sash over a lower awning sash.

The three-bay wide northwest (front) façade is clad in yellow brick laid in a running bond pattern. The façade rises from a partially exposed basement level containing two covered window openings under the first-floor storefront. Narrow, brick, end piers and a wider intermediate pier frame the first-floor entrance and storefront. The piers rise from a stone plinth and base mold topped with a brick pedestal that is capped with a stone capital. The imposts support a heavy stone entablature with a wide signboard frieze and a projecting stone cornice. The entrance in Bay 1 is fronted by concrete steps with metal pipe handrails. The doorway has a stone slip sill and is fitted with a wood brick mold and a transom bar with a dentil band and applied moldings. The doorway is fitted with a one-panel, one-light wood door and a one-light, wood sash transom. The storefront is set on a stone lug sill and paneled bulkhead and is divided vertically by a paneled pilaster and horizontally by a transom bar with a dentil band and applied moldings. The two vertical display windows and two transom windows are set in wood sashes. The second and third floor fenestration is set within a recessed plane framed by the storefront stone cornice, which also serves as a sill course, flanking brick piers with quoining, and one course of stepped brick corbeling. The second-floor windows have jack arch and keystone lintels of radiating voussoir brick. The center window opening is slightly larger than the flanking windows. The window openings are fitted with vinyl, one-light, fixed sash window with a one-light, fixed sash header window. The third-floor triad windows share a common stone lug sill and have round-headed windows with interlocking three-course rowlock brick lintels. The center window opening is slightly larger than the flanking window openings. The fourth floor was added about 1906 and is a slightly darker brick than the lower three floors. The fourth-floor windows are set within a recessed plane framed by the former parapet wall, flanking brick piers with quoining, and one course of stepped brick corbelling rising to a parapet wall fronted by a framed wood cornice of clapboard siding. The fourth-floor triad windows share a common lug sill and have round headed windows with interlocking, three-course rowlock brick lintels. The center window opening is slightly larger than the flanking window openings. The third and fourth floor window openings are fitted with vinyl, one-light, rounded-head, fixed sash over one-light awning sash replacement windows.

The southeast (rear) façade of Building D is constructed of red brick laid in common bond. The façade rises from a partially-exposed, sandstone basement level. The raised first-floor level is two bays in width. Bay 1 (left-most bay) contains a former pedestrian doorway opening with a poured concrete lug sill and a timber lintel resting on stone blocks. The doorway contains a six-light, fixed sash window and the rest of the opening has been infilled with stucco. Bay 2 contains a raised loading dock garage bay with a poured concrete lug sill and a timber lintel resting on stone blocks. The doorway is fitted with a wood frame and twelve-light, paneled wood, retractable garage door. A metal sign centered over the doorway reads "HIPPWELL MFG. SHIPPING & RECEIVING, LOADING ZONE." The second, third and fourth floors are three bays in width. Each floor has three window openings with two-course, rowlock brick segmental-arch lintels. The second-floor window openings have vinyl-clad lug sills; the third and fourth floors have header brick lug sills. All window openings on the upper floors are fitted with one-over-one-light, double-hung

vinyl sash windows. A metal fire escape is attached to the second, third, and fourth floors; a ladder with a weighted counterbalance provides access from the second-floor landing to the ground level.

Building E (839-845 W. North Avenue)

Building E was constructed ca. 1895 for the Allegheny Transfer Company as a three-story, brick livery and storage building in the Romanesque style. The building contains three façade bays with eight bays on the first floor and nine bays on the second and third floors. It is 70 ft wide and 100 ft deep. As an interior building, its side walls are obscured by the adjoining buildings. The building is constructed on a continuous sandstone foundation. The building's exterior brick walls are laid in a common bond pattern. Its exterior walls extend above the roofline forming a low parapet. Its low-pitched roof is clad in built-up asphalt. The building's window openings are fitted with four-over-four-light, and one-over-one-light, rounded-head wood sash windows, one-over-one-light, aluminum sash windows, one-over-one-light, vinyl sash windows with an upper fixed sash over a lower awning sash, and concrete and glass block infill.

The northwest (front) façade is constructed of red brick laid in a common bond pattern. The façade rises from a concrete parged stone foundation level. Four, full-height engaged brick piers (two end piers, and two intermediate piers) divide the building into three façade bays. The first-floor center bay contains a large garage door opening with a heavy timber lintel. The opening is fitted with a wood frame and a paneled wood retractable garage door with two rows of eight fixed lights. Vertical painted wall signs flank the doorway; the left sign reads "SHIPPING" and the right sign reads "RECEIVING." The fenestration left of the center doorway originally consisted of three window openings with rock-faced stone lug sills and three-course, rowlock brick, semicircular-arched lintels set on a two-course projecting impost band. The window openings are trimmed with wood brick molds and are fitted with four-over-four-light, round-headed, double-hung, wood sash windows. Bay 1 currently contains a pedestrian doorway that was added in recent years by lengthening a former window opening. The stone lug sill was removed and inserted above the doorway to serve as a transom bar. The top round-headed sash remains in place and now serves as a four-light, fixed, wood sash transom window. The doorway is fitted with a six-cross-panel, wood door. The fenestration right of the center doorway consists of four openings; Bays 1 and 3 have single window openings and Bays 2 and 4 have single pedestrian doorways. All openings have interlocking three-course, rowlock brick, semicircular-arch lintels set on a two-course projecting impost band. The window openings have rock-faced stone lug sills and are fitted with wood brick molds with one-over-one-light, double-hung, round-headed, wood sash windows. The doorways are fitted with wood brick molds, transom bars, and one-light, round-headed, fixed, wood sash transom windows. The doorway in Bay 2 is fitted with a three-panel, one-light wood door; the doorway in Bay 4 is fitted with a four-panel, two-light wood door. The second and third floors each contain nine window openings, three in each of the three façade bays. All window openings have rock-faced stone lug sills and three-course, rowlock brick, segmental-arched lintels set on a two-course projecting impost band. The window openings are fitted with a variety of replacement windows, including small, one-over-one-light, double-hung, aluminum sash; small, one-light casement; and one-over-one-light, double-hung vinyl sash windows; some of the window openings have been infilled with concrete block with one band of glass block. The parapet wall is finished

with a corbelled brick cornice across the three façade bays. The taller parapet of the center façade bay contains a painted wall sign reading "DONALDSON TRANSFER."

The southeast (rear) façade of Building E is constructed of red brick laid in common bond. The façade rises from a partially-exposed, sandstone foundation level. As with the front façade, four, full-height engaged brick piers (two end piers, and two intermediate piers) divide the rear of the building into three façade bays. The first-floor center bay contains a large garage door opening with a heavy timber lintel. The size of the original opening has been reduced with its lower third and right half infilled with concrete block. The remaining opening is fitted with a metal roll-up door. The flanking façade bays each contained three window openings with rock-faced stone lug sills and three-course, rowlock brick segmental-arched lintels. All of the first-floor window openings have been infilled with brick. The second and third floors each contain nine window openings, three in each of the three façade bays. All of the window openings have rock-faced stone lug sills and three-course, rowlock brick, segmental-arched lintels and are fitted with one-light fixed sash over one-light awning sash vinyl replacement windows. A painted wall sign spans the parapet wall but is too faded to be legible.

Integrity

Collectively, the buildings contained within the property retain a moderate level of integrity. The property retains integrity of location as the buildings remains in the place where they were constructed. The property retains a moderate level of integrity of design because several window openings have been fitted with contemporary replacement windows. On secondary facades and a portion of the northwest (front) façade, several window openings have been bricked or otherwise substantially altered. However, integrity is heightened by a significant number of original windows remaining in place. The property retains a moderate level of integrity of setting, as most of the period buildings are present along this stretch of West North Avenue, although the vacant lot across West North Avenue to the northwest reduces this integrity. The property's integrity of materials is moderate, given that many of the original materials are still in use. However, contemporary materials have been introduced in later alterations, lessening integrity. The property retains a moderate level of integrity of workmanship. Multiple buildings contained within the property exhibit simple, but refined architectural detail; however, integrity is lessened by the introduction of substandard workmanship in later alterations, such as window infill. The property retains a moderate level of integrity of feeling because the Romanesque façades of the buildings contained within the property help to provide a historic sense of the time in which the building was a significant and valuable property. The property conveys integrity of association because it is part of the narrative of the potentially-eligible West North Avenue Industrial historic district; the building is part of the physical environment that frames the district's Criterion A significance in the area of industry.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 266; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison, the first sheriff of Allegheny County, received a patent from the Commonwealth of Pennsylvania for land including Lot 266 in 1797.

James O'Hara, a military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist moved back to Pittsburgh after the Revolutionary War to found a store and establish the Pittsburgh Glassworks and a brewery. He also became a land speculator, purchasing thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30).

By 1835, mapping shows Elizabeth F. O'Hara Denny in ownership of the aforementioned tracts. Elizabeth's husband, Harmar Denny (1794-1852), was an attorney who later served in the Pennsylvania State House of Representatives, the 21-24 U.S. Congresses, and as a delegate to the Pennsylvania State Constitutional Convention. He was also a commissioner to the Pennsylvania Railroad Company, president of the Pittsburgh & Steubenville Railroad Company, trustee of the Western University of Pennsylvania, and a director of the Pittsburgh Theological Cemetery. Together, Harmar and Elizabeth established one of the preeminent families in Allegheny Town and Pittsburgh.

By the 1860s, the Elizabeth O'Hara Denny Estate had platted the majority of Morrison's land, including the parcels comprising this property. This property was part of the 38+ acres in the City of Allegheny (present North Side of the City of Pittsburgh) that the Denny heirs owned at the time of Elizabeth's death in 1878, not including other land holdings elsewhere in Allegheny and Pittsburgh. The Denny's tended to retain ownership of their land, but leased it to various enterprises and businesses.

In 1872, the plat map shows two buildings on the subject parcel: a frame carpentry shop operated by "Moore and Chambers" at the western side of the lot, and a planing mill operated by "Douglass and Hayes" at the eastern side (Hopkins 1872). In 1875, the North American Planing Mill on North Avenue, owned and operated by Stediford [sic] & Eicher (presumably the same mill as previously operated by Douglass and Hayes), was consumed in a "disastrous conflagration" (Pittsburgh Daily Commercial, 14 Oct 1875:4).

Jas. Stedeford & Co. rebuilt, as a brick building appears on the 1882 plat map. A new frame building also appears on the map (Hopkins 1882). The 1884 Sanborn Fire Insurance map shows these buildings in more detail. The eastern building was two-stories and constructed of timber framing filled with brick nogging.

The Jas. Stedeford & Company manufactured sashes, doors, and produced lumber. On the western side of the lot, the Pittsburgh Hob Nail Company replaced the carpenter shop (Sanborn 1884). By 1890, the Allegheny Transfer Company had acquired the Hob Nail Company building and expanded it to double the size. By 1893, the Jas. Stedeford & Company also expanded, enlarging the brick-nogged building to the west (labeled as the North American Planing Mill on mapping) (Sanborn 1893).

In 1894, another disastrous fire destroyed $100,000 worth of properties in this portion of W. North Avenue. Newspapers report that "a fire broke out in the planing mill owned by Alexander Chambers & Co. on the south side of North Avenue, near Irwin Avenue [Brighton Road]" (Altoona Tribune, 25 August 1894:1). Alexander Chambers & Co. was a prominent glass manufacturer; it is possible the company purchased the planing mill as a support industry. The fire destroyed a portion of Allegheny City that was considered a "fire trap," due to the number of frame buildings with industrial uses. In addition to the planing mill, the destroyed buildings included the "Allegheny Transfer Company, North Side Transfer Company, Benjamin A Groah's carpenter shop, Hazel & Knauer's blacksmith shop, Alexander Gilliland's carpenter shop, S. McNaugher & Son's feed and hay warehouse, and two brick dwellings at 110 and 112 North Avenue" (Pittsburgh Post-Gazette, 25 August 1894:2).

Allegheny Transfer Company (Building E), ca. 1895

After the 1894 fire, city law mandated that building owners could not rebuild using frame construction due to fire safety. While the Allegheny Transfer Company constructed a new brick building ca. 1895 (identified as Building "E" in this report), the adjacent planing mill was not rebuilt. The first manager of the Allegheny Transfer Company was Thomas Donaldson, though he left to start the Donaldson Transfer Company in 1894 (Pittsburgh Daily Post, 7 February 1904:15). Transfer companies were historically used to *transfer* and warehouse household goods, furniture, materials, products, etc. a short distance between specific terminals. They were often situated near railroads, and before the advent of gas-powered vehicles, depended heavily upon animals (horses) for transportation. The Allegheny Transfer Company also provided "separate apartments for storage of furniture," and man-power to maneuver goods. In 1900, the North Avenue Allegheny Transfer and Storage Co. advertised for sale of "all kinds of household goods," to cover the cost of storage, likely from customers who did not pay their bills (Pittsburgh Daily Post, 30 January 1900:7).



Photo 15: Allegheny Transfer Company (Building E), northwest (front) façade, facing east.

By 1906, the Allegheny Transfer Company had become the Allegheny Transfer and Storage Company (Sanborn 1906). The business advertised heavily between 1912-1916 (Pittsburgh Post-Gazette and Pittsburgh Daily Post), but marketing dropped off entirely by 1917. This suggests that the business failed or moved at that time. In 1917 and 1932, newspapers indicate that the Allegheny Transfer Company was then located at the corner of Sandusky Street and Park Way (Allegheny Center) (Pittsburgh Daily Post 28

July 1917:3; Post-Gazette 7 October 1932:2), but it does not appear on mapping dating to 1923. By 1925, the plat mapping shows that the subject parcel continued to be owned by members of the Denny family, specifically, Elizabeth F.D. Whitney (1863-1939) (daughter of William and Nancy Denny and granddaughter of Harmar and Elisabeth O'Hara Denny). It appears the Allegheny Transfer and Storage Company was no longer utilizing 839 West North Avenue by 1926, if not earlier. The 1926 Sanborn indicates that the building was vacant. It is labeled "admittance unobtainable" (Sanborn 1926).

In 1927, Elizabeth F.D. Whitney sold the property to Thomas Donaldson, the former manager, for $17,000 (ACDB 2318:321). Thomas' 1943 obituary listed him as the president of the Donaldson Transfer and Storage Company (Pittsburgh Press, 29 April 1943:12), which had a business address of 1012-1018 Western Avenue. Donaldson may have used the North Avenue property to expand his business or increase his warehouse space.

After Thomas Donaldson's death in 1943, the W. North Avenue property was transferred to his brother, Samuel E. Donaldson. Shortly thereafter, Samuel Donaldson sold it to Edward L. and Mazie Long, who operated the "Long Transfer Company" (ACDB 2605:285). This may also have been a smaller branch facility, because Long Transfer Co. also had an address at 3212 Smallman Street (Pittsburgh Press 27 March 1954:2). In 1951, mapping shows this building used as a motor freight depot (Sanborn 1951). Again, this use was short lived, as the Long Transfer Company sold the property to William Dodge Gamble in 1954 (ACDB 2964:630). It is possible that the building started being used for office purposes at this point, as evidenced in a 1956 advertisement soliciting "general office workers" at this address (Pittsburgh Press, 12 January 1956:36). An undated promotional item for "Gamble & Albrecht, representing Union Insulating Co." of Parkersburg, West Virginia, indicated that the offices were located at 839 West North (see Historical Photos/Images).

Harold E. Albrecht assumed ownership of the building in 1964 (ACDB 3492:673). An advertisement during this period lists Architectural Lighting, Inc. as a tenant of the building, though the building was offered for lease in 1975 and 1978: "Furn. Office/waterhouse space. Postage meter, copier, calculator, storage cabinets, air, 2 baths, shower, walk-in closet, lounge" (Pittsburgh Press, 5 August 1978:16). Dorothy Frauwirth and Nina Derman acquired the building in 1996 (ACDB 9868:58), before selling it to Hipwell Manufacturing Company in 2002 (ACDB 11518:370).

Chain of Title: Lot 27-30 in Denny Plan (Building "E").

Date	Consideration	Grantor	Grantee	Source Location	Notes
10/29/2002	$75,000	Dorothy and Benjamin Frauwirth	Hipwell Manufacturing Company	ACDB 11518:370	
11/29/1996	$1	Harold E. Albrecht	Dorothy Frauwirth and Nina Derman	ACDB 9868:58	
4/18/1964		William Dodge Gamble	Harold E. Albrecht	ACDB 3492:673	

12/8/1954		Long Transfer	William Dodge Gamble	ACDB 2964:630	
10/28/1947		Edward L and Mazie Long	Long Transfer	ACDB 2866:222	
10/25/1945	$9,000	Samuel E Donaldson	Edward L and Mazie Long	ACDB 2605:285	3-story brick building 839-845 West North Avenue
3/30/1927	$17,500	Elizabeth F.D. Whitney	Thomas Donaldson	ACDB 2318:321	Same building description
12/18/1879	Partition Deed	Elizabeth Denny	Elizabeth F.D. Whitney	ACDB 401:110	

John L. Kennedy Stable (Building "A"), 1896

The second building constructed on this parcel belonged to John L. Kennedy, who built the a three-story, brick building used for stables and storage. Kennedy applied for the construction permit on March 18, 1896, for a 55x100 foot building estimated to cost $7,000. Again, the building was constructed on land owned by the Denny estate.



Photo 16: John L. Kennedy Stable (Building A), northwest (front) façades, facing southeast.

Kennedy was born in 1844 in Allegheny and attended North Side public schools. He fought in the Civil War in Company K, Ninth Pennsylvania Volunteers for three years before returning to Allegheny to become an officer at the Allegheny County Workhouse at Claremont. After resigning from that position, Kennedy started his livery business along Sandusky Street in Allegheny Center, but moved it to W. North Avenue when the opportunity arose. Suffering from Bright's disease, Kennedy died in 1898, impoverished and in debt (Pittsburgh Post-Gazette, 9 March 1898:4).

The livery business continued, as evidenced on a 1906 map, where the building was labeled as "livery and boarding" (Sanborn 1906). In 1914, the newspaper recounted an unusual story of a missing horse and wagon from the North Avenue livery, indicating it continued to operate at that time (Pittsburgh Daily Post, 8 July 1914:4). In 1922, Elizabeth D.F. and Addili Whitney sold the parcel to the Hipwell Manufacturing Company for a consideration of $31,000 (ACDB 2133:568). Hipwell first started using this building in 1915, after a "Big War Order" from the French government had the business scrambling to find additional square footage. The acquisition of the former stable building doubled the company's floor area from 25,000 square feet to 50,000. Regarding the war-time contract, H.H. Hipwell said, "'I need only say that it will be necessary for us to ship a carload of our flashlights every day for six months. The fact is not generally known that every soldier in the French and German armies is supplied with a flashlight. The other fighting forces are rapidly supplying their men, too'" (Pittsburgh Press, 17 July 1915:3).

In December 1917, the company used a portion of the building as a garage, as per an advertisement promoting the sale of "Large Overland special, almost new, want to sell at once on account of being taken in the army. Call at Hipwell Garage, 825 West North Ave.," (Pittsburgh Press, 29 December 1917:13).

Chain of Title: Lots 21-22 in Denny Plan (Building "A")

Date	Consideration	Grantor	Grantee	Source Location	Notes
12/15/1922	$31,000	Elizabeth F. and Addili Whitney	Hipwell Manufacturing Company	Allegheny County Deeds 2133:568	
12/31/1918	WILL	Matilda W. Denny	Elizabeth F.D. Whitney	Allegheny County Deeds 2070:108	

Hipwell Manufacturing Company (Building "C"), 1896

The third building constructed on this parcel was built by the Hipwell Manufacturing Company, though the land still was under Denny ownership at the time of construction. Once constructed, there were three, independent buildings on the subject parcel – the two, smaller "connecting" buildings were constructed later, in 1898 (Building "B") and in 1899 (Building "D"). On December 17, 1896, Hipwell Manufacturing Company applied for a permit to construct the three-story, brick building on a 40x100 foot parcel. The builder, Kerr & Fox, estimated the cost of construction at $7,000. The building appears on the 1901 plat map with the name "Mathilda W. Denny" (Hopkins 1901). Mathilda Wilkins Denny was one of the Elizabeth F. O'Hara Denny's children. The 1906 map provides additional detail on the use of the building: office & packing (first floor), stamping (second floor), electric plating (third floor), and buffing (third floor) (Sanborn 1906).



Photo 17: Hipwell Manufacturing Company (Building B on left and Building C at right), northwest (front) façades, facing southeast.

The lot was formally sold to the Hipwell Manufacturing Company in 1921, when Amy P. and Frank C. Roberts transferred the lot for $15,000 (ACDB 2121:159). Amy Maria Paxton was Mathilda Denny's niece (she was the daughter of Caroline Sophia Denny Paxton, and granddaughter of Elizabeth F. O'Hara Denny). Amy and her husband Frank C. Roberts had acquired this parcel from Mathilda, though the date of transfer is not clear.

In 1926, the building had similar uses, with an office on the first floor and machine shops on the second and third floors (Sanborn 1926). By 1951, uses for this building were listed as office, warehouse, and factory (Sanborn 1951).

Hipwell Manufacturing Company (Building "B"), 1898

The fourth building constructed on this parcel was built by the Hipwell Manufacturing Company as its first expansion property. On January 3, 1898, the company applied for a permit to construct a three-story, brick building at a cost of $4,500. While the permit application did not provide an address, it likely pertained to this building given the matching dimensions (20x100 ft), applicant, and, proximal location (North Avenue near Irwin Avenue). The builder on the permit was B.A. Groah. The building first appears on mapping in 1901 (Hopkins), and by 1906, the use was labeled as brass foundry in the basement, storage on the first floor, and assembly on the third floor (no mention of second floor use) (Sanborn 1906). The 1926 map shows warehousing uses on the first floor, and machine shops on the second and third floors (Sanborn 1926). The 1951 map show "Dead Auto Storage" as the primary use for the Hipwell Manufacturing Company Building "B" (Sanborn 1951).

Chain of Title: Lots 23-25 in Denny Plan (Buildings "B" and "C")

Date	Consideration	Grantor	Grantee	Source Location	Notes
10/27/1921	$15,000	Amy P. and Frank C. Roberts	Hipwell Manufacturing Company	Allegheny County Deeds 2121:159	

Hipwell Manufacturing Company (Building "D"), 1899

This building was the last to be constructed on the subject parcel, which was owned by the Denny family. The [probable] application for the permit was filed on April 21, 1899, using B.A. Groah and Co. as the builders. The three-story brick building measured 20x100 feet, and was estimated to cost $3,500. The use was listed as "manufacturing." The 1901 plat map provides no information about the building. One source indicates that the first tenant was the Iron City Pharmacal Company, chemists, which remained in the building only a few years (Peterson and Rooney 2013:163). Building D was constructed ca. 1900 as a three-story, brick commercial building; a fourth floor was added between 1906 and 1907.



Photo 18: Hipwell Manufacturing Company (Building B on left and Building C at right), northwest (front) façades, facing southeast.

By 1906, mapping indicates the building was used by the Soda Mint Gum Company, with packing, storage, and offices on the first floor, and wrapping on the second floor. Third and fourth floor uses were not listed (Sanborn 1906). An earlier newspaper advertisement (for Soda Mint Gum manufactured by the Ohio Gum Company) touted "wide renown as an antiseptic cure for indigestion, sick headache, sea sickness and all stomach troubles," among other attributes (Pittsburgh Press, 4 June 1899:14). In 1903, the Soda Mint Gum Company placed a want-ad for "young ladies" to work in the chewing gum factory. In 1907, the four-story building sustained a significant fire, resulting in property loss valued at $50,000 and the unemployment of 150 workers. At that time, the gum company was operated by Sands-Richey. Apparently, a portion of the building was occupied by the Hipwell Manufacturing Company, and during the fire, company volunteers succeeded in removing several barrels of gasoline from this portion of the building, thus preventing a more substantial loss (Topeka State Journal, 23 November 1907:5). It is unclear whether the fire permanently shuttered the factory, however, the building was advertised for rent in 1909 (Pittsburgh Press, 28 March 1909:35).

The 1925 plat shows the owner of this building to be A.P. Roberts (likely Amy M. Paxton Roberts) (Hopkins 1925), though by 1926, the building was vacant (Sanborn 1926). Finally, in 1951, the building was used as a warehouse, potentially for the Hipwell complex (Sanborn 1951). In 1967, James Paxton Roberts sold the lot to the Hipwell Manufacturing Company for a consideration of $22,500 (ACDB 4404:653).

Chain of Title: Lot 26 in Denny Plan (Building D)

Date	Consideration	Grantor	Grantee	Source Location	Notes
6/19/1967	$22,500	James Paxton Roberts	Hipwell Manufacturing Company	Allegheny County Deeds 4404:653	

Hipwell Manufacturing Company – Short Building History

The Hipwell Manufacturing Company started construction with Building C in 1896. As the company grew, it required additional space, including Building B by 1898. Hipwell utilized a portion of Building D in 1907, and may have continued renting space in that building after an early-twentieth-century fire. The company officially acquired Building D in 1967. It is possible that Hipwell was utilizing portions of Building A as early as 1917, but certainly by 1922, when the Whitneys sold it to the Hipwell Manufacturing Company. Finally, Building E joined the Hipwell Manufacturing Company Complex in 2002. The company ceased production in 2005 (Post-Gazette 2006). In 2010, Hipwell sold the consolidated parcel to West North Avenue

Properties (ACDB 14161:507). The current owner, Gramax LLC, purchased the parcel later that same year (ACDB 14461:27).

Chain of Title: Hipwell Manufacturing Company Consolidated Parcel

Date	Consideration	Grantor	Grantee	Source Location	Notes
12/17/2010	$337,701	West North Avenue Properties	Gramax LLC	Allegheny County Deeds 14461:27	No buildings mentioned in any deeds
1/11/2010	$1	Hipwell Manufacturing Company	West North Avenue Properties	Allegheny County Deeds 14161:507	

Hipwell Family and Company Origins

Harry H. Hipwell (Sr.) was born in New Jersey in December 1865. His father, Thomas H. Hipwell (1841-1904) was connected to the Manhattan Brass Company of New York City, before moving to Allegheny in 1886 and cofounding the Pittsburgh Brass Company (later known as the Pittsburgh Brass & Lamp Company) in 1887 (Pittsburgh Daily Post, 24 February 1887:4). The charter for the company was filed in 1889 (Pittsburgh Daily Post, 18 January 1889:3). Thomas registered at least two patents for brass oil lamp fount designs in the early years. Apparently, his sons, Harry Hamilton (1865-1940) and Rowley B. Hipwell (1871-1955) had also been associated with the Pittsburgh Brass Company. Representatives of the Pittsburgh Brass Company often showcased inventions at various conventions and expositions. One of the foremost products was the Pittsburgh Lamp, which was sold extensively. In 1891, the company increased the price of its capital stock in order buy additional property and build a new plant (Pittsburgh Daily Post, 28 March 1891).

A different source indicates that the Hipwells started a business called the "Pittsburgh Sheet Metal Tool Company," which was "'the only establishment of its kind in this section of the country, and its facilities are in every respect unsurpassed,'" (the 1889 *Pittsburgh and Allegheny Illustrated Review* as quoted in Potter 2014). More information on this company name could not be located.

The exact date in which Harry H. Hipwell left the Pittsburgh Brass Company and started his own business is not known, though most sources tend to agree the year was 1887. It is known that in 1894, the H.H. Hipwell Manufacturing Company co-owners L.H. and J.C. Duncan retired, leaving the operation of the business to Harry H. and Thomas Hipwell. At that time the firm was renamed, "Hipwell Manufacturing Company," and was located at 69 Isabella Street (corner of Isabella and Sandusky) (Pittsburgh Press, 14 January 1895:8). In his obituary, Rowley B. Hipwell is also listed as a founding member of the Hipwell Manufacturing Company (Pittsburgh Press, 20 March 1955:76).

In 1890, Harry married Lillian Alice (b. Feb. 1867); her son from an earlier marriage (Earl W.) was approximately three at the time, but their second son (Harry T.) was born in 1891. In 1900, the family lived in a house on Garfield Avenue (US Census 1900). By 1920, they had moved closer to the factory, to

the 900 block of Beech Avenue. Three generations of Harry Hipwells lived together that year: the elder Harry Hipwell and his wife Lillian, along with their sons Earl and Harry, and Harry T.'s son, Harry (US Census 1920). The family moved to Perrysville Avenue in the late 1920s, though by 1930, Harry T. (1891-1958) had moved out. The remaining family members were Harry H. Sr., his wife Lillian, their son Earl, and their grandson Harry H. (1914-1998). Harry H. Hipwell (1865-1940) died in 1940 due to complications from bronchial pneumonia, at age 74. Therefore, in 1940, the Perrysville Avenue house was occupied by Earl (and his wife Sadie), their nephew Harry Hamilton and his wife Eleanor, and their son (fourth generation) Harry Hamilton "Bud" Hipwell, Jr. (1940-2009). In 1940, Earl was the secretary/treasurer of the Hipwell Manufacturing Company.

Hipwell Family Tree (partial)

Thomas Hipwell (1841-1904) + Rebecca Ann Boice (1843-1925)

1. Harry H. Hipwell (Dec. 30, 1865-Jan.25, 1940) + Lillian A (Feb. 1867-1939)
    a. Harry T Hipwell (Jan. 1891-1958) + 1st Alice Catteral (1890); 2nd Gertrude (1895-1980)
        i. Harry H. Hipwell, II (1914-1998) + Eleanor L. Hoffman (1913-2002)
            1. Harry Hamilton "Bud" Hipwell, Jr. (1940-2009) + Jean A. Katzenmeyer
                a. Tim Hipwell
                b. Todd Eric (1968-) + Alisha Hipwell
                c. Greg Hipwell
            2. Barbara L. Miller
            3. Susan E. Keiller
            4. James L. Hipwell
    b. Earl W. Hipwell (May 1887-1965) + Sadie
2. Rowley B. Hipwell (1871-1955) + Jessie Anderson
    a. Sally Hipwell Holmes
3. Minnie H. Hipwell
4. Bulah M. Hipwell
5. Thomas Hipwell, II (1879)

Products and Development

The Hipwell Manufacturing Company produced "every variety of sheet metal and wire goods," in addition to "lamps, lamp goods and electric supplies" (Lucas 2006). In fact, the company's repertoire of products falls into several main categories:

- **Lighting and Lamps:** The earliest products included parts for oil lamps and natural-gas fueled lamps. By 1896, the company constructed a new facility on W. North Avenue. As electricity made oil lamps obsolete, Hipwell shifted its production toward gas mantles and gas lighting fixtures, which "graced some of the finest mansions of the first half of the 20th century." Early in his career, Harry H. Hipwell was credited with creating the first "practicable burner for the inverted gas mantle" (Pittsburgh Press, 17 July 1915:3). Hipwell's next creation revolved around the manufacture of arc lamps.

- **Telephones:** In the late 1890s, the Hipwell Manufacturing Company "HIPCO," ventured into production of telephones, switching boards, and related components, and soon became one of the foremost manufacturers of this product in the country. In 1898, business was good, which prompted Hipwell to expand its operation into Building B, thereby doubling capacity. The addition supposedly gave Hipwell "the largest capacity of any Independent Telephone manufacturer in the United States." Space was needed, as T.H. Hipwell was quoted as saying, "We manufacture every part of our phone and depend on none for supplies" (DeLand, et. al., 1899:272). By 1902, the Hipwell Manufacturing Company had also opened a Chicago office, which may have been used to promote phone sales there (Electrician Publishing Company, 1902).

- **Batteries:** Though they did not invent the single-cell battery, several Hipwell patents focused on improving the design of the battery. The first mass-produced dry cell battery was marketed by the National Carbon Company in 1896, a creation which led to the invention of the flashlight in 1899. Hipwell Manufacturing Company made improvements to various battery designs, which made flashlights more accessible and reliable to the masses. For example, it developed a method of tying the "lid" onto a flashlight battery that was easier to mass produce and more durable for the product. Another battery patent involved the creation of a casing to house multiple batteries simultaneously, thereby enabling the user to achieve the desired amount of voltage without opening the container.

- **Miscellaneous: Machinery, Tables, Mirrors, Frames, Heaters, Bed Warmers, Fire Extinguishers, Spark Plugs, Grease Gun, Measuring Can for Automobiles, and Games:** The Hipwell Manufacturing Company also produced dozens of other products, from metal stampings for automobiles to accessories for electric trains (lightposts, tinplate houses, signs) (Farquhar 2016). Throughout its tenure on the North Side, HIPCO also invented a variety of other electrical and metal novelty items, including picture frame hangers, safety closures for receptacles, a heating device, insulators, and games for kids. Another innovation included the first synchronized camera flash attachment (FlashlightMuseum 2018).

- **Flashlights:** By the turn of the twentieth century, the Hipwell Manufacturing Company found its niche in producing its major product, flashlights, which it sold to a national market (Allegheny City Society 2007:99). The first flashlight was invented by the Englishman David Misell in 1899. It had three D batteries in a tube, which was the light's handle. This design did not allow for continuous use, rather, flashlights needed to rest and had to be turned off intermittently (causing the "flash" effect). While Hipwell Manufacturing Company did not invent the flashlight, Hipwell's patents transformed the flashlight, the first of which was for a pocket flashlight in 1914 (with a lock to prevent the switch from unintentionally actuating). Another flashlight patent followed in 1915, followed by two more that same year. By the 1920s, the Hipwells were working on improving flashlight batteries.

  Flashlights became a staple product, constructed first of metal, then plastic. By the early 2000s, the company produced roughly 2 million flashlights a year (Sabatini 2002). The following table illustrates some of Hipwell's flashlight designs over the years (www.theflasthlightmuseum.com):

Photo	Description	Circa
	2 Cell Vulcanite Baby Light with Slide Button Switch	1924
	3 Cell Metallic Ribbed Focusing Light with Slide Button Switch	1929
	Nickel Plated Pen Light with Slide Switch	1950
	2 Cell Baby Light with Slide Switch	1953
	2 Cell Chrome Light with Slide Switch	1953
	Chrome "Tom Thumb" Mini Light with Black Switch	1953
	Chrome Tom Thumb (MIP)	1953
	2 Cell Green/Red/Nickel Tin Lithograph with Plastic Head and Davy Crockett and Flame Decal	1955
	2 Cell Metal Light with Red Plastic Head	1955
	2 Cell Ribbed Chrome Light with Slide Switch	1955

Photo	Description	Circa
	2 Cell Ribbed Metallic Light with White Plastic Head and Red Plastic Slide Switch	1955
	2 Cell Rodeo Signal Lite	1955
	2 Cell Rodeo Siren Lite	1955
	2 Cell Tin Litho Space Boy Siren-Lite	1955
	Art Deco Mini Light	1955
	2 Cell Black Plastic Light with Pyramid Switch	1956
	2 Cell Black Plastic Light with Rubber Ends and Yellow Slide Switch	1960
	5 Cell Black/Chrome Light with Boat Style Switch	1960
	2 Cell Black Plastic and Rubber Light with Pyramid Switch (MIB with Paper Band)	1965

Significance

This property is recommended **eligible** for individual listing in the National Register of Historic Places (NRHP) under Criterion A. Under Criterion A, the complex of five buildings is significant for its contribution to the broad patterns of our local and national history, in the areas of industry and invention. The Hipwell Manufacturing Company (HIPCO) operated at this location for 109 years, and during that time, five generations of Hipwell family members were instrumental in advancing lighting technologies, single-cell batteries, and other inventions. This building complex is significant for the many inventions developed there, for its contribution to the improvement of lighting technology, and for its high-volume flashlight production. Over 30 patents were assigned to the Hipwell Manufacturing Company during its tenure. These included improvements to incandescent lamps, flash-lights, battery cells, insulators, flashlight batteries, electric lamp switches, and telephone receivers, to name a few. Harry T. Hipwell and Harry H. Hipwell were responsible for the following patents and possibly more (see table below).

In addition, the complex is a contributing element of the Allegheny Second Ward Industrial Historic District, which is recommended NRHP **eligible** under Criteria A and C.

ID / PATENT	TITLE	INVENTOR/AUTHOR	FILING/ CREATION DATE	PUBLICATION DATE
US-428607-A	Harp and Hanger	T. Hipwell		05/27/1890
US-438749-A	Guard for Incandescent Lamps	Harry E. [sic] Hipwell	10/30/1899	
US-661988-A	Telephone-receiver	H.H. Hipwell	02/10/1900	11/20/1900
US-848367-A	Gas Burner	H.H. Hipwell	05/26/1906	02/26/1907
US-1001403-A	Display-frame.	Harry H Hipwell, Harry Thomas Hipwell	2/28/1911	8/22/1911
US-1094071-A	Spring Globe-holder.	Harry H Hipwell	8/23/1912	4/21/1914
US-1134977-A	Pocket flash-light.	Harry H Hipwell, Harry T Hipwell	4/11/1914	4/6/1915
US-1165505-A	Spring globe-holder.	Harry H Hipwell, Harry T Hipwell	5/4/1914	12/28/1915
US-1143966-A	Flashlight.	Harry T Hipwell	10/31/1914	6/22/1915
US-1144201-A	Portable flash-light.	Harry H Hipwell, Harry T Hipwell	3/25/1915	6/22/1915
US-1149913-A	Flash-light.	Harry H Hipwell, Harry T Hipwell	4/14/1915	8/10/1915
US-1236082-A	Heating device.	Harry T Hipwell, Harry H Hipwell	7/20/1916	8/7/1917
US-1261933-A	Grease-gun.	Harry H Hipwell, Harry T Hipwell	10/24/1917	4/9/1918
US-1303558-A	Battery Cell	Harry T. Hipwell	3/06/1918	5/13/1919
US-1382912-A	Insulator	Harry H Hipwell	7/22/1919	6/28/1921
US-1398518-A	Flashlight-battery	Harry H Hipwell	11/16/1920	11/29/1921
US-1415033-A	Battery	Harry T Hipwell	9/29/1921	5/9/1922
US-1492296-A	Receiving apparatus for wireless communication	Harry H Hipwell, Harry T Hipwell	2/2/1922	4/29/1924
US-1492297-A	Battery	Harry T Hipwell	5/24/1922	4/29/1924
US-1558877-A	Attachment for telephone receivers	Harry T Hipwell	7/31/1922	10/27/1925
US-1520025-A	Switch for portable electric lamps	Harry H Hipwell	8/13/1923	12/23/1924
US-1565450-A	Electric battery and method of making the same	Harry H Hipwell	2/26/1925	12/15/1925
US-1582218-A	Safety closure for receptacles	Harry T Hipwell, Harry H Hipwell	12/5/1925	4/27/1926
US-1738725-A	Flash lamp	Harry T Hipwell	4/19/1928	12/10/1929
US-1900931-A	Flash-lamp	Harry T Hipwell, Harry H Hipwell	3/19/1930	3/14/1933
US-1853271-A	Flash lamp structure for cameras	Harry T Hipwell	10/13/1930	4/12/1932
US-1853272-A	Flash lamp structure for cameras	Harry H Hipwell	11/15/1930	4/12/1932
US-1959024-A	Game device	Harry T Hipwell	7/28/1933	5/15/1934
US-2138764-A	Game	Harry T. Hipwell	02/25/1938	11/29/1938
US-2396046-A	Flash lamp	Harry T Hipwell, Harry H Hipwell	11/23/1943	3/5/1946
US-2459702-A	Flash lamp	Harry T Hipwell, Harry H Hipwell	5/20/1946	1/18/1949
US-3295706	Multipurpose Plastic Container	J.O. McMeekin	06/10/1964	1/3/1967

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **4024**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME International Harvester Company of America Building; McCormick Harvesting Machine Company of America
CURRENT/COMMON NAME Harry Guckert Company
OWNER NAME/ADDRESS 810 W NORTH AVE ASSOCIATES LP / 1008 BRIANNA LN BETHEL PARK , PA 15102-3795
TOTAL NUMBER OF RESOURCES 1
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION
STREET ADDRESS 810 West North Avenue, Pittsburgh, PA **ZIP** 15233
CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**
OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**
TAX PARCEL #/YEAR 0023-N-00130-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	Ag. Implements

Current Function	Subcategory	Particular Type
Work In Progress	Domestic - Multiple Dwelling	
Commerce/Trade	Commerce/Trade - Business	Office

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood
Ancillary Features

Acreage (round to nearest tenth) 0.3

Key # **4024**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Late 19th and Early 20th Century

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Stone	
Walls	Brick	
Roof	Asphalt	
Other		
Structural System	Masonry	

WIDTH 140 (feet) or _____ (# bays) **DEPTH** 100 (feet) or _____ (# rooms) **STORIES/HEIGHT** 3-4

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1902 ☐ Circa **Year Completed** 1902 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Newspaper articles and ledger of building permit applications

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s) Unknown

Builder(s) R&S Sollitt & Co.

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations 004024 (PHLF), 1980

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # **4024**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance Commerce

Criteria Considerations _____ Period of Significance _____

■ Contributes to Potential or Eligible District District Name Allegheny Second Ward Industrial Historic District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **4024**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

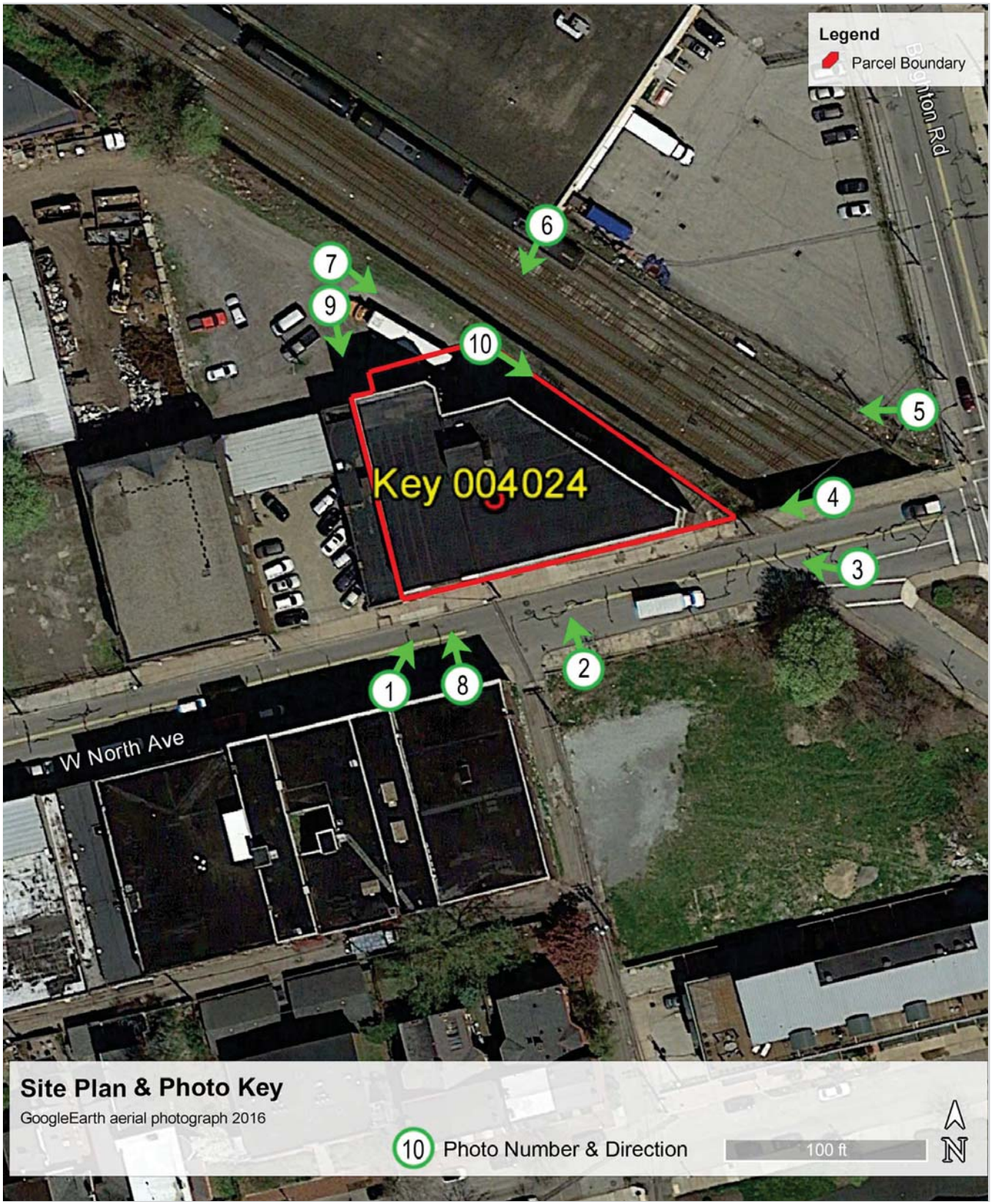
Photo #	Photo Subject/Description	Camera Facing
1	International Harvester Building, southeast (front) façade.	NE
2	International Harvester Building, southeast (front) façade.	N
3	International Harvester Building, southeast (front) façade.	NW
4	International Harvester Building, southeast (front) and northeast (side) façades.	W
5	International Harvester Building, northeast (side) façade.	W
6	International Harvester Building, northeast (side) and northwest (rear) façades.	SW
7	International Harvester Building, northwest (rear) façade.	SE
8	International Harvester Building, window detail on southeast (front) façade.	NW
9	International Harvester Building, window detail on northwest (rear) façade.	SE
10	International Harvester Building, elevated rail siding along northeast (side) façade.	SE
11		
12		
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31		
32		

Key # **4024**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

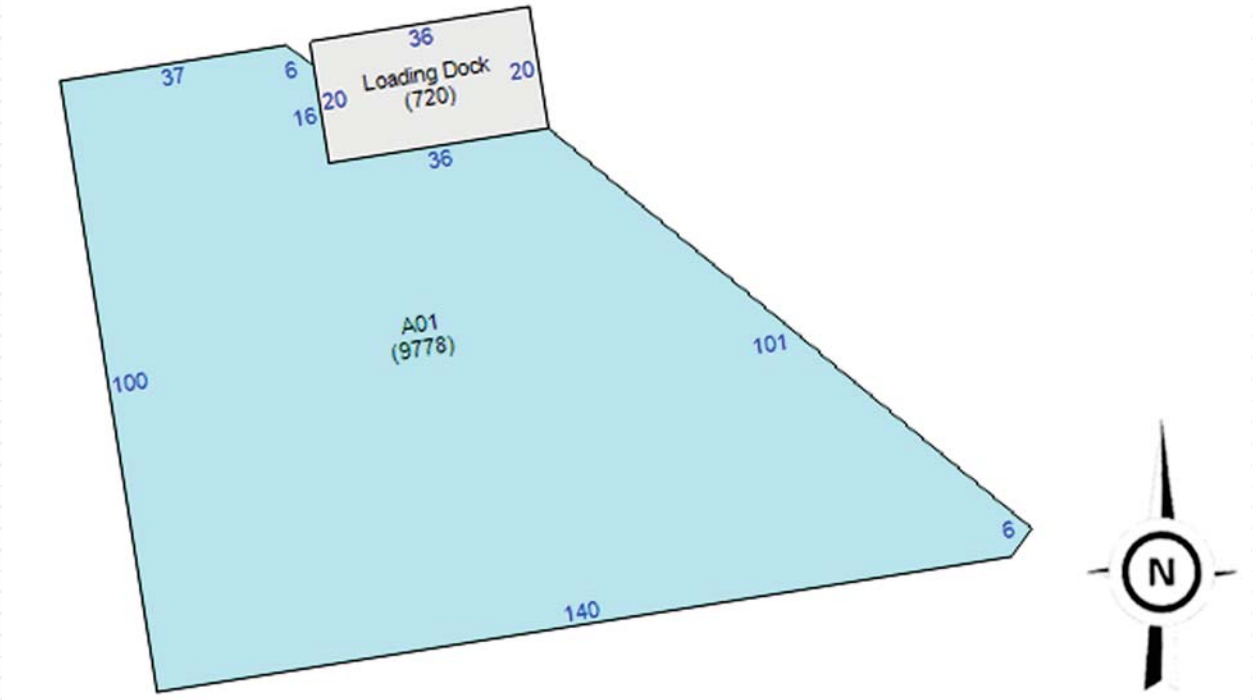


Key # **4024**

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

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1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

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Current Photographs (Item 33)



Photo 1: International Harvester Building, southeast (front) façade, facing northeast.



Photo 2: International Harvester Building, southeast (front) façade, facing north.



Photo 3: International Harvester Building, southeast (front) façade, facing northwest.



Photo 4: International Harvester Building, southeast (front) and northeast (side) façades, facing west.



Photo 5: International Harvester Building, northeast (side) façade, facing west.



Photo 6: International Harvester Building, northeast (side) and northwest (rear) façades, facing southwest.



Photo 7: International Harvester Building, northwest (rear) façade, facing southeast.



Photo 8: International Harvester Building, window detail on southeast (front) façade, facing northwest.



Photo 9: International Harvester Building, window detail on northwest (rear) façade, facing southeast.



Photo 10: International Harvester Building, elevated rail siding along northeast (side) façade, facing southeast.



Photo 11: International Harvester Building, interior second floor detail, facing southeast.



Photo 12: International Harvester Building, interior second floor detail, facing southeast.

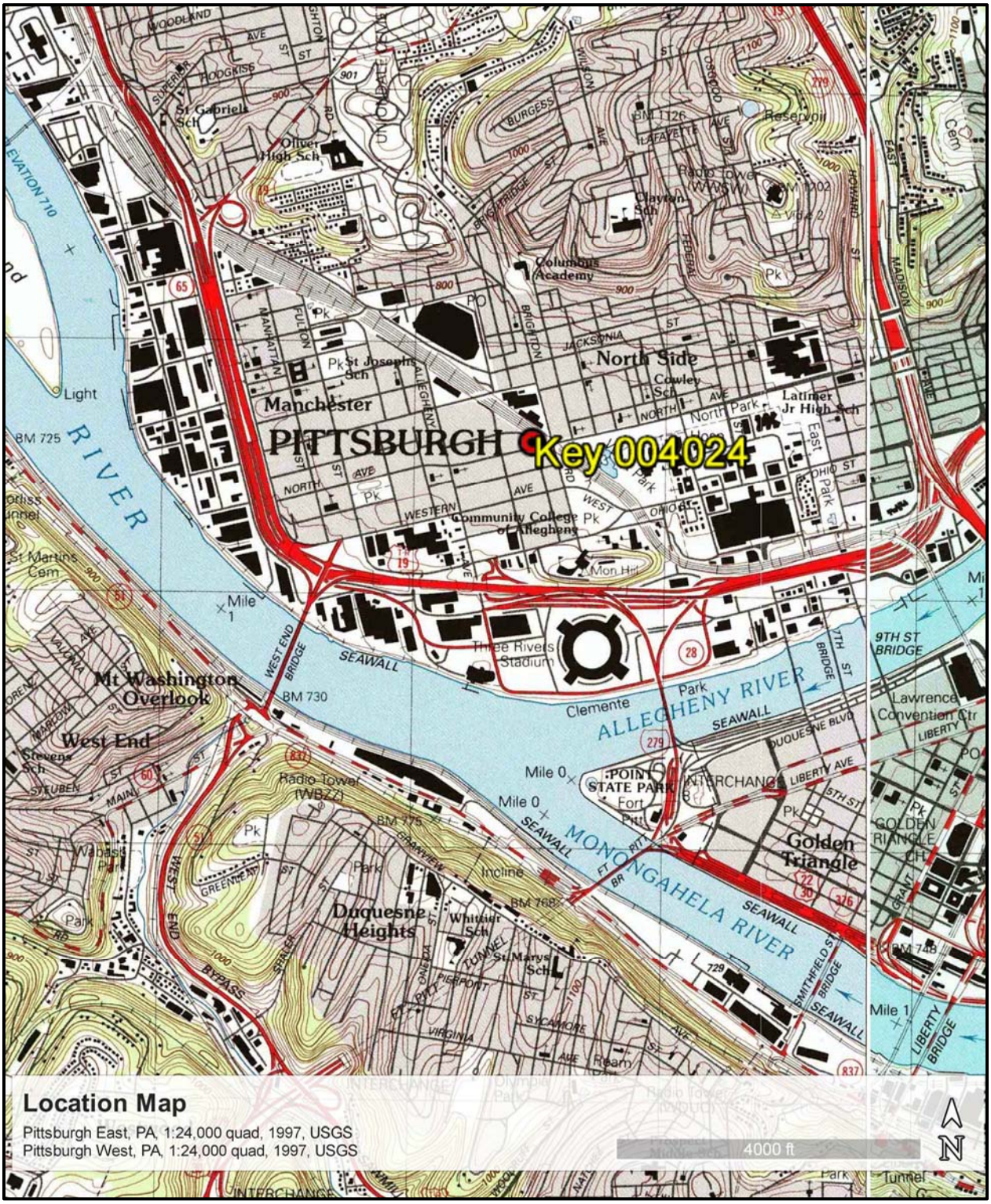


Photo 13: International Harvester Building, interior third floor detail showing extant banding and exterior wall of original 1902 building, facing southeast.

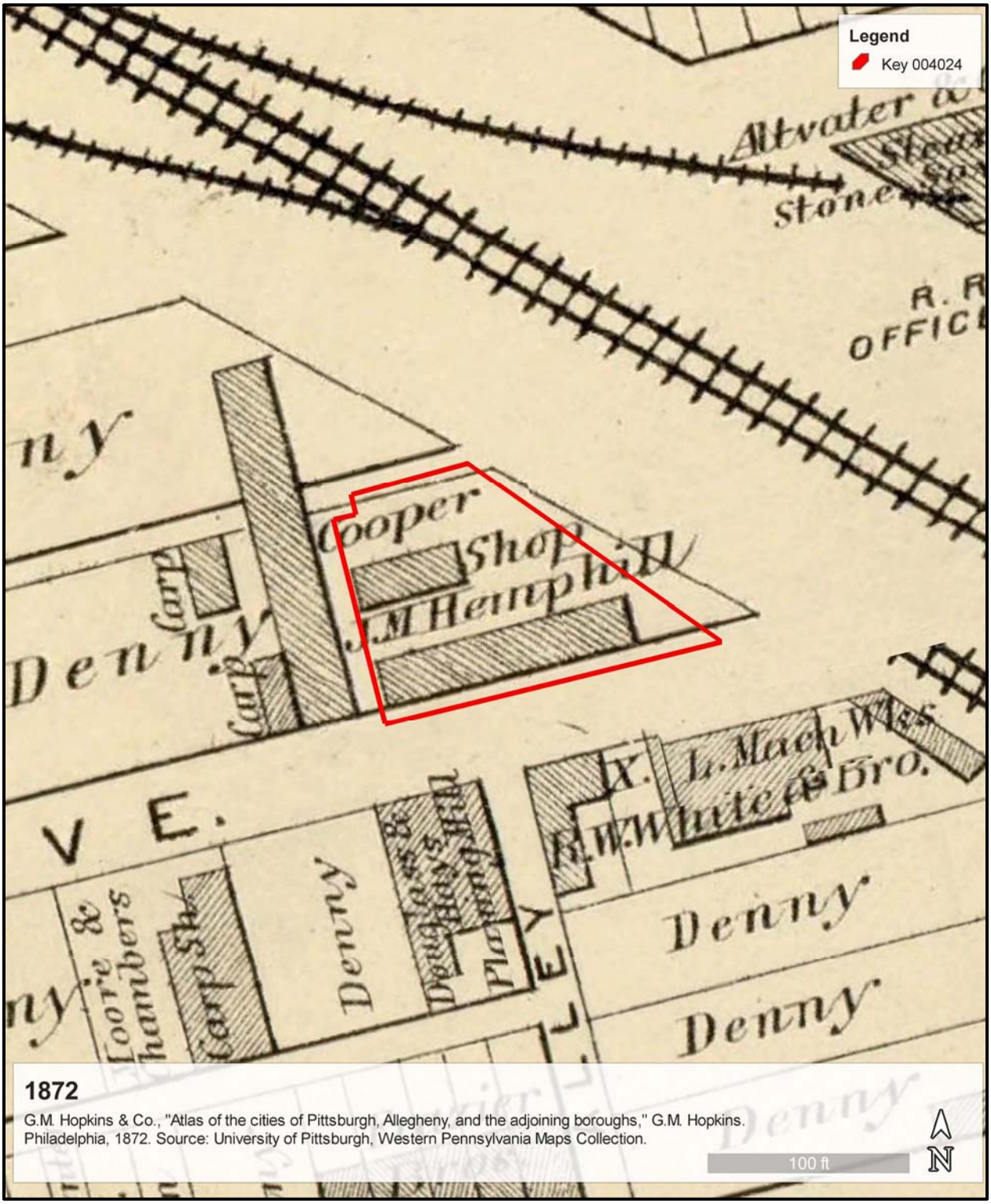


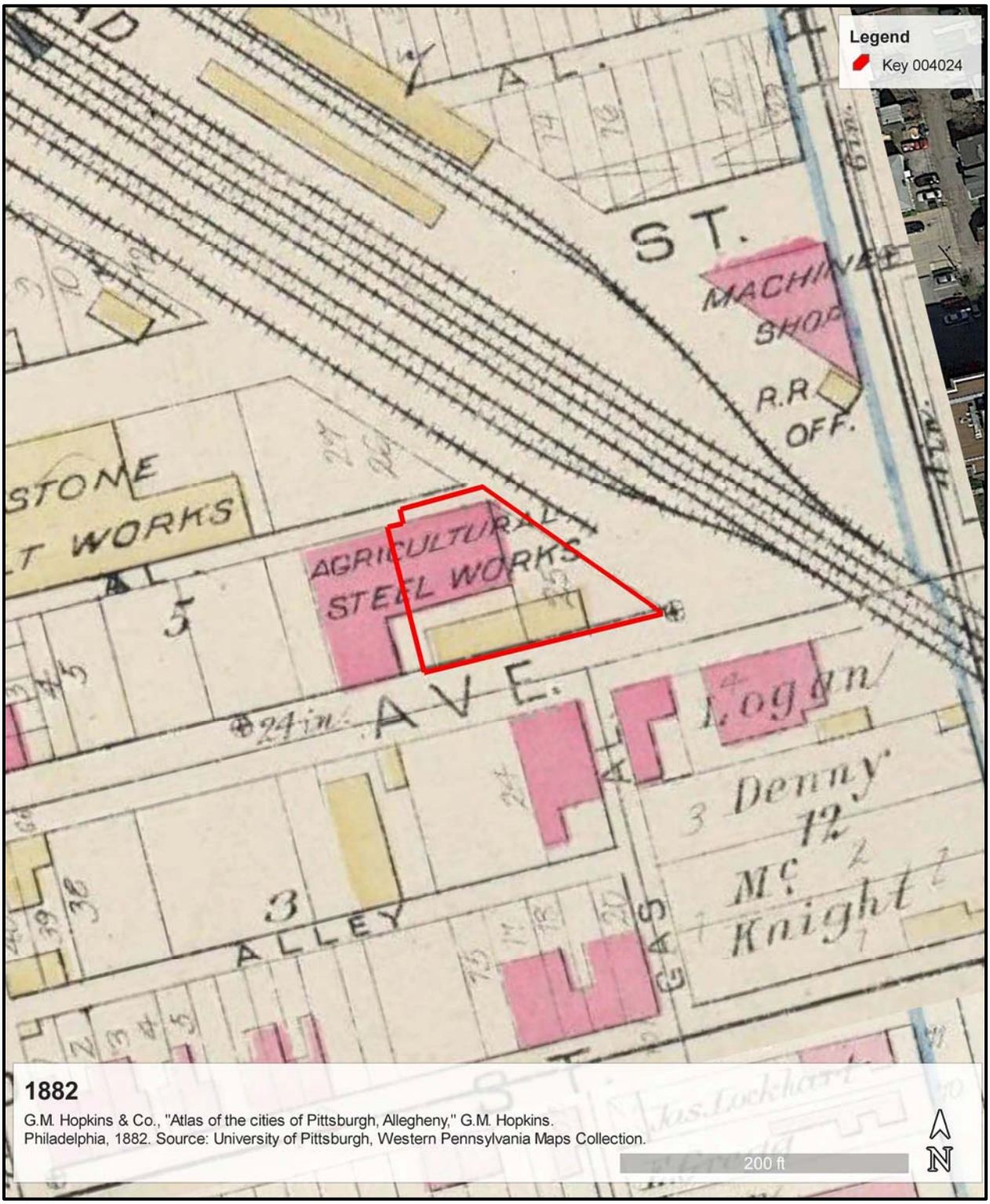
Photo 14: International Harvester Building, interior third floor detail, facing southeast.

USGS Map (Item 36)



Historical Maps (Optional Attachment, Item 37)

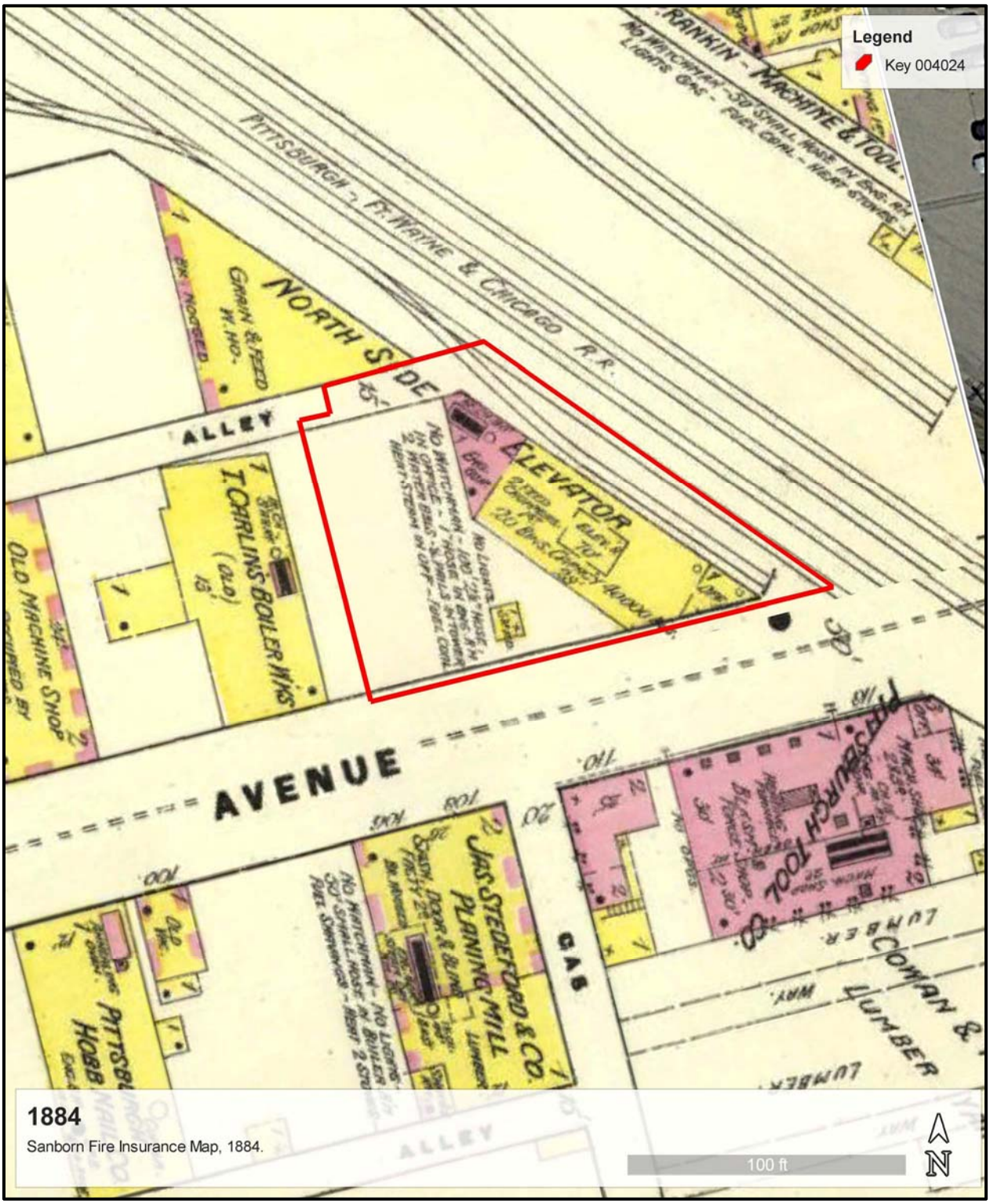


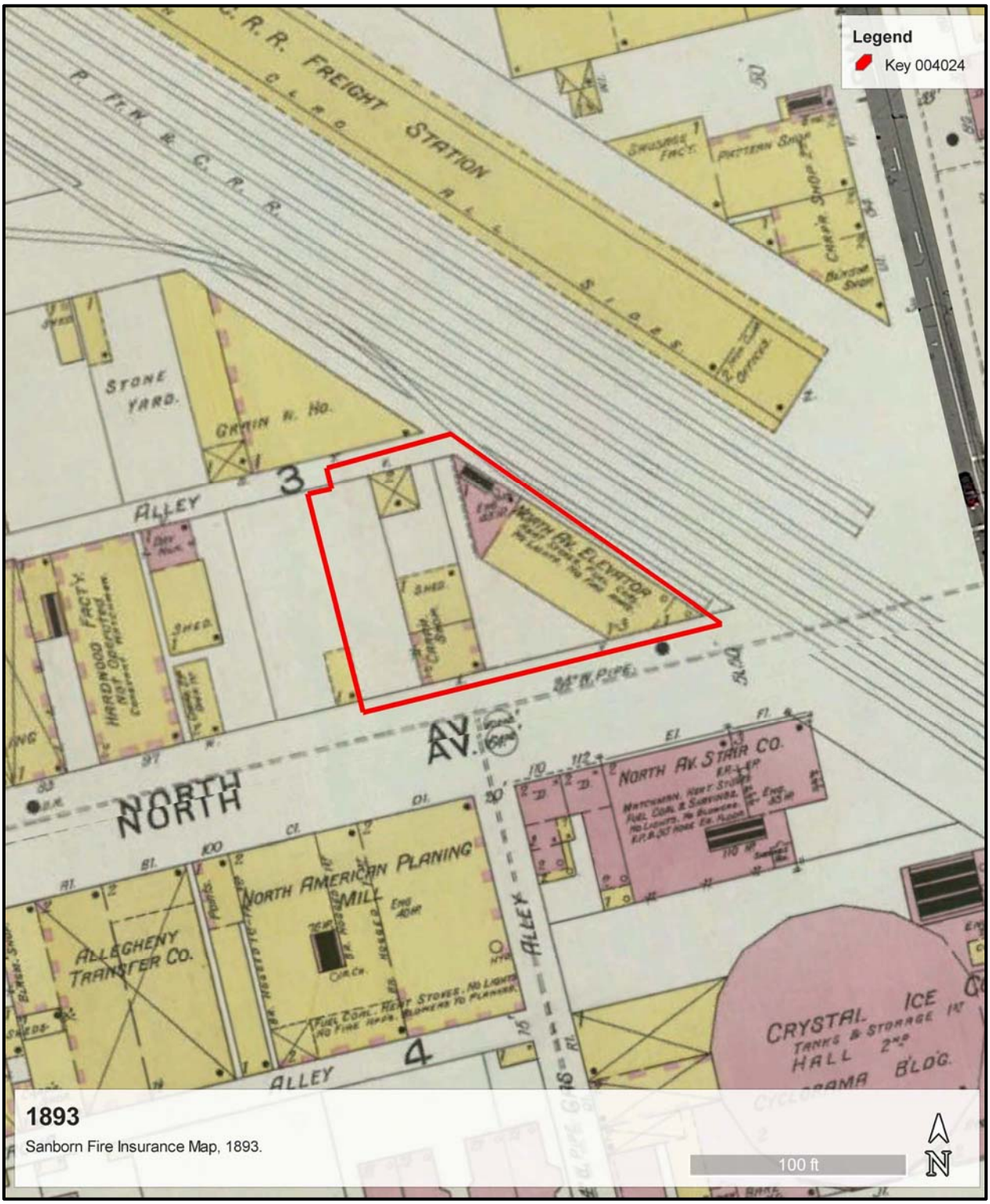

Legend
Key 004024
ST.
MACHINE SHOP
R.R OFF.
STONE
T WORKS
AGRICULTURAL
STEEL WORKS
AVE.
Logan
Denny
Mc
Knight
ALLEY
1882
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N

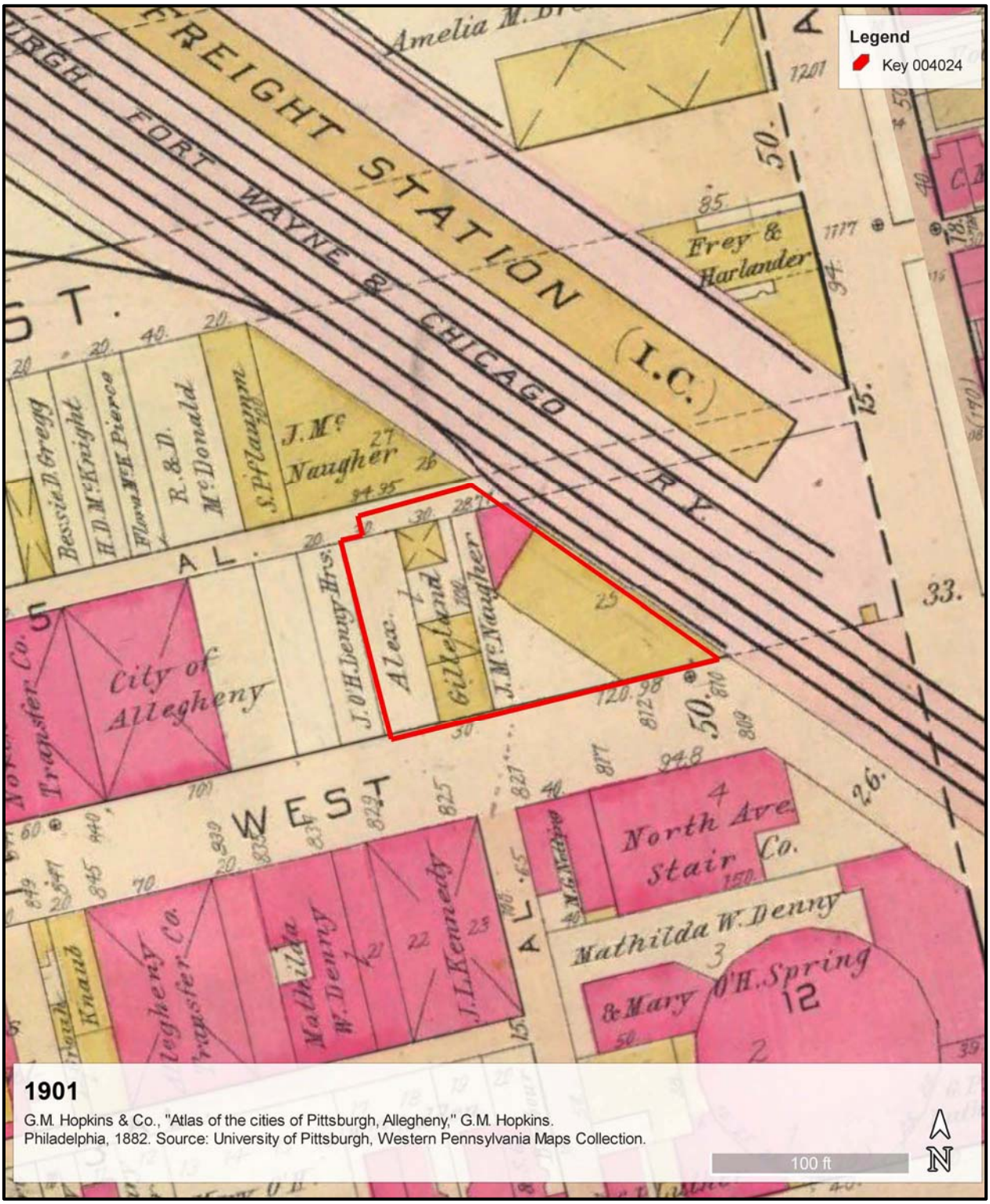
810-822 W. North Avenue, International Harvester Co.
Allegheny County, PENNSYLVANIA

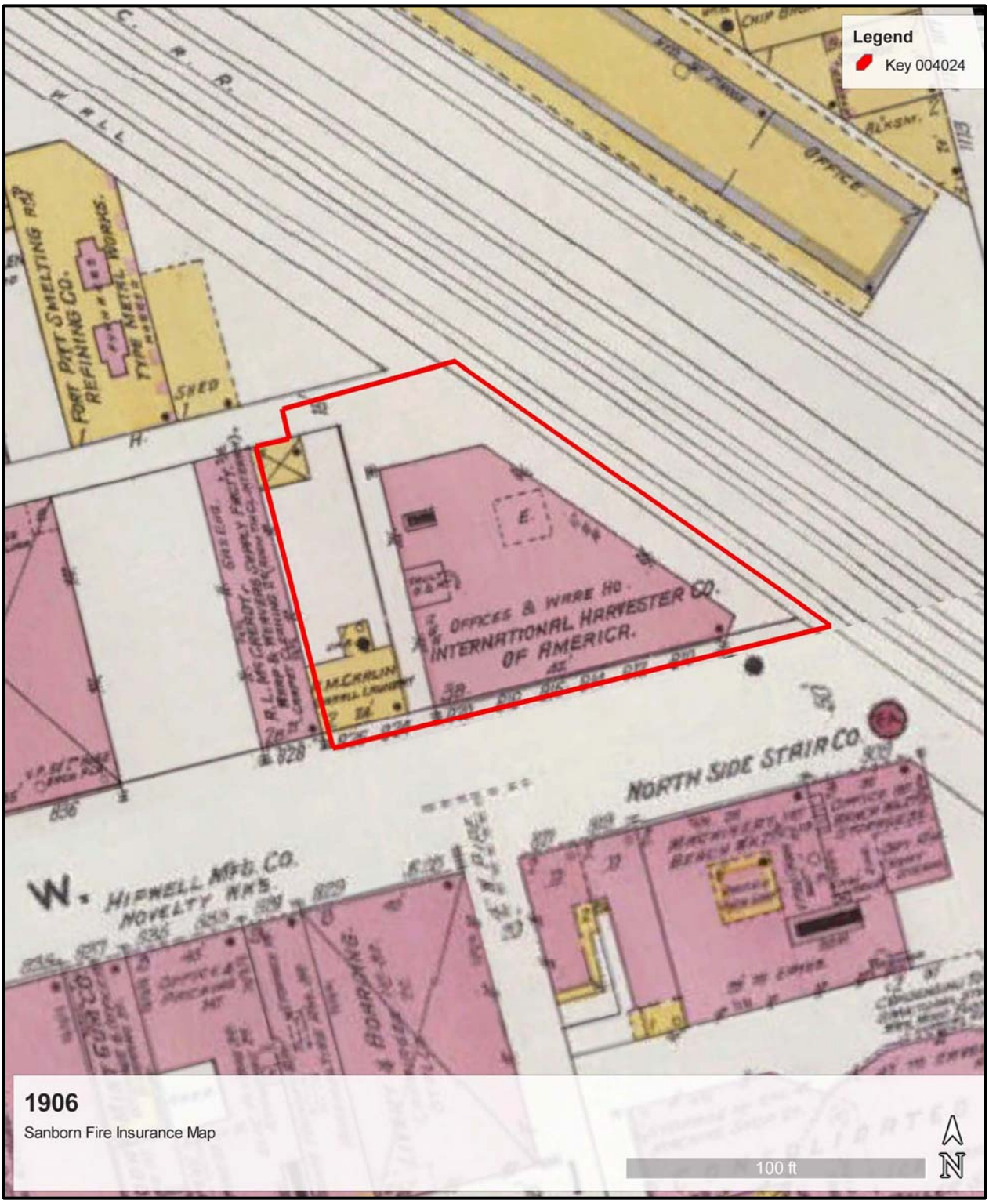
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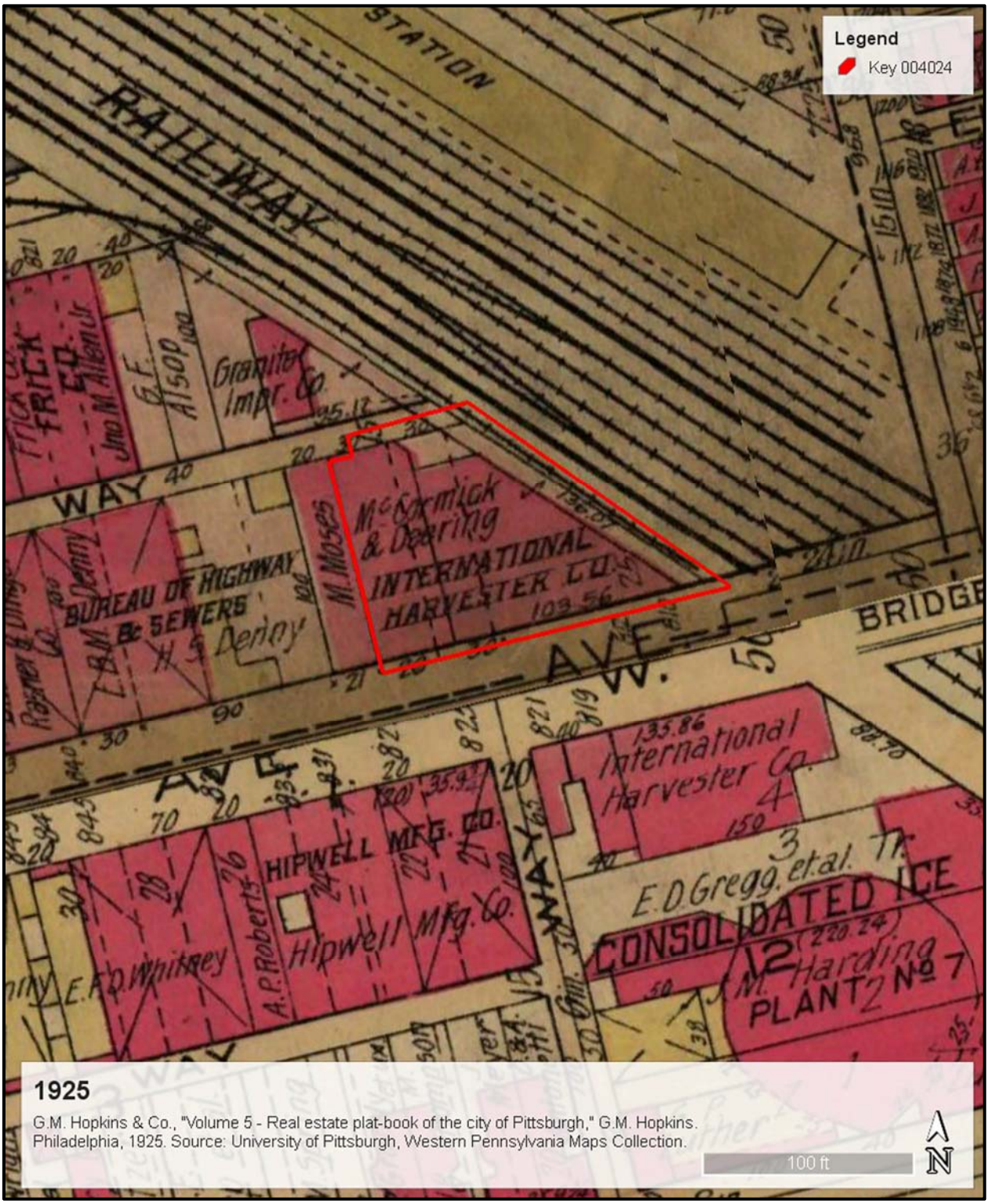
ER# 2018-1595-003




Legend
Key 004024
P. Ft. W. & C. R. R.
C. R. R. FREIGHT STATION
C. & P. R. R.
STONE YARD.
ALLEY 3
NORTH AV. ELEVATOR
HARDWOOD FACTY.
SHED.
34" W. PIPE
NORTH AV.
NORTH AV. STAIR CO.
NORTH AMERICAN PLANING MILL
ALLEGHENY TRANSFER CO.
ALLEY 4
ALLEY X
CRYSTAL ICE
TANKS & STORAGE
HALL
BLDG.
1893
Sanborn Fire Insurance Map, 1893.
100 ft
N


Legend
Key 004024
FREIGHT STATION
FORT WAYNE & CHICAGO
(P.R.R.)
(I.C.)
Amelia M. Brc
Frey & Harlander
J.Mc Naugher
Bessie D. Gregg
H.D.McKnight
Flora M.E. Pierce
R. & D. McDonald
S.P. Flaugum
J.O'H. Denny Hrs.
Alex. Gilleland
J.Mc Naugher
City of Allegheny
Transfer Co.
WEST
North Ave. Stair Co.
Mathilda W. Denny
& Mary O'H. Spring
J.L. Kennedy
Mathilda W. Denny
Knaub
1901
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

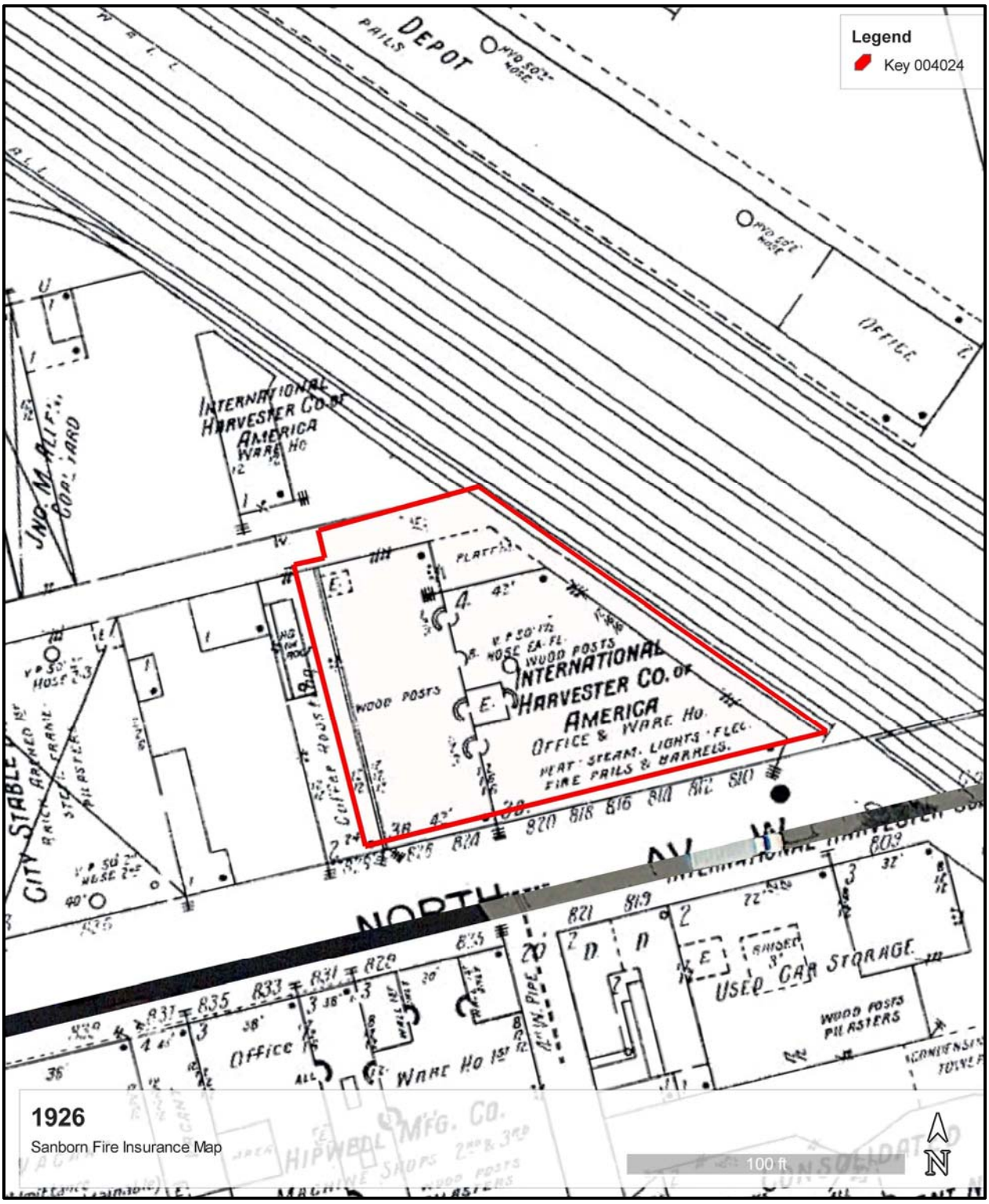

Legend
Key 004024
OFFICE
FORT PITT SMELTING & REFINING CO.
SHED
OFFICES & WARE HO.
INTERNATIONAL HARVESTER CO. OF AMERICA
McCARLIN
NORTH SIDE STAIR CO.
W. HIPWELL MFG. CO.
NOVELTY WKS.
1906
Sanborn Fire Insurance Map
100 ft
N


Legend
Key 004024
RAILWAY
STATION
WAY
AVE
BRIDGE
AVE. W.
McCormick & Dearing
INTERNATIONAL HARVESTER CO.
BUREAU OF HIGHWAY & SEWERS
Granite Impr. Co
G.F. Alsop
Jno M. Allen Jr
M. Moses
135.86
International Harvester Co.
HIPWELL MFG. CO.
Hipwell Mfg. Co.
A.P. Roberts
E.D. Gregg, et al. Tr.
CONSOLIDATED ICE
PLANT No 7
M. Harding
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

810-822 W. North Avenue, International Harvester Co.
Allegheny County, PENNSYLVANIA

Key # 004024

ER# 2018-1595-003

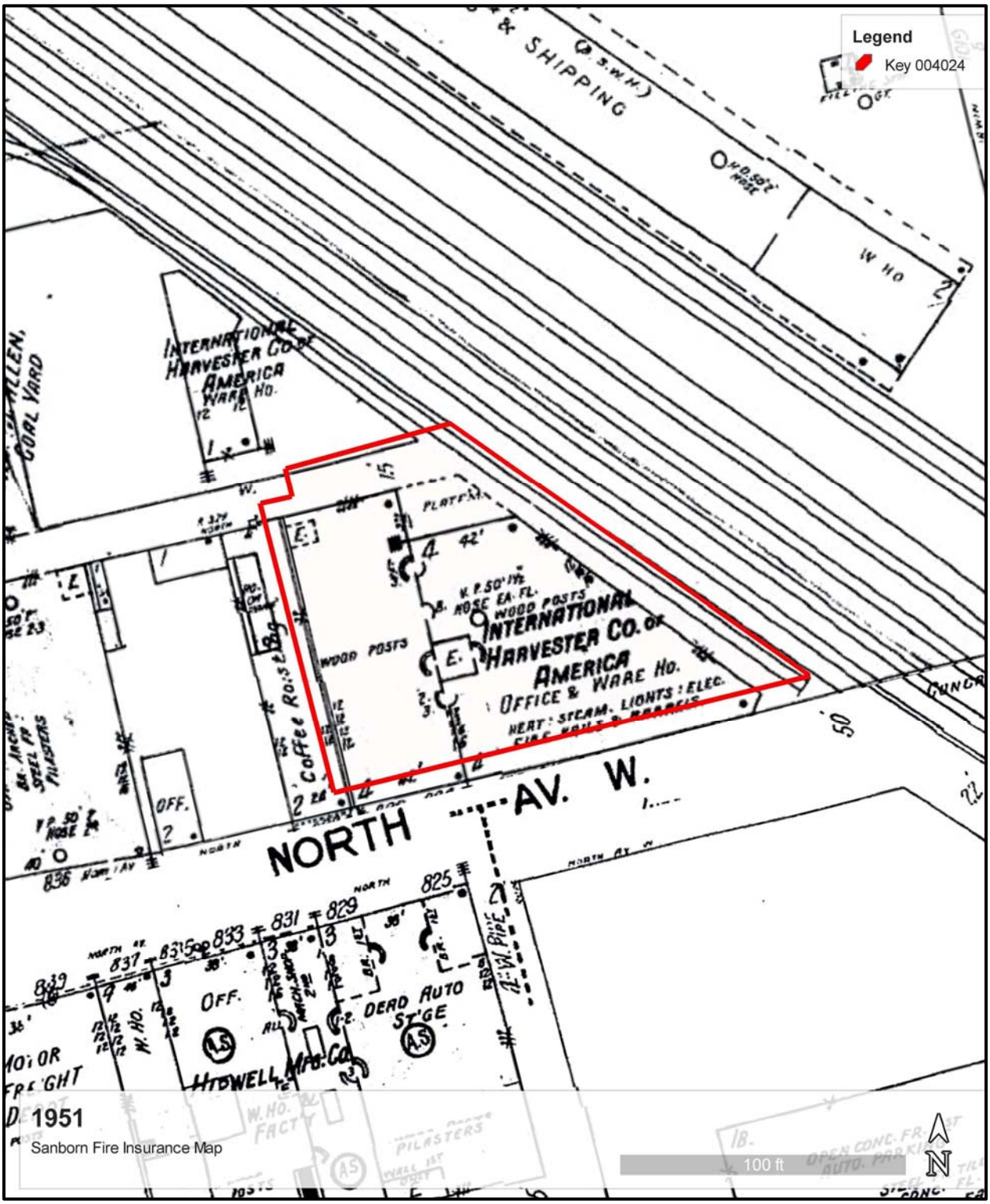



Legend
Key 004024
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

810-822 W. North Avenue, International Harvester Co.
Allegheny County, PENNSYLVANIA

Key # 004024

ER# 2018-1595-003




Legend
Key 004024
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
200 ft
N


Legend
Key 004024
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)



Figure 1: Cyrus McCormick (1809–1884). American inventor of the mechanical reaper. Engraving by George Smillie. Source: Library of Congress, Prints and Photographs Reading Room. Electronic document, https://www.loc.gov/rr/print/list/235_pom.html, accessed 27 February 2018.

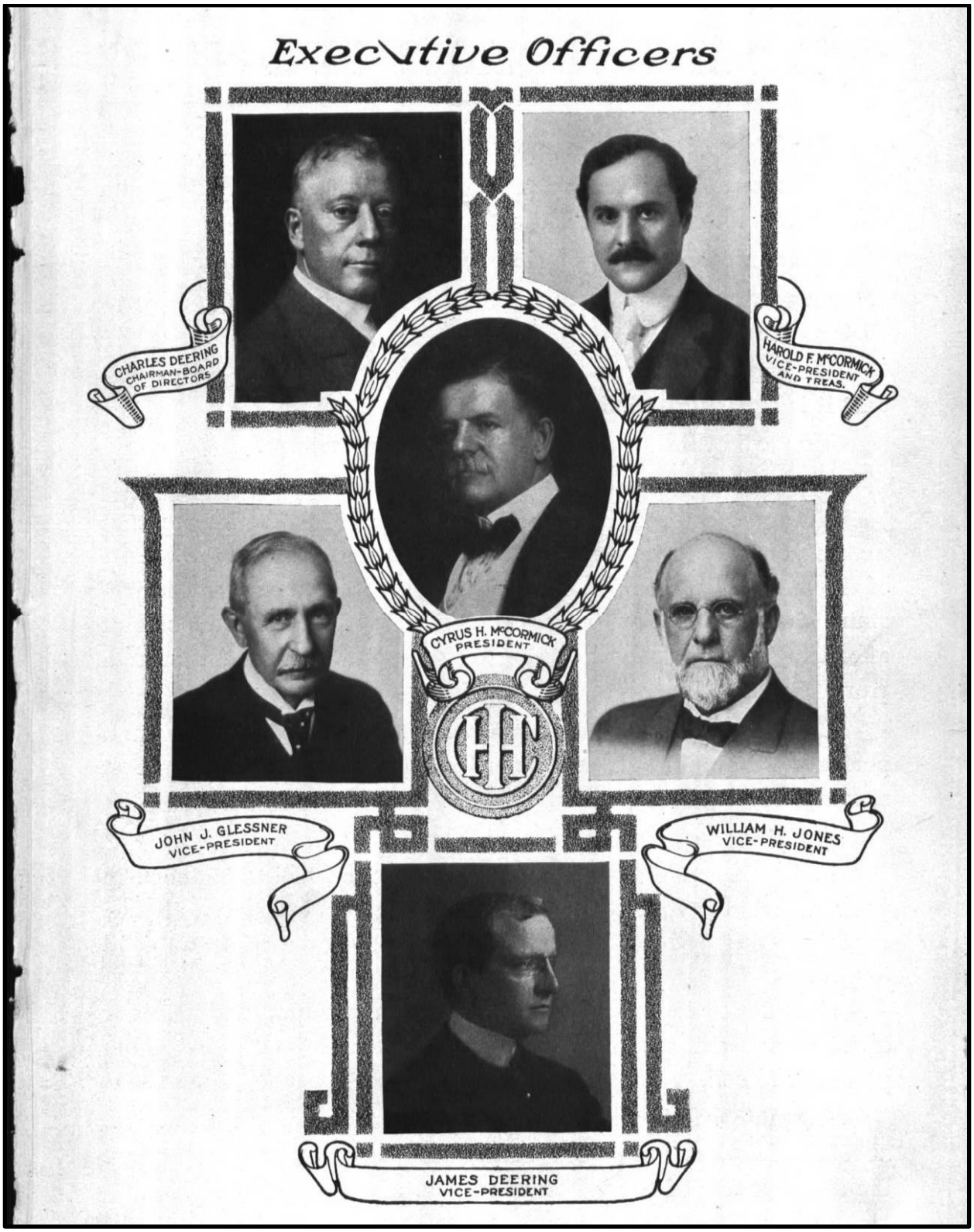


Figure 2: Executive Officers of the International Harvester Company, Cyrus H. McCormick at center, Charles Deering, upper left, IHC emblem center (Harvester World 1909).



Figure 3: 1913 image showing International Harvester Company and North Avenue Carpet Cleaning Company. Source: QDevelopment, electronic document, http://www.qdevelopment.com/properties/guckert-building/, accessed February 28, 2018.



Figure 4: 1925 International Harvester advertisement from the Gazette Times. Source: QDevelopment, electronic document, http://www.qdevelopment.com/properties/guckert-building/, accessed February 28, 2018.

Physical Description and Integrity (Item 38)

Physical Description

The International Harvester Building (Key 004024) is located at 810-822 W. North Avenue along the northwest side of W. North Avenue in the block bounded by Galveston Avenue, Jabok Way, and the Norfolk Southern Railroad corridor. The four-story, brick, commercial/warehouse building is constructed in the two-part commercial block form. Built in 1902, the International Harvester Building was originally a three-story, six-bay-wide, flatiron-shaped building; conforming to the wedge-shaped lot formed by the northwest/southeast corridor of the Pittsburgh, Fort Wayne & Chicago Railway (now Norfolk Southern Railroad). In 1912-13, the building was enlarged. A three-bay addition was built on the southwest (side) façade and a full fourth story was added. The 1902 section is constructed on a coursed rubble foundation. The 1912-13 addition is constructed on a poured concrete foundation. The southeast (front) and northeast (side) façades are clad in mottled brown brick laid in a running Flemish bond pattern. The northwest (rear) and southwest (side) façades are clad in red brick laid in a common bond pattern. The walls of each façade extend above the roofline, forming a low parapet. The parapet conceals a low-pitched, built-up, asphalt-clad roof. A one-story elevator/stair tower rises from the center of the building.

The southeast (front) façade (Photos 1-5) measures nine bays wide; spanning W. North Avenue. The façade comprises the three-story wall of the original building, the three bays of the 1912-13 addition, and the full, fourth floor addition. The façade rises from an ashlar limestone-clad foundation. The limestone clads the building's coursed rubble and poured concrete foundation. The limestone cladding visually forms a base on which the building rests; comprised of a plinth course, scotia with fillet, and a beveled dado. Northeast of the main entrance, the base changes in configuration due to an early twentieth-century change in street grade. Here, the beveled dado rises in two steps, following the street grade.

The first three floors of the International Harvester Building's southeast (front) facade are set within a recessed wall face; framed by the limestone base, substantial banded brick end piers, and a projecting brick and stone entablature. On the first floor, reading the building from left to right (southwest to northeast), bays 1-5 feature large window openings with steel lintels and limestone lug sills. These windows have been partially infilled with square concrete block and glass block. The upper one-third of the window openings are covered with metal mesh. Between bays 3 and 4, a seam between the original 1902 building and the 1912-13 addition is visible. Bays 4 and 5 show evidence of original foundation-level windows having been infilled with ashlar limestone. Bay 6 contains the building's main entrance. The entrance door is recessed; framed by a limestone threshold, protruding brick trim resting on a limestone ogee, and a simply carved limestone molding. The limestone molding shows evidence of advanced deterioration. The entrance features double doors with translucent glass. Metal mesh covers the glass on the door to the right. Above the doors, a four-light transom features gilt numbering reading, "810 | 822." A modern sign reading "ENTRANCE" is mounted above the door. Bays 7-9 again feature large window openings with steel lintels and limestone sills. Bay 7 features a lug sill. Bays 8 and 9 feature slip sills; likely an alteration made at the time of change in street grade. Like bays 1-5, bays 7-9 have been partially infilled with square concrete block and glass block. The upper one-third of the window openings

are covered with metal mesh. Above the main entrance and flanking windows is the outline of a wall sign, reading INTERNATIONAL HARVESTER COMPANY. The sign was likely comprised of raised letters anchored to the façade, as evidenced by wall anchor holes drilled into the brick. A stringcourse of brick dentil molding and plain, unornamented terracotta separate the first floor from the floors above. Two banded brick end piers rest on limestone bases at either end of the façade; protruding from the recessed brick wall. From here, the piers extend upward to a third-floor entablature.

Each window opening on floors two, three, and four is fitted with paired six-over-two light, double-hung wood sash windows (Photo 8). The window sashes exhibit an unusual muntin pattern. The top sash features three rows of two horizontal lights. The bottom sash features two vertical lights. Between bays 6 and 7 on the second and third floors, a modern sign protrudes from the building, reading: 810 HARRY GUCKERT CO. Between the third and fourth floors, a brick and stone entablature protrudes from the building. Above each banded brick end pier, a protruding square element visually terminates the pier just below the stone cornice line. On the original 1902 building, this would have served as the true cornice and parapet wall. The fourth floor is largely unadorned; a continuation of the floors below. Above the window openings, a plain, unornamented limestone stringcourse visually divides the fourth floor from the parapet. Above this stringcourse are two large, painted walls signs that span the full length of the façade. One sign is painted over the other, but due to weathering, both are visible. The older sign reads INTERNATIONAL HARVESTER COMPANY. The more recent sign reads HARRY GUCKERT COMPANY, PRINTING & OFFSET EQUIPMENT & SUPPLIES. The façade terminates in a parapet wall with limestone coping that is now encased by a cap of sheet metal. The outer ends of the parapet wall are topped by small, narrow wall pediments.

The southeast (front) façade and the northeast (side) façade are joined by a clipped corner wall. This wall is one bay wide and features the same banded brick motif found on the end piers of the front façade. Due to the ca. 1929 change in street grade, the foundation is obscured on this wall. Here, the first floor is at ground level. A small window opening perforates the wall a few inches above the sidewalk. This window opening features a steel lintel. The opening has had it sill removed, has been infilled with glass block, and has been covered in metal mesh. On the second, third, and fourth floors, similar window openings perforate the wall. These openings feature steel lintels and terracotta lug sills with central saddle joints. On the second and third floor, the window openings are fitted with one-over-over light, double-hung wood sash windows. On the fourth floor, the opening is fitted with a three-over-one light, double-hung wood sash window. The top sash is unusual in that the muntons run horizontally, dividing the sash into three horizontal lights. Above the fourth-floor window opening, a painted wall sign (Photos 4 and 5) depicts the insignia (Figure 2) of the International Harvester Company: an I, H, and C superimposed over one another.

The northeast (side) façade (Photos 5 and 6) measures six bays wide. The Norfolk Southern Railroad corridor skirts this side of the building. Like the southeast (front) façade, the first three floors of the building's northeast (side) facade are set within a recessed wall face; framed by substantial banded brick end piers, and a projecting brick and stone entablature. Reading the building from left to right (southeast to northwest), bays 1-5 and floors one, two and three comprise the original 1902 building. The fourth

floor belongs to the 1912-13 addition. Bay 6 is recessed from the façade and belongs to the 1912-13 addition. The façade rises from a foundation of coursed rubble. On the first floor, bays 1-5 show evidence of five former loading dock door openings. Having once opened onto a concrete loading dock that serviced a now-abandoned railroad siding, the openings have been infilled with incongruous brick and glass block to form small windows. Each window is covered by metal mesh. Bays 1, 2, and 4 have been fitted with window-unit air conditioners. Bay 6 of the northeast (side) façade is recessed from bays 1-5 and lacks any of the detail evident in bays 1-5. It is clad in red brick, laid in a common bond pattern. On the first floor, a loading dock door opening is fitted with an overhead rolling door. This door opens onto a concrete loading dock that serves both a now-abandoned railroad siding as well as Jabok Way.

Examining bays 1-5, a stringcourse of brick dentil molding and plain, unornamented terracotta separate the first floor from the floors above. On the second, third, and fourth floors of the northeast (side) façade, all window openings (with the exception of bay 6) possess steel lintels with limestone lug sills. Each window opening is fitted with paired six-over-two light, double-hung wood sash windows. The windows exhibit the same unusual muntin pattern seen on southeast façade. The top sash features three rows of two horizontal lights. The bottom sash features two vertical lights. Bay 6 features window openings on floors two, three, and four with paired two-over-two light, double-hung wood sash windows. Between bays 3 and 4 on the second, third, and fourth floors, a steel fire escape spans the full height of the building, terminating above the parapet. Between the third and fourth floors, a brick and stone entablature protrudes from the building. Above each banded brick end pier, a protruding square element visually terminates the pier just below the stone cornice line. On the original 1902 building, this would have served as the true cornice and parapet wall. The fourth floor is largely unadorned; a continuation of the floors below. Above the window openings, a plain, unornamented limestone stringcourse visually divides the fourth floor from the parapet. Above this stringcourse are two large, painted wall signs that span the full length of the façade. One sign is painted over the other, but due to weathering, both are visible. The older sign reads INTERNATIONAL HARVESTER COMPANY. The more recent sign reads HARRY GUCKERT COMPANY, PRINTING & OFFSET EQUIPMENT & SUPPLIES. The façade terminates in a parapet wall with limestone coping that is now concealed by a cap of sheet metal. The outer ends of the parapet wall are topped by small, narrow wall pediments. Bay 6 terminates in a brick parapet wall capped in sheet metal. Just below the coping, on the right (northwest) side of the bay, a semicircular opening allows rainwater to empty into a metal scupper. The scupper is attached to a white PVC pipe that carries water to a below-ground storm water management system.

The northwest (rear) façade (Photo 7) measures five bays wide; spanning Jabok Way. Reading the building from left to right (northeast to southwest), bays 1 and 2 and floors one, two, and three comprise the original 1902 building and are recessed from bays 3-5. The fourth floor belongs to the 1912-13 addition. Bays 3-5 belong to the 1912-13 addition. The façade of bays 1 and 2 rise from a rubble façade rises from a foundation of coursed rubble. The façade of bays 3-5 rise from a foundation of poured concrete. Bays 1 and 2 share common features that are not shared by bays 3-5. For ease of comprehension, bays 1 and 2 will be discussed separately from bays 3-5.

On the first floor, bay 1 features a loading dock door opening servicing a poured concrete loading dock. Evidence of a brick segmental arch lintel exists above the opening. Originally, this lintel would have featured radiating rowlock bricks flush with the façade; however, later alteration widened the opening, added a steel lintel, removed a portion of the segmental arch lintel, and infilled the resulting void with incongruous red brick. The opening has been converted to a pedestrian door with wood infill covered by iron bars (these iron bars appear to be a salvaged section of wrought-iron fencing). Immediately to the left (southeast) of the opening, a small window opening punctuates the façade. This window opening features two rows of radiating rowlock bricks flush with the façade, a limestone lug sill, and a one-over-one light, double-hung wood sash window. Bay 2 features a window opening with a brick segmental arch lintel of three courses of radiating rowlock bricks flush with the façade. The lug sill has been removed, evidenced by brick infill. The window opening has been infilled with glass block and incongruous brick. An iron grate has been affixed over the glass block.

On the second, third, and fourth floors, window openings differ in size between bay 1 and bay 2; bay 1 having wider openings. However, all window openings feature brick segmental arch lintels of three courses of radiating rowlock bricks flush with the façade in addition to limestone lug sills. On the second floor, the bay 1 window opening is fitted with a nine-over-one light, double hung wood sash window. This is the only window of this type present in the building. The bay 2 opening is fitted with a six-over-two light, double-hung wood sash window identical to those appearing elsewhere in the building. On the third floor, the bay 1 window opening is fitted with paired one-over-one light, double-hung wood sash windows. The bay 2 opening is fitted with a typical six-over-two light, double-hung wood sash window. The fourth-floor window openings in both bays are fitted with typical six-over-two light, double-hung wood sash windows. Between the third and fourth floors, in both bays 1 and 2, a scar in the form of a semi-circular arch, comprising two rows of rowlock brick, marks the location of the original rainwater drainage opening in the parapet of the 1902 building. Directly above these scars, the brick parapet has two identical semicircular openings with metal scuppers. The scuppers are attached to white PVC pipes that carry water to a below-ground storm water management system.

Bays 3-5 front onto Jabok Way and belong entirely to the 1912-13 addition. At the foundation level, bay 3 features a small, rectangular opening to the basement. On the first floor, the bay features a window opening with a limestone lug sill and a segmental arch lintel of three courses of radiating rowlock bricks flush with the façade. The opening retains an original two-light, wooden lower sash. However, the upper sash has been covered with plywood. The opening is covered with metal mesh. Bay 4 features a loading dock door opening fitted with a rolling metal overhead door. The opening has a steel lintel. Bay 5 features a window opening with a segmental arch lintel of three courses of radiating rowlock bricks flush with the façade. This opening has had its limestone lug sill removed and has been infilled with incongruous brick. On the second, third, and fourth floors, fenestration closely mirrors that found elsewhere on the building. Bay 3 features window openings on each floor with limestone lug sills and segmental arch lintels of three courses of radiating rowlock bricks flush with the façade. Each opening is fitted with typical six-over-two light, double-hung wood sash windows. Bay 4 features a wider window opening on each floor with limestone lug sills and segmental arch lintels of three courses of radiating rowlock bricks flush with the façade. The opening is fitted with paired six-over-two light, double-hung wood sash windows. Bay 5

features window openings only on the second and third floors. Each window opening features a segmental arch lintel of three courses of radiating rowlock bricks flush with the façade. These openings have had their limestone lug sill removed and have been infilled with incongruous brick.

The southwest (side) façade consists entirely of the 1912-1913 addition. It has no fenestration. Built of red brick laid in a common bond pattern, the facade is partially obscured on the lower two stories by 828 West North Avenue.

Integrity

Overall, the International Harvester Building at 810-822 W. North Avenue retains a high level of integrity.

The property retains integrity of location. The property has not been moved since it was constructed.

The property retains a moderately-high level of design integrity. Most of the building's original design features, including original fenestration and interior configuration, survive intact. The original 1902 building was significantly expanded in 1912-13, including a four-story addition to the southwest side of the building and the addition of an entire fourth floor over the 1902 building. This alteration has attained significance. Most subsequent alteration has occurred on the first floor, leaving the design of upper floors intact. Ca. 1929, in response to a change in street grade due to railroad improvements, bays 7-9 on the first floor of the southeast (front) façade were adapted. The limestone foundation cladding was rearranged and the size of window openings was altered. This alteration has attained significance. Also, on the southeast (front) façade, two foundation level windows in addition to all first-floor windows have been infilled. This alteration is additive and reversible. On the northeast (side) façade, all loading dock door openings have been infilled. This alteration is additive and reversible. On the northwest (rear) façade, a loading dock door opening has been altered, removing a portion of the segmental arch lintel; however, the opening is still used for its intended purpose. Also, on the northwest (rear) façade, four window openings have been infilled (bay 2, first floor; bay 5, first through third floors). Alterations to the building's original design have been made that diminish the building's integrity of design; however, most of these alterations are either old enough to have attained significance or are additive and reversible.

The property maintains a high level of integrity of materials and workmanship. Alterations to the building have been made with contemporary materials, but much of the building, including original wooden window sashes, masonry details, and even painted advertisements remain intact.

The property retains a moderately-high level of integrity of setting. Many of the neighboring buildings along W. North Avenue date from the International Harvester Building's period of significance. Vacant lots do exist in proximity to the building; however, a substantial amount of historic fabric survives and sufficiently conveys the building's historic setting.

As the building retains a moderate to high level of location, design, setting, materials, and workmanship, the property retains integrity of *feeling*. The property sufficiently conveys the associative qualities of its place in time.

The property maintains integrity of as *association,* as it still functions as a commercial building housing offices of the Guckert Company, which has occupied the building since the early 1960s. It is not associated with a particular person or historic event.

History and Significance (Item 39)

Historical Overview

The subject parcel is bounded on the south by West North Avenue, on the north by Jabok Way, and on the east be the northwest/southeast corridor of the Pittsburgh, Fort Wayne & Chicago Railway (now Norfolk Southern Railroad). This parcel was originally part of Reserve Tract Lot 265 (Hopkins 1872); part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison soon became the first sheriff of Allegheny County.

After the Revolutionary War, military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist, James O'Hara (1752-1819) moved back to Pittsburgh where he established a store, the Pittsburgh Glassworks, and a brewery. O'Hara was an Irish immigrant and a land speculator. He purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died at his home on Water Street (Western Avenue) in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). The subject parcel was once part of the Denny Estate, encompassing section 5, lots 20-25. Much of this property stayed in the Denny family for many decades. This property was part of the 38+ acres in the North Side the Denny heirs owned at the time of Elizabeth's death in 1878, not including other land holdings elsewhere in Allegheny and Pittsburgh. The Denny's tended to retain ownership of their land, but often leased it to various enterprises and businesses. This was the case with the subject parcel. Noted on the 1883 deed conveying the subject parcel to the Denny heirs, carpenter and contractor Alexander Gilleland held a long-term lease on the property through April 1, 1902 (ACDB 477:115).

Early maps indicate that a cooper shop owned by J.M. Hemphill occupied the parcel ca. 1872 (Hopkins 1872). However, by 1882 a new brick building labeled "agricultural steel works" had replaced the cooper shop, occupying the western extents of the parcel with a wing extending along Daisey Alley (now Jabok Way) (Hopkins 1882). By 1884, the agricultural steel works had been demolished and replaced a small brick and frame complex of buildings, adjacent to the railroad right of way (Sanborn 1884). This complex is labeled "Elevator & Flour Mill," serving as a grain elevator, storage, and milling facility (Sanborn 1884; Hopkins 1890; Sanborn 1893). In 1901, Henry S. Denny conveyed lots 22-25 and 10 ft of lot 21 of section 5 of the Denny plan, comprising the subject parcel, to the McCormick Harvesting Machine Company for a consideration $21,000.00 (ACDB 1136:556; Pittsburgh Press 1901:4).

Based in Chicago, IL, the McCormick Harvesting Machine Company specialized in the manufacture and distribution of agricultural equipment. Often cited as the inventor of the mechanical reaper in 1831, Cyrus Hall McCormick (Figure 1) revolutionized the agricultural industry in the United States, significantly reducing the time and laborer required for the harvesting of wheat crops (Washington Post

1982). Born in 1809, McCormick was the son of Virginia inventor, farmer, and blacksmith, Robert McCormick. Robert McCormick had attempted, unsuccessfully, to develop a reaping device ca. 1826 (Lyons 1955:57). Robert's son Cyrus appropriated and expanded upon his father's work, developing a successful mechanical reaper in 1831 and obtaining a patent in 1834 (Lyons 1955:113). Obed Hussey, the first of many competitors to McCormick, filed a patent for a similar reaper in 1833 (Lyons 1955:173).

In 1844, facing competition from Hussey, McCormick traveled to the prairie lands of the American Midwest; seizing the opportunity to sell his reaper to theretofore untapped markets (Lyons 1955:155). In 1847, McCormick decided to relocate his reaper manufactory. "He considered Brockport, Pittsburgh, Rochester, Cincinnati, and Chicago, and finally selected Chicago as the most advantageous location," founding McCormick & Gray, and later McCormick & Brothers (Lyons 1955:170). In 1848, McCormick attempted to renew his 1834 patent, but was ultimately denied (Lyons 1955:184; Louisville Daily Courier 1856:2). This opened the market to competitors but did not impede McCormick's production. "Sales in 1849 totaled nearly 1,500 machines, and in 1850 mounted 1,600" (Lyons 1955:185); the reaper's international debut coming in 1851 at the London World's Fair (Lyons 1955:185). By 1870, McCormick was manufacturing over 10,000 reapers annually, attempting to beat competition by out-producing and out-selling. McCormick & Brothers suffered a setback in 1871 when the Great Chicago Fire decimated the city and destroyed their manufacturing plant, but the company quickly rebuilt. It subsequently rebranded itself as the McCormick Harvesting Machine Company in 1879 (McCormick 2013).

In May 1884, Cyrus H. McCormick died, leaving the operation of the McCormick Harvesting Machine Company to his son, Cyrus H. McCormick, Jr. (Figure 2) (Democratic Advocate 1884:2). By the 1880s, competition in the mechanical reaper and mower market had become so fierce and the market so saturated, that companies resorted to outlandish sales tactics and inflated advertising budgets to sell their products. This became known as the "Harvester Wars," which resulted in a surplus of product, falling prices, and substantially depleted profits. In November 1890, Cyrus McCormick, Jr. along with major competitor William Deering and nearly 20 other companies, attempted to consolidate to form the American Harvester Company (Clinton Advocate 1890:10; Conant 1913:2,3). The effort ultimately failed, prolonging the Harvester Wars until the major harvester manufactures made another attempt at consolidation 11 years later.

On August 23, 1901, the McCormick Harvesting Machine Company purchased land in Pittsburgh for the construction of a warehouse and distribution facility near the Pittsburgh, Fort Wayne, and Chicago Railroad line (ACDB 1136:556; Pittsburgh Press 1901:4). On June 3, 1902, the company secured a building permit for R&S Sollitt & Company to construct a brick warehouse 81ft wide and 69ft deep for a total cost of $75,000.00 (BP 1902:5; Pittsburgh Press 1902:4).

In August 1902, a second effort to unify the major harvester manufacturers was undertaken (Conant 1913:2). The McCormick Harvesting Machine Company, the Deering Harvester Company, the Warder, Bushnell & Glessner Company, the Plano Manufacturing Company, and the Milwaukee Harvester Company consolidated to form the International Harvester Company with Cyrus H. McCormick, Jr. (Figure 2) serving as president. Charles Deering (Figure 2) served as chairman of the board (Conant

1913:2). J.P. Morgan & Company financed the merger (Conant 1913:69). In order to transfer the real estate holdings of each, individual company to the newly formed International Harvester Company, on August 12, 1902, all real property assets belonging to the five companies were conveyed to William C. Lane, who acted as a "purchaser" (Chicago Daily Tribune 1902:1,5; Conant 1913:78). Lane subsequently conveyed these properties to the International Harvester Company. This transaction is confirmed in the deed records of the subject parcel (ACDB 1529:527; ACDB 1529:525).

Following the merger, the newly formed International Harvester Company began efforts to diversify its product line beyond agricultural equipment. In 1907, the company began manufacturing trucks (Marsh 1985:55). As the company grew, so did the building at 810-822 W. North Avenue. In June 1911, the International Harvester Company acquired Lot 21 of the Denny Estate from Thomas J. Brereton for the consideration of $7,250.00 (ACDB 1704:604). In 1912, the company selected Chicago architect August C. Wilmanns to design both a fourth story addition to the three-story building and a four-story addition to the southwest side of the building (Figure 3); occupying the entire lot from W. North Avenue to Jabok Way (Engineering News 1912:329).

On April 30, 1912, the United States filed a petition against the International Harvester Company, alleging that, by its incorporation, the company had violated the Sherman Antitrust Act; that it was "…an unlawful combination and monopoly; that the International Harvester [was], in and of itself, a combination in restraint of trade…" (United States v. International Harvester 1913). At the time, the company produced 80% to 85% of all binders, mowers, and reapers sold in the United States (Thatcher 1915:123). The determination was that the company was a monopoly, but that it had not "…use[d] its natural powers to oppress its competitors…" (Thatcher 1915:123). The final consent decree stated, in part, that "…the business and assets of the International Harvester Company be separated and divided among at least three substantially equal, separate, distinct and independent corporations with wholly separate owners and stockholders…" (United States v. International Harvester 1918). The company complied. The International Harvester Company of New Jersey (its full, legal name) dissolved, sold several of its plants in the Midwest, and reformed as the International Harvester Company (United States v. International Harvester 1918). Plaintiffs argued that International Harvester had not done enough to comply with the 1918 decree. In 1927, the U.S. Supreme Court dealt the International Harvester Company a victory, asserting that the company had, in fact, complied (274 U.S. 693, 694). Following the Supreme Court case, in 1928, Cyrus McCormick formally conveyed 810-822 W. North Avenue to International Harvester (ACDB 2368:503). McCormick, in joint tenancy with several officers of the company, had previously maintained control of the company's real estate holdings.

The International Harvester Company maintained its Pittsburgh warehouse at 810 W. North Avenue through the 1950s (Sanborn 1951). In 1959, the company moved its operation to Leetsdale, PA (Pittsburgh Press 1959:17). However, International Harvester had sold the building to Percy W. Hatfield in 1944 for the consideration of $40,000.00 (ACDB 2792:742). Hatfield was part owner of Downtown Tire Service, located at 33 Water Street, but his interests in the automotive industry extended beyond tires. He had purchased another building on Manchester Boulevard five years prior seeking to open an automobile showroom (Pittsburgh Press 1939). Hatfield's intentions for 810 W. North Avenue remain

unclear. He died November 4, 1946 (Pittsburgh Press 1946). Jessie Hatfield, sister and executrix of Percy W. Hatfield's estate, sold 810 W. North Avenue to Regis and Mary Guckert of the Guckert Land Company in 1962 for a consideration of $60,000.00 (ACDB 4030:632). The building remained in control of the Guckert family until it was sold to 810 West North Avenue LP in 2015 for a consideration of $1,000,000.00 (ACDB 15866:397). Today, the Harry Guckert Company continues to maintain an office on the first floor. Designs are currently in development for conversion to residential use.

Lots A & B

Date	Consideration	Grantor	Grantee	Source Location	Notes
1/26/2015	$1,000,000.00	Guckert Family Living Trust	810 West North Avenue LP	Allegheny County Deeds 15866:397	No buildings mentioned in any deeds
6/8/2011	$1.00	Guckert Land Company Incorporated	Guckert Family Living Trust	Allegheny County Deeds 14611:578	
9/25/1962	$60,000.00	Jessie M. Hatfield	Regis J. and Mary E. Guckert (Guckert Land Co.)	Allegheny County Deeds 4030:632	
5/17/1944	$40,000.00	International Harvester	P.W. Hatfield	Allegheny County Deeds 2792:742	
10/30/1928	$1.00	Cyrus McCormick, Jr.	International Harvester	Allegheny County Deeds 2368:503	

Lot A (Acquired for 1902 Building)

Date	Consideration	Grantor	Grantee	Source Location	Notes
8/12/1902	$1.00	McCormick Harvesting Machine Co.	William C. Lane, et ux	Allegheny County Deeds 1529:527	
8/23/1901	$21,000.00	Henry S. Denny, et al	McCormick Harvesting Machine Co.	Allegheny County Deeds 1136:556	Lots 22, 23, 24, 25, and 10ft of Lot 21

					of the Denny Estate
6/22/1883	n/a	Estate of Elizabeth F. Denny	Henry S. Denny, et al	Allegheny County Deeds 477:115	Partition Deed, lease on land held by Alexander Gilleland expiring 4/1/1902

Lot B (Acquired for 1912-13 Addition)

Date	Consideration	Grantor	Grantee	Source Location	Notes
6/28/1911	$7,250.00	Thomas J. Brereton, et al, executors	Cyrus H. McCormick and Charles Deering	Allegheny County Deeds 1704:604	Lot 21, Block 5 of the Denny Estate

Significance

This resource is recommended **eligible** for individual listing in the National Register of Historic Places, significant under Criterion A for Commerce and Criterion C for Architecture.

Criterion A: The resource is nationally significant under *Criterion A for Commerce* for 1) its association with the 1902 transition of the McCormick Harvesting Machine Company to the International Harvester Company and 2) as a representative example of the campaign for national expansion during the "Harvester Wars" by the McCormick Harvesting Machine Company in the late nineteenth and very early twentieth centuries. Under the direction of Cyrus McCormick, Jr., the site and plan for the International Harvester Building was selected in 1901. In August 1902, the International Harvester Company was formed in a combine of the McCormick Harvesting Machine Company and four other harvester manufacturing concerns. The resource was completed in 1902 as one of the final acts of the McCormick Harvesting Machine Company and one of the earliest assets of the newly formed International Harvester Company. Prior to World War I, the International Harvester Company continued this intensive campaign of national expansion. This includes the 1912-13 addition to the resource.

Criterion B: The resource is not associated with the lives of significant persons.

Criterion C: The resource is locally significant under *Criterion C for Architecture* as a high-integrity example of the warehouse building typology exhibiting Classical Revival stylistic influence. Although programmatically utilitarian, the choice of the McCormick Harvesting Machine Company (and

subsequently the International Harvester Company) to invest in a building of quality design, materials, and workmanship demonstrates a commitment to architecture and aesthetics that is not often observed with the warehouse typology. This commitment is further demonstrated by the deliberate pairing and incorporation of Classical Revival design elements in the 1912-13 addition, such that the resource visually reads as a single, cohesive work of architecture.

Criterion D: No archaeological investigations have occurred at the property, and it is not being evaluated for significance under Criterion D at present.

Additionally, the resource is recommended **eligible** as a contributing element of a potentially-eligible Allegheny Second Ward Industrial Historic District, significant under Criteria A and C.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME North Avenue Carpet Cleaning Company; American Coat & Apron Company; Katsafanas Coffee Company

CURRENT/COMMON NAME Katsafanas Coffee Company

OWNER NAME/ADDRESS 828 W NORTH AVE ASSOCIATES LP / 1008 BRIANNA LN BETHEL PARK , PA 15102

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 828 West North Avenue, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-N-00131-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Specialty Store	Carpet Cleaning
Commerce/Trade	Commerce/Trade - Specialty Store	Coffee

Current Function	Subcategory	Particular Type
Work In Progress		
Commerce/Trade	Commerce/Trade - Organizational	Office

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

N/A		

Acreage (round to nearest tenth) 0.1

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Late 19th and Early 20th Century

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Stone	
Walls	Brick	
Roof	Asphalt	
Other		
Structural System	Masonry	

WIDTH 20 (feet) or _____ (# bays) **DEPTH** 100 (feet) or _____ (# rooms) **STORIES/HEIGHT** 2

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1901 ☐ Circa **Year Completed** 1901 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Ledger for permit applications, Allegheny City

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) Richard L. McCready; Peter W. and John W. Katsafanas

Associated Event(s)

Architect(s)

Builder(s) Thomas Cummings

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/ Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

■ Contributes to Potential or Eligible District District Name Allegheny Second Ward Industrial Historic District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

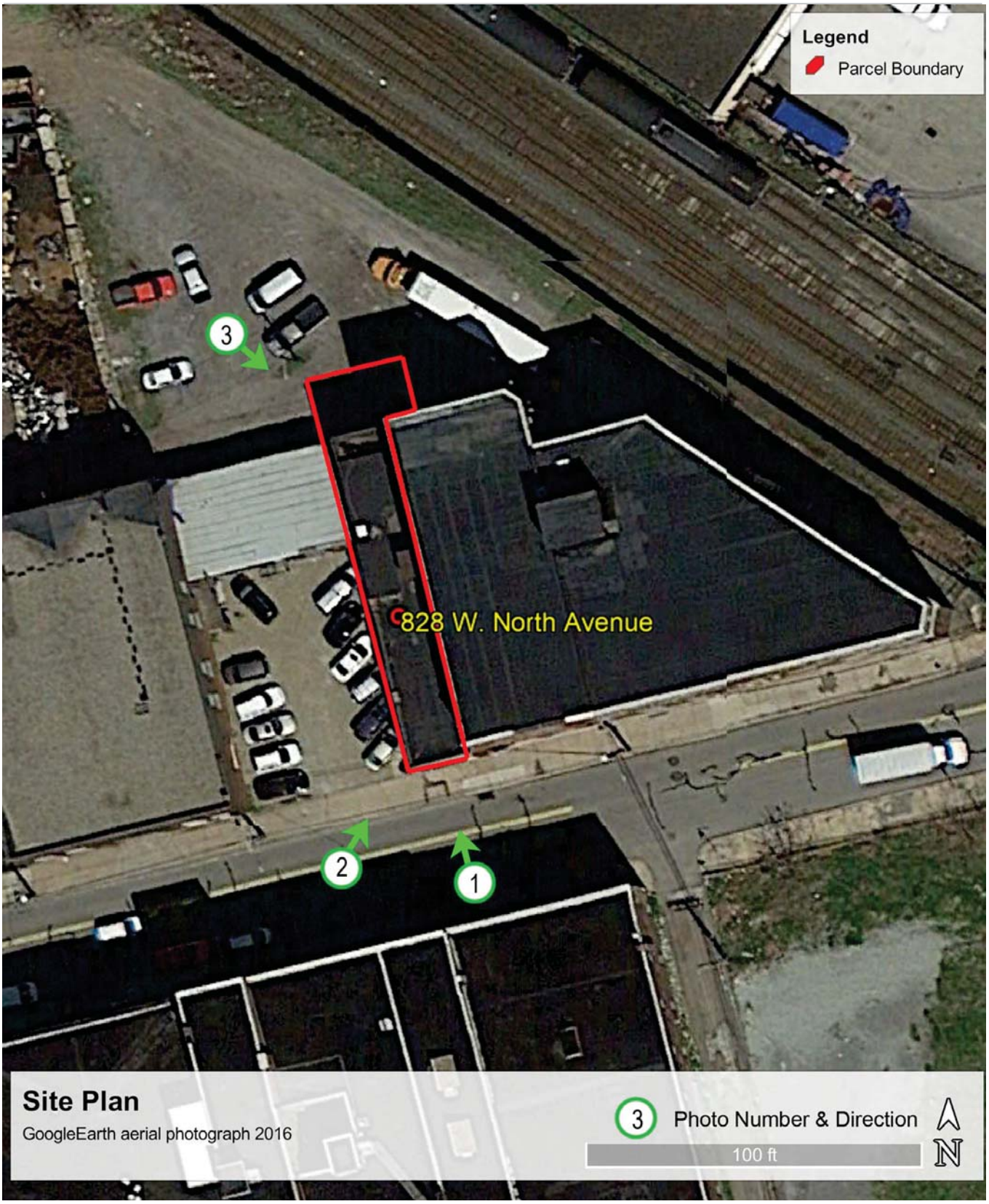
Photo #	Photo Subject/Description	Camera Facing
1	Katsafanas Coffee Company Building, southeast (front) façade	NW
2	Katasafanas Coffee Company Building, southwest (side) and southeast (front) façades.	NE
3	Katsafanas Coffee Company Building, northwest (rear) and southwest (side) façades.	SE
4		
5		
6		
7		
8		
9		
10		
11		
12		
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17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

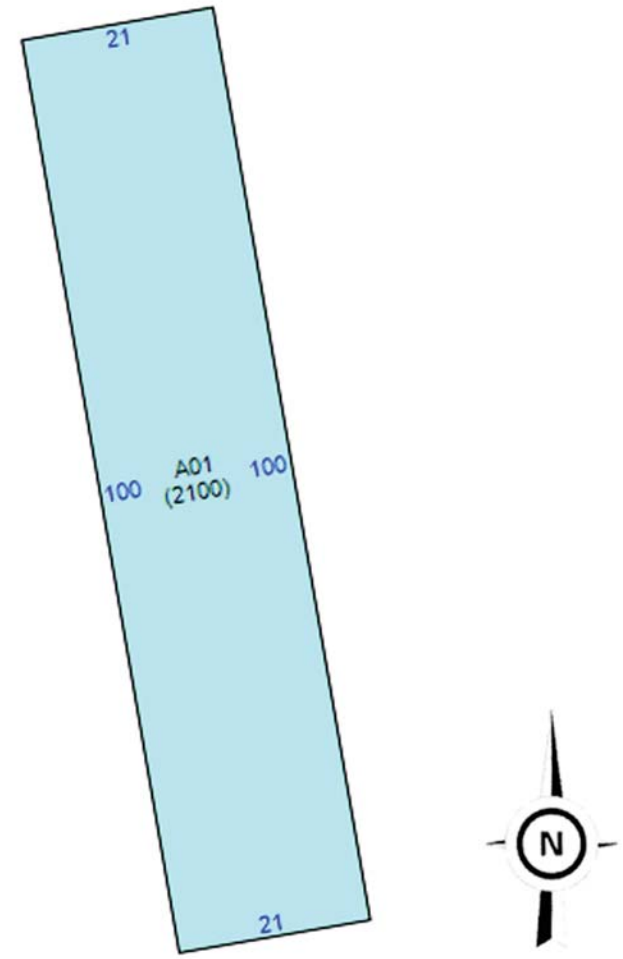


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania

Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.

1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.

1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.

1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.

1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document.
http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh Post-Gazette

1910 "Everglades Bargain." 10 December:21. Pittsburgh, Pennsylvania.

1932 "Iced Coffee Tasty Drink." 20 May:24. Pittsburgh, Pennsylvania.

1932 "Claim Savings for Housewife." 4 November:21. Pittsburgh, Pennsylvania.

1967 "Peter W. Katsafanas, Retired Coffee Exec." 25 September:19. Pittsburgh, Pennsylvania.

1984 "John W. Katsafanas Sr., founded coffee company." 20 July:6. Pittsburgh, Pennsylvania.

Pittsburgh Press

1912 "Carpet Cleaning." 21 April:39. Pittsburgh, Pennsylvania.

1923 Advertisement for Ford truck. 17 November:19. Pittsburgh, Pennsylvania.

1940 "North Side Store Burns." 27 July:2. Pittsburgh, Pennsylvania.

1940 "Building Permit Applications." 29 August:25. Pittsburgh, Pennsylvania.

Sanborn Map Company

1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Katsafanas Coffee Company Building, southeast (front) façade, facing northwest.

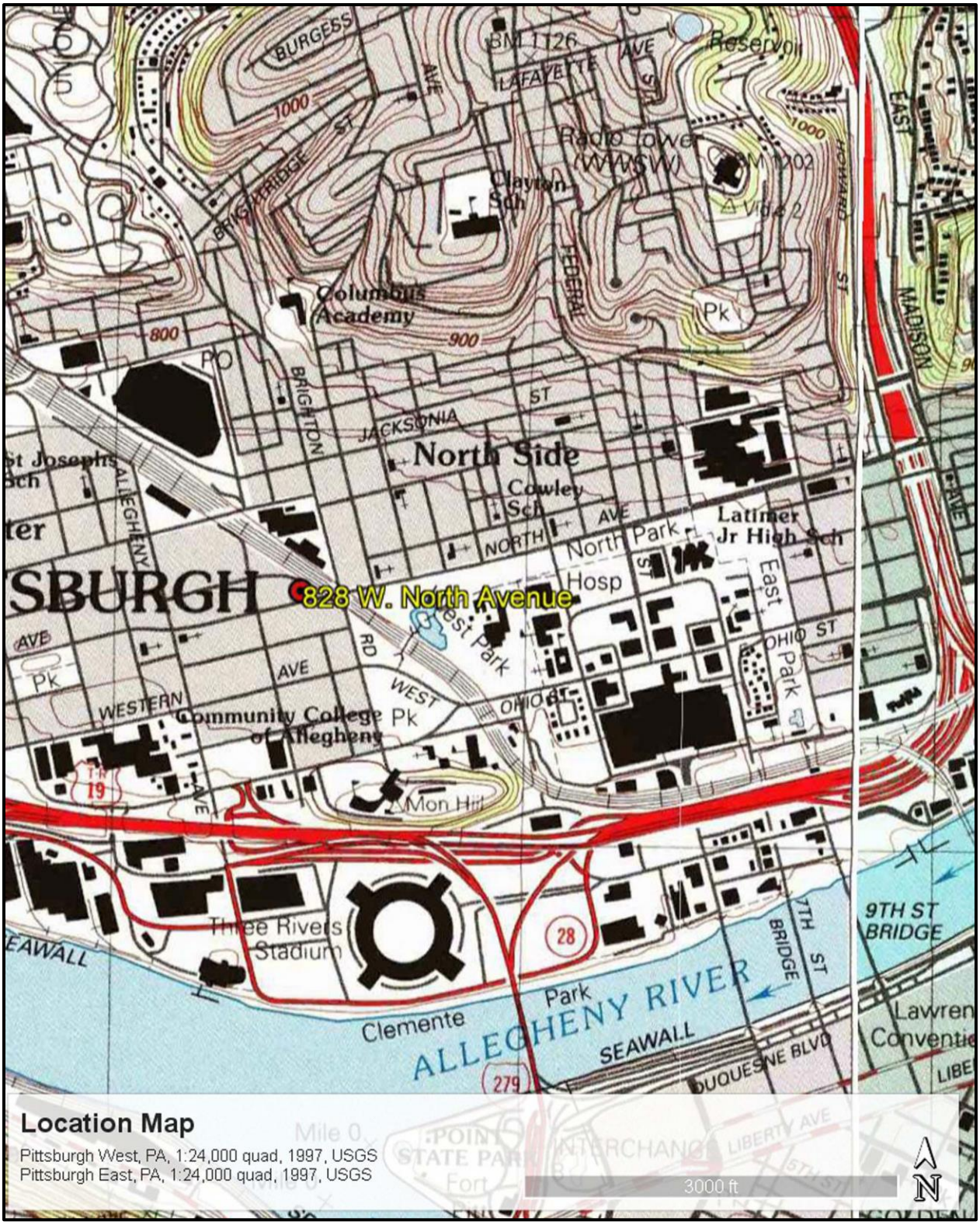


Photo 2: Katasafanas Coffee Company Building, southwest (side) and southeast (front) façades, facing northeast.

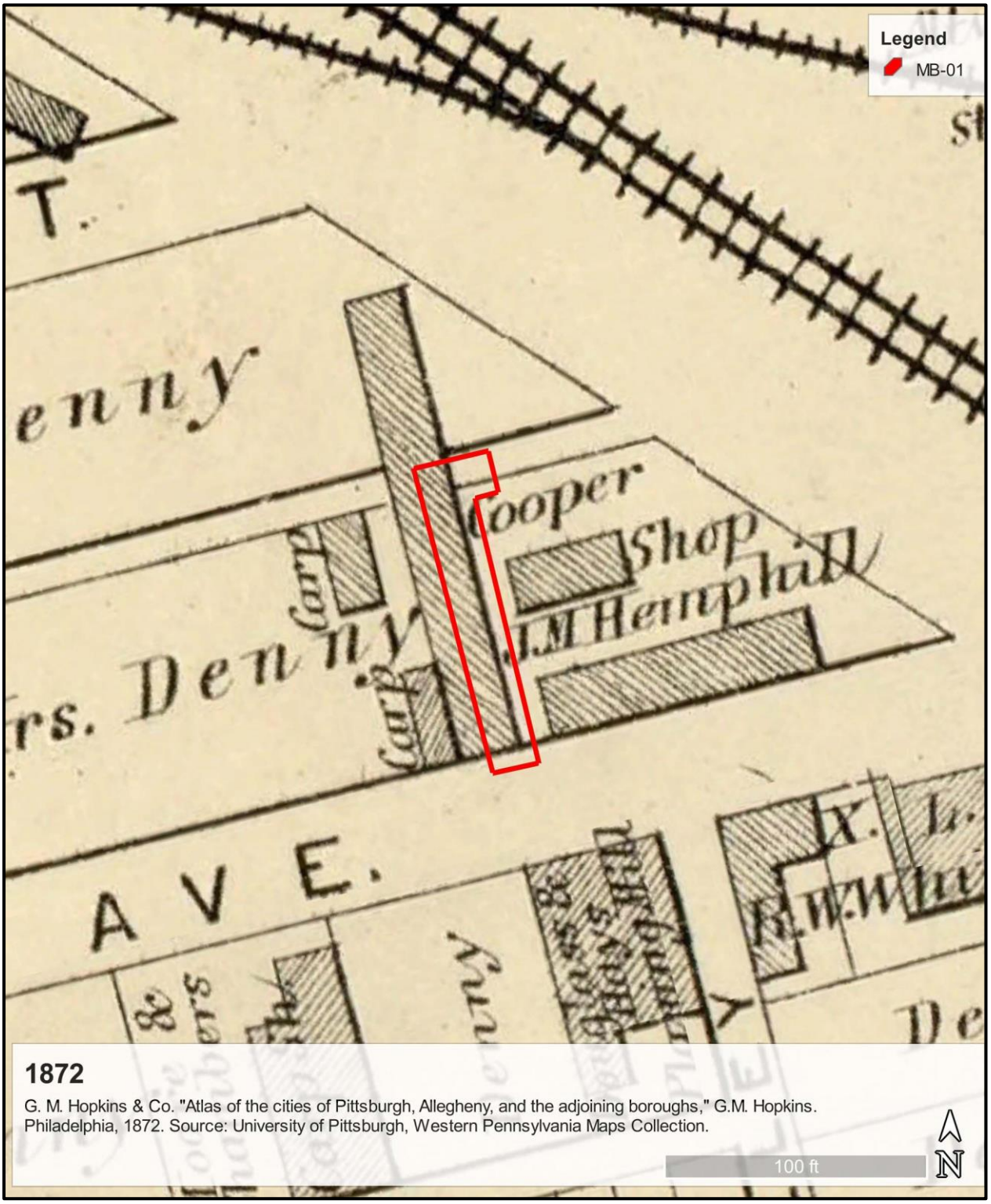


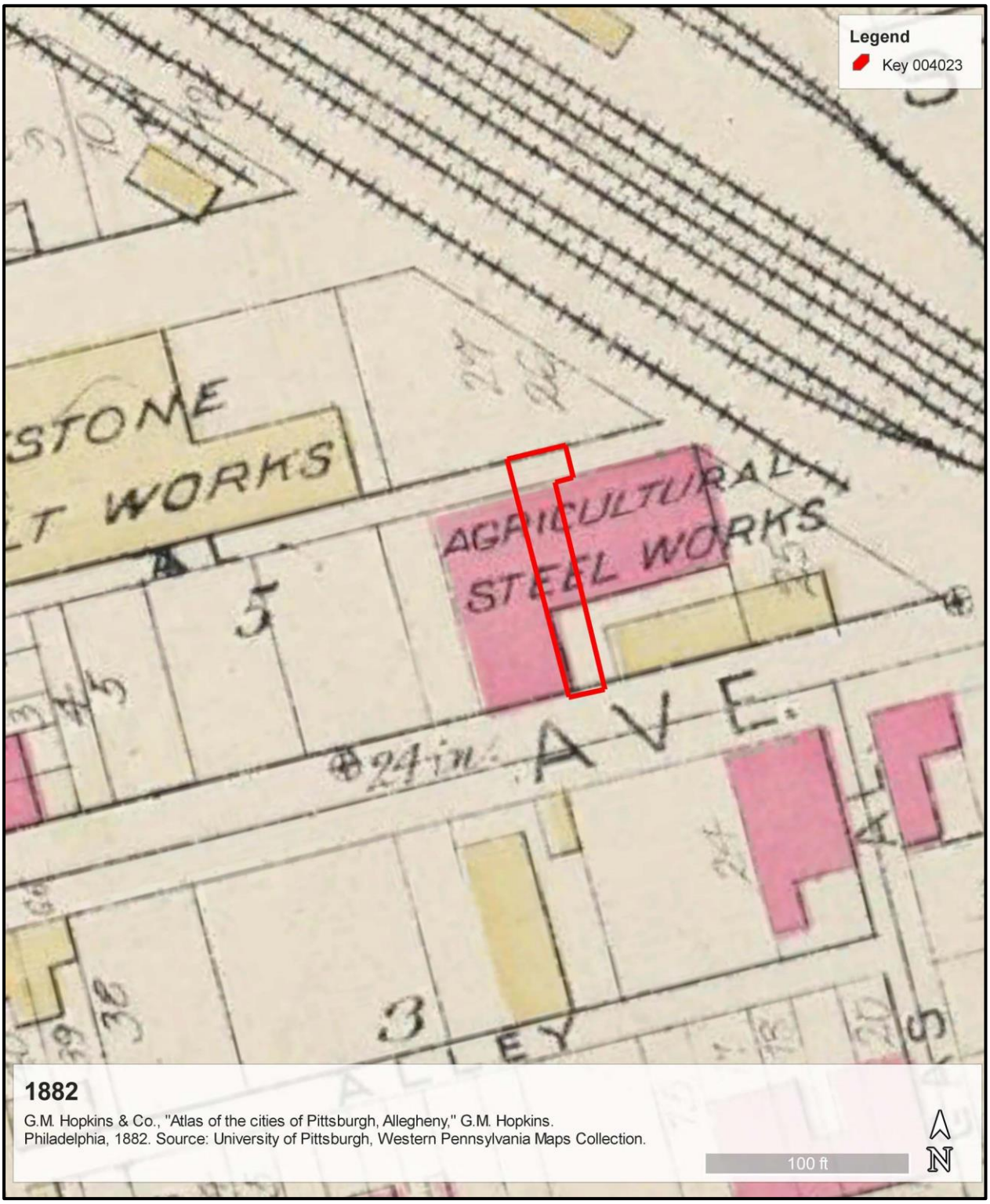
Photo 3: Katsafanas Coffee Company Building, northwest (rear) and southwest (side) façades, facing southeast.

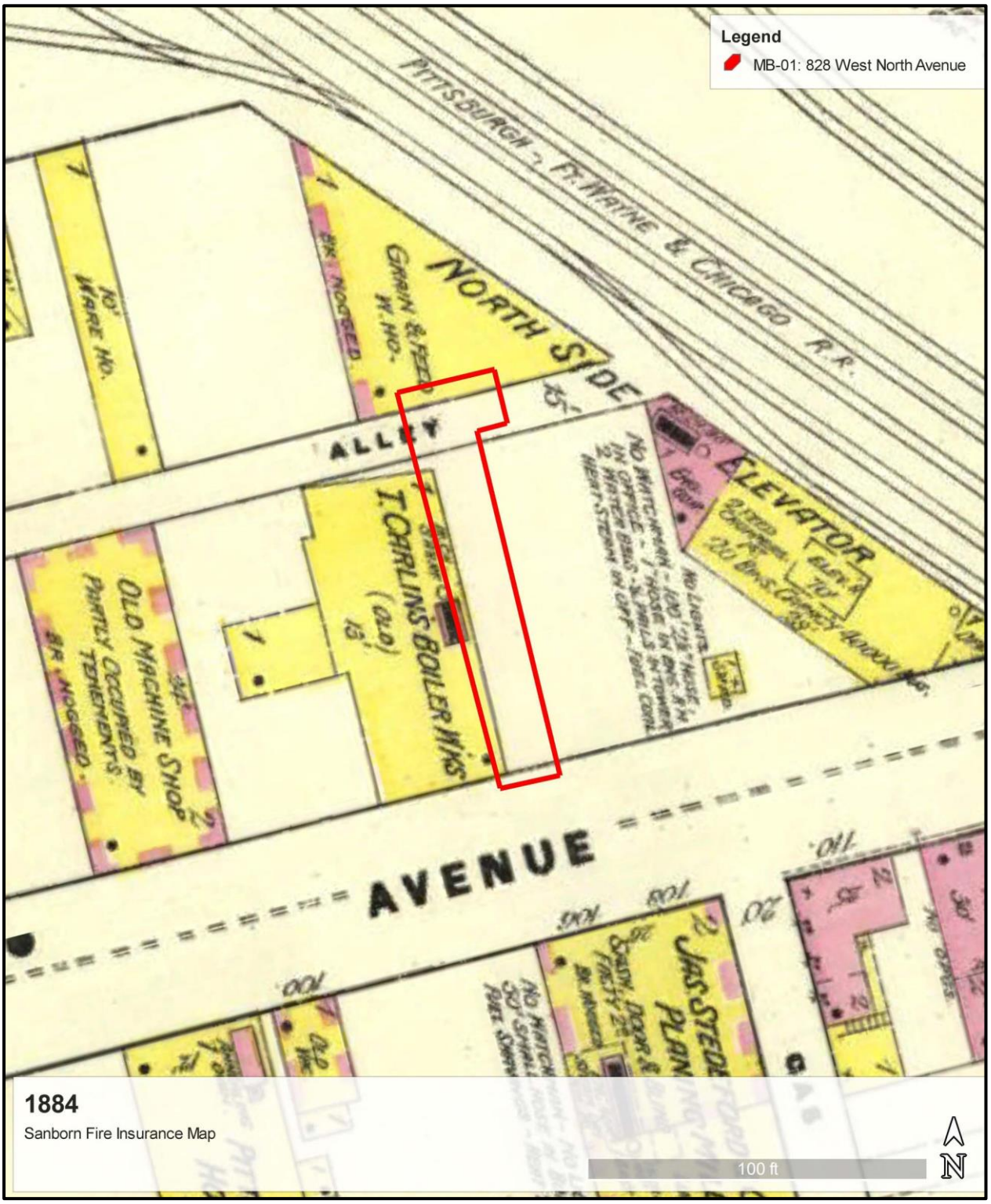
USGS Map (Item 36)

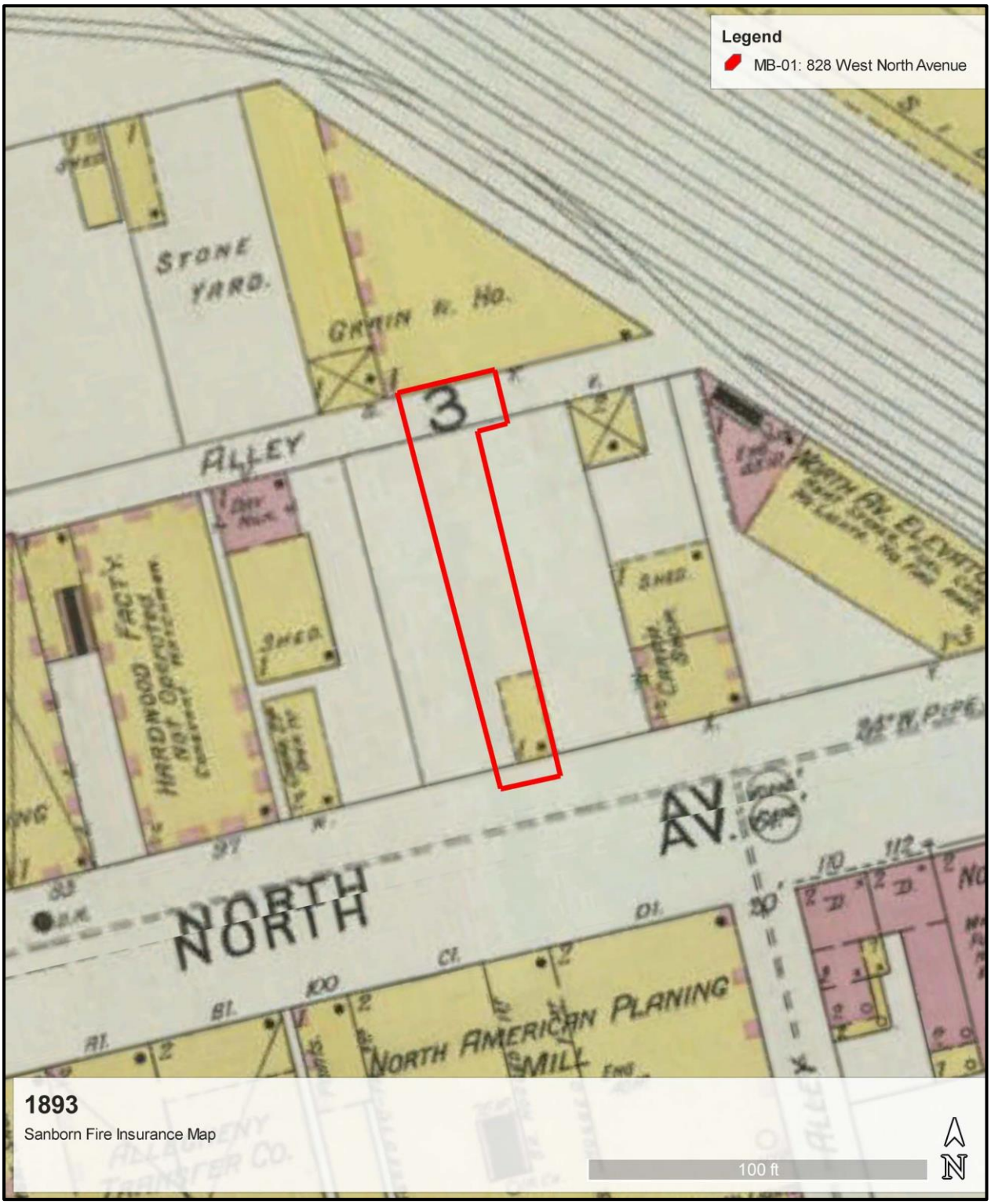


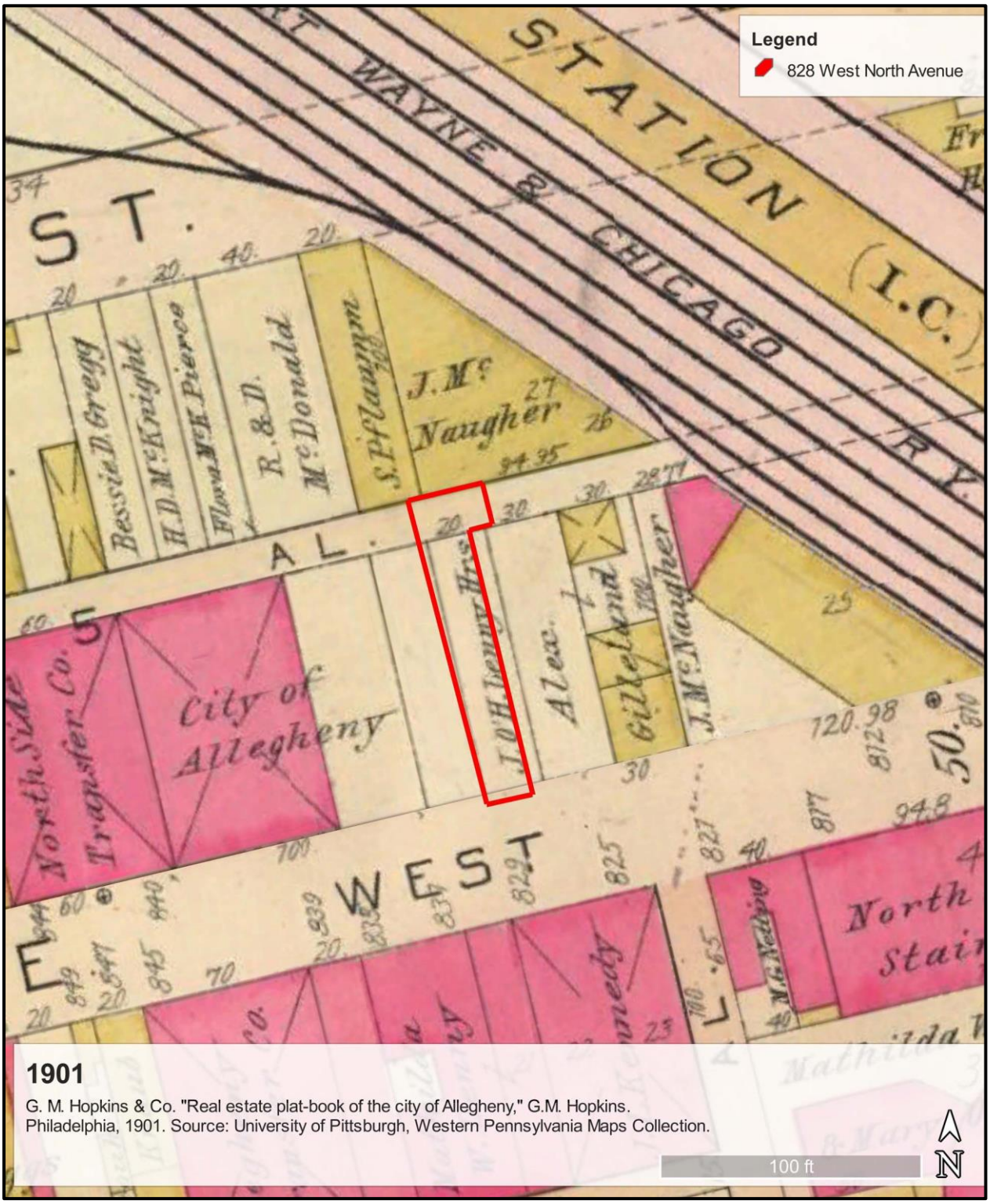
Historical Maps (Optional Attachment, Item 37)

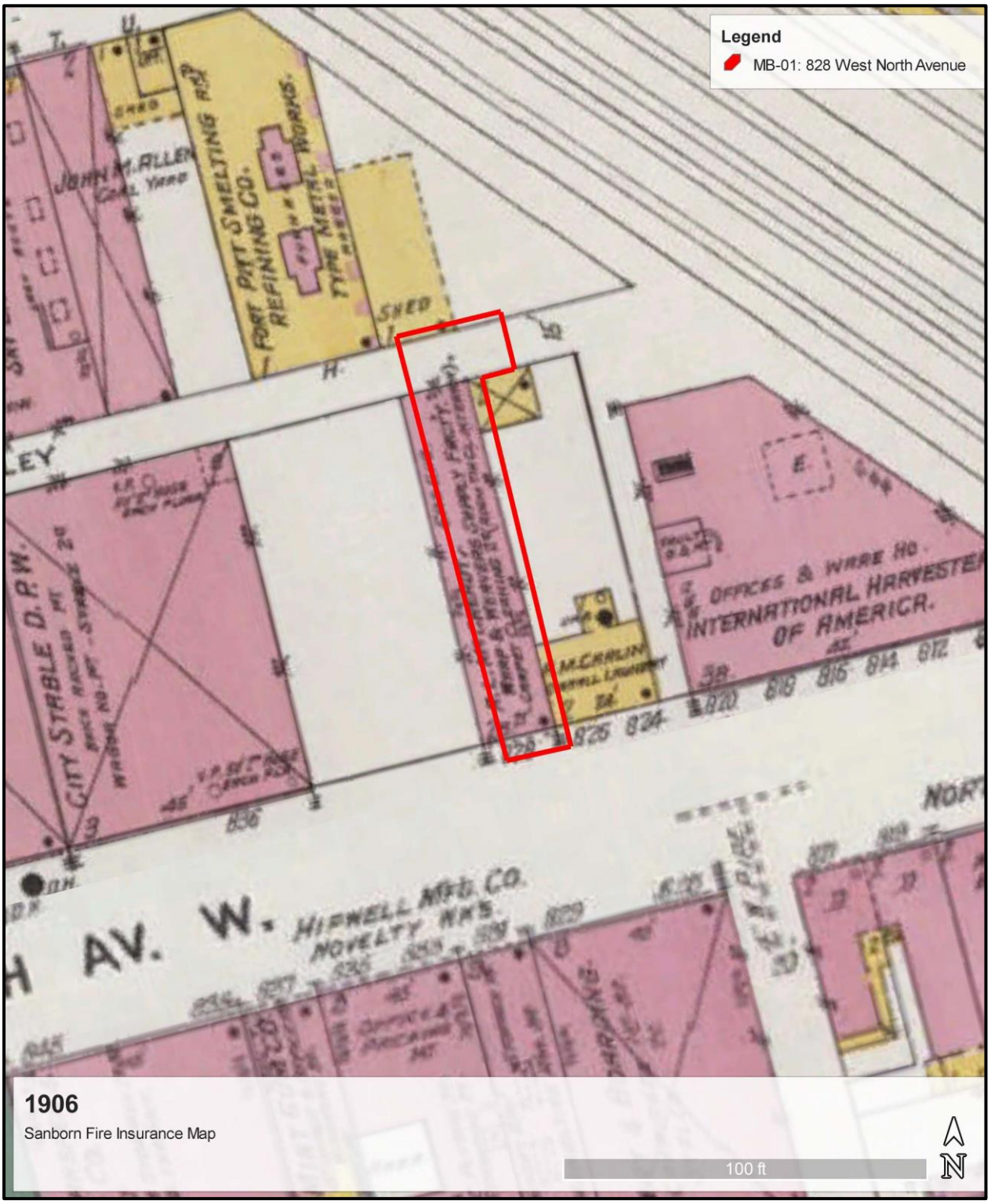


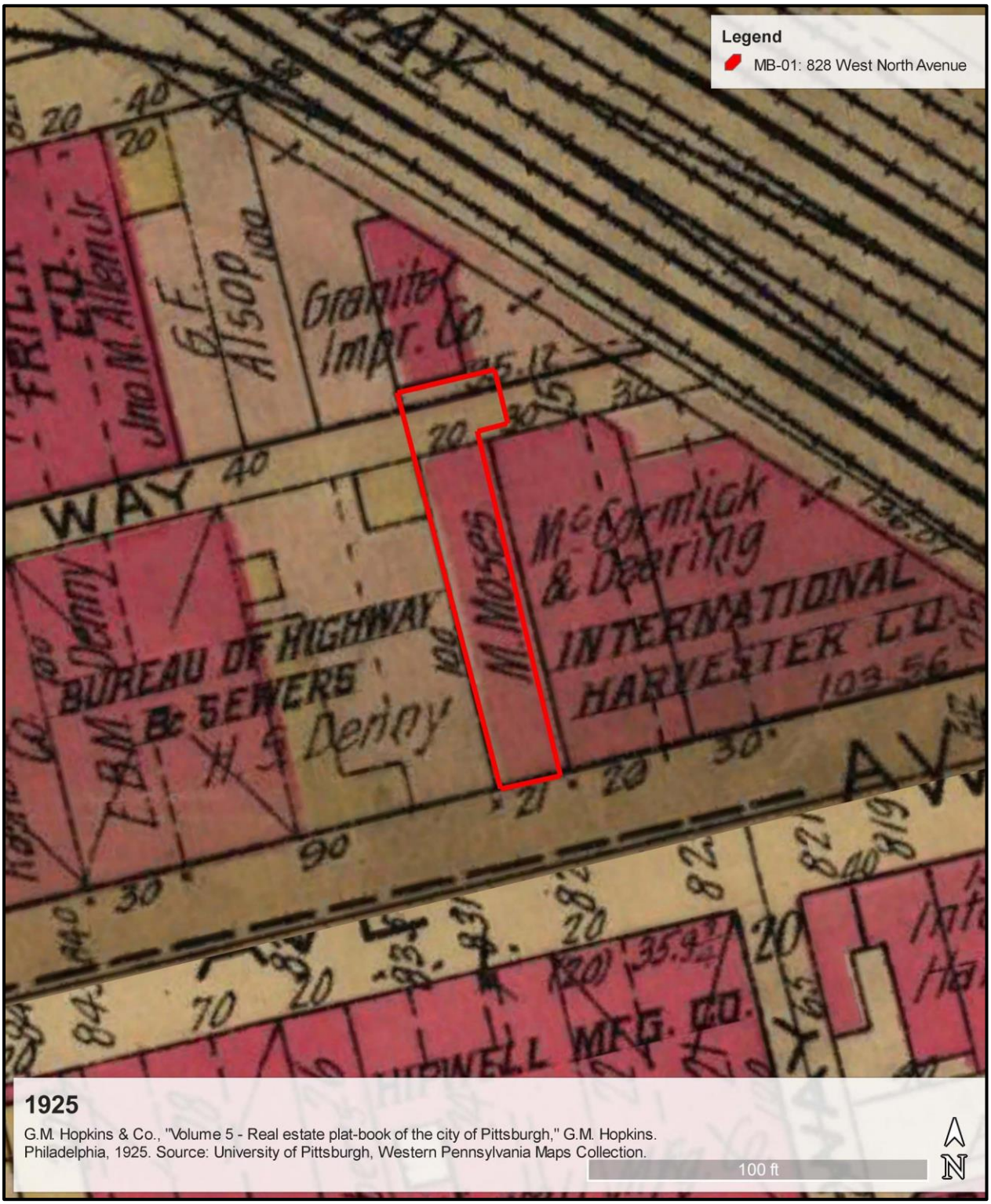

Legend
Key 004023
STONE
T WORKS
AGRICULTURAL
STEEL WORKS
24 in.
AVE.
1882
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

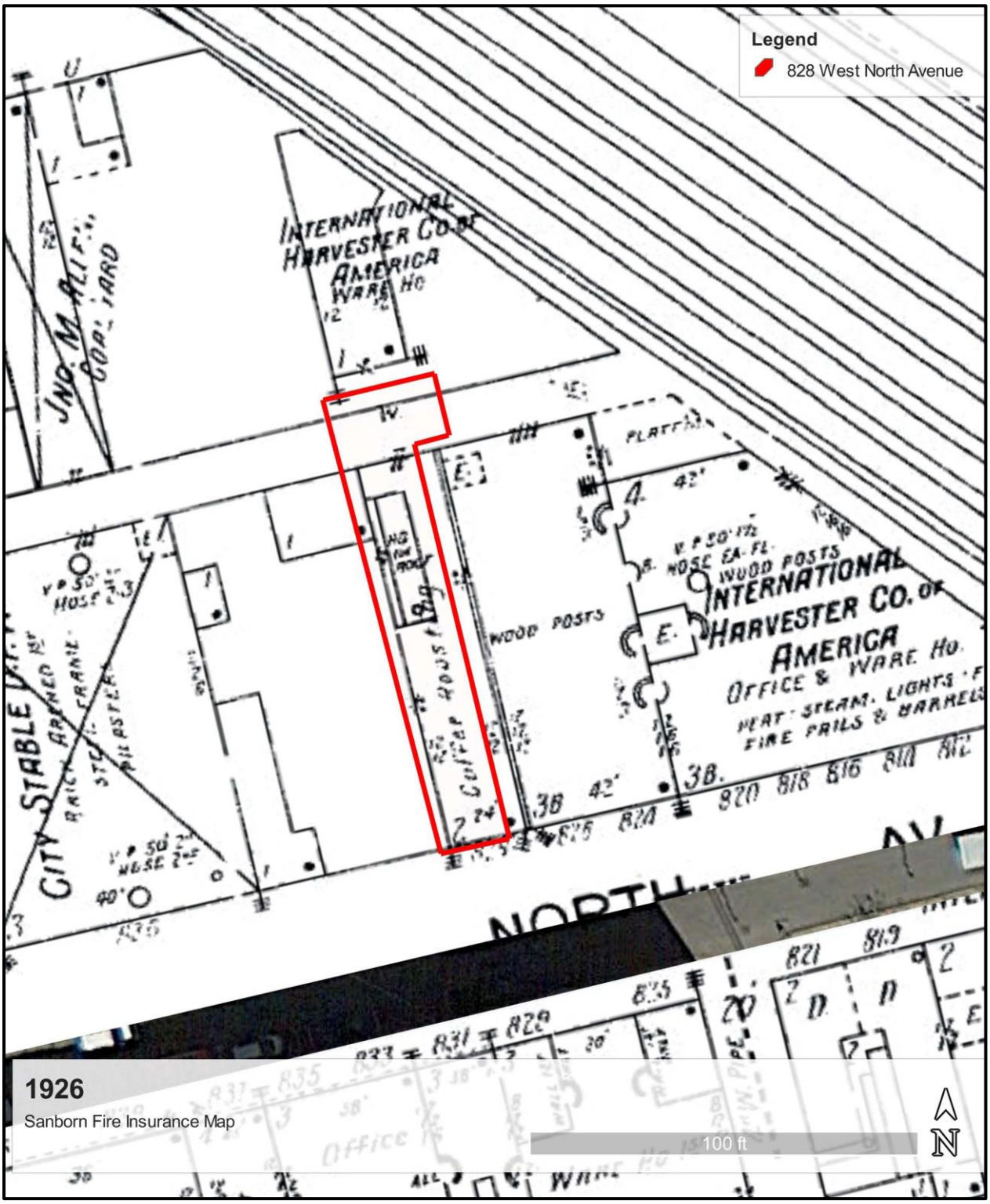

Legend
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PITTSBURGH, FT. WAYNE & CHICAGO R.R.
NORTH SIDE
ALLEY
AVENUE
ELEVATOR
T. CARLIN'S BOILER WKS
OLD MACHINE SHOP
1884
Sanborn Fire Insurance Map
100 ft
N


Legend
MB-01: 828 West North Avenue
STONE YARD
ALLEY
3
NORTH
NORTH AMERICAN PLANING MILL
1893
Sanborn Fire Insurance Map
100 ft
N

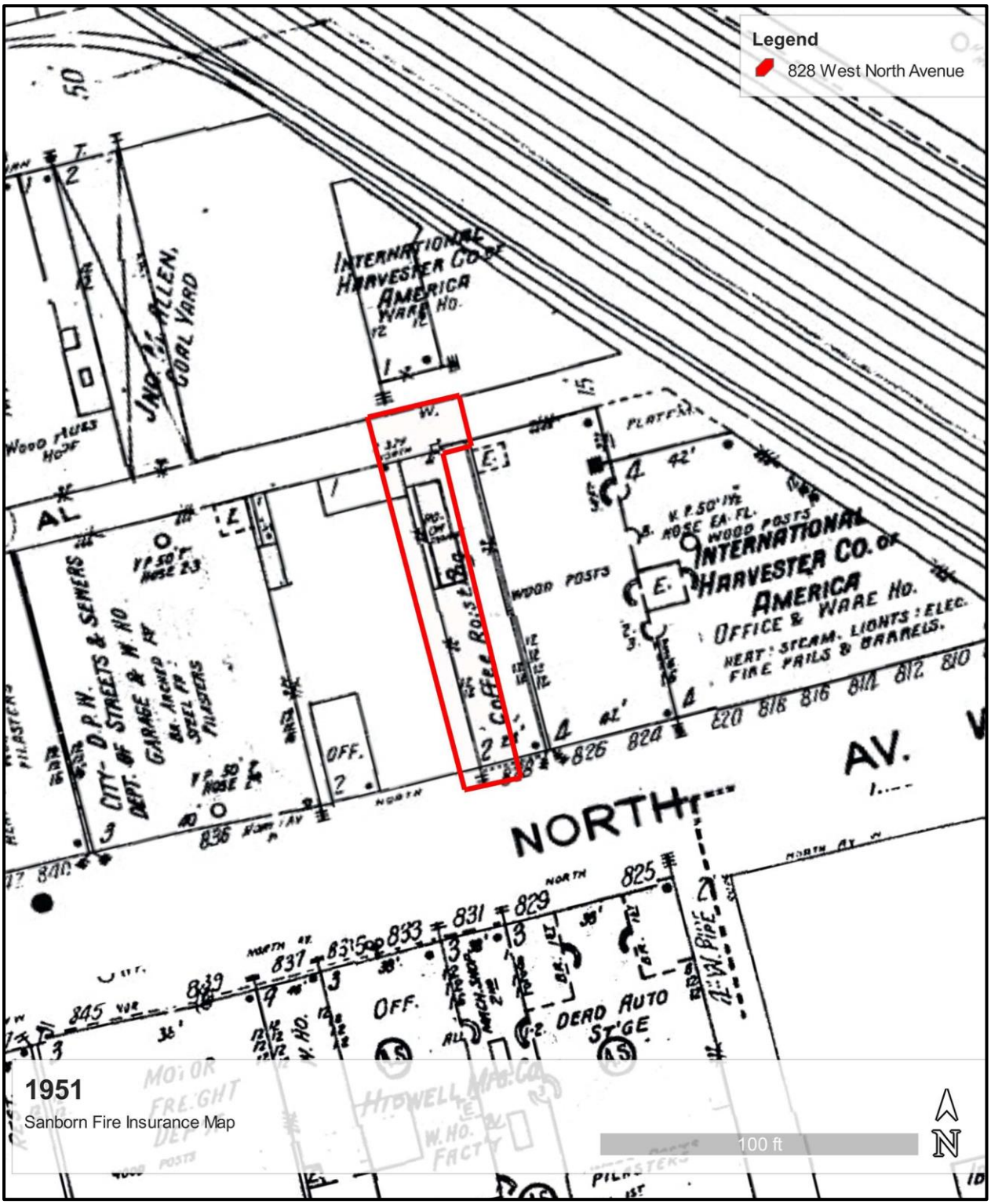

Legend
828 West North Avenue
STATION
WAYNE & CHICAGO
(I.C.)
R.Y.
ST.
J.Mc Naugher
Bessie D. Gregg
H.D.McKnight
Flora McK. Pierce
R.&D. McDonald
S.P.Flannigan
J.Mc Naugher
City of Allegheny
North Side Transfer Co.
J.O'H. Denny Hrs.
Alex.
Gilkeland
J.McNaugher
WEST
North
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
MB-01: 828 West North Avenue
1906
Sanborn Fire Insurance Map
100 ft
N


Legend
MB-01: 828 West North Avenue
WAY
Granite Impr. Co.
McCormick & Deering
INTERNATIONAL HARVESTER CO.
BUREAU OF HIGHWAY & SEWERS
Denny
AV
HUBWELL MFG. CO.
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
828 West North Avenue
INTERNATIONAL HARVESTER CO. OF AMERICA
WARE HO
INTERNATIONAL HARVESTER CO. OF AMERICA
OFFICE & WARE HO.
CITY STABLE
WOOD POSTS
1926
Sanborn Fire Insurance Map
100 ft
N


Legend
828 West North Avenue
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
828 West North Avenue
INTERNATIONAL HARVESTER CO. OF AMERICA
WARE HO.
JNO. J. ALLEN, COAL YARD
INTERNATIONAL HARVESTER CO. OF AMERICA
OFFICE & WARE HO.
HEAT: STEAM. LIGHTS: ELEC.
FIRE PAILS & BARRELS.
CITY - D.P.W. DEPT. OF STREETS & SEWERS
GARAGE & W. HO
WOOD POSTS
NORTH
AV.
DEAD AUTO STGE
OFF.
1951
Sanborn Fire Insurance Map
100 ft
N


Legend
828 West North Avenue
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
828 West North Avenue
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)



Figure 1: 1913 image showing International Harvester Company and North Avenue Carpet Cleaning Company. Source: QDevelopment, electronic document, http://www.qdevelopment.com/properties/guckert-building/, accessed February 28, 2018.

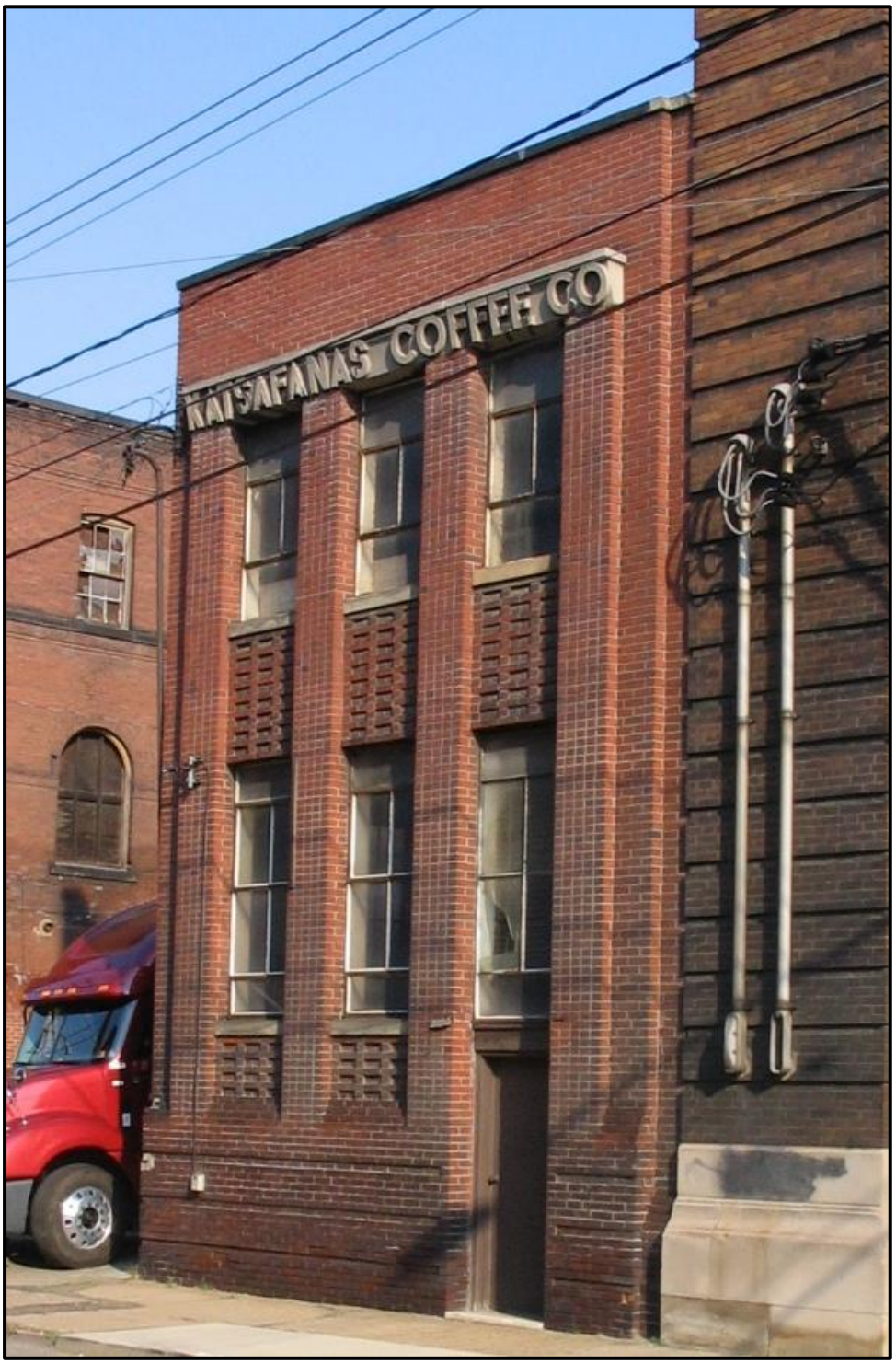


Figure 2: 2006 pre-renovation photograph of southeast (front) façade showing differing steel sash windows designs and muntin patterns employed on the the first and second floors.



Figure 3: 2006 pre-renovation photograph of southeast (front) façade showing detail of first floor window openings with unusual six-light, steel sash windows consisting of a horizontal one-light, fixed header sash,, over a two-light awning sash, over a two-light fixed sash, over a one-light awning sash. The second floor windows consisted of a fixed, one-light header sash, over a two-light awning sash, over a one-light fixed sash.



Figure 4: Pre-renovation phtograph of southwest (side) façade showing twelve-light, steel sash windows with operable six-light center hopper sash.

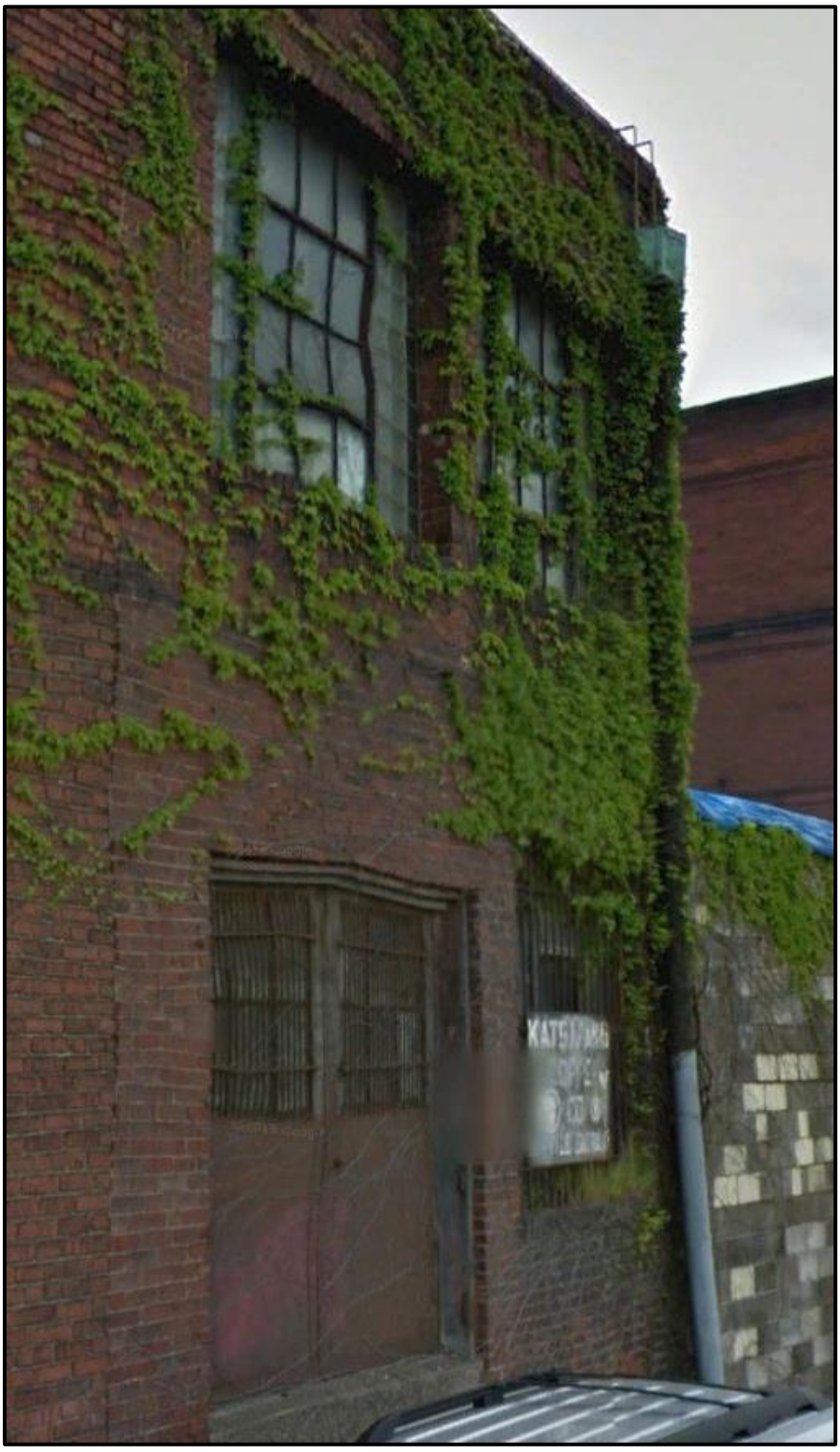


Figure 5: Pre-renovaton photograph of northwest (rear) façade showing fenestration arrangement.

Physical Description and Integrity (Item 38)

Physical Description

828 W. North Avenue is located on the northwest side of W. North Avenue in the block bounded by the Norfolk Southern Railroad corridor, W. North Avenue, Galveston Avenue, and Jabok Way. The two-story, brick commercial building was constructed in 1901, but was later remodeled with an Art Deco-influenced southeast (front) façade. The building measures three bays (21 ft) wide and nine bays (100 ft) deep and is constructed on a continuous stone foundation containing a full basement level. Its exterior brick walls are laid in a common bond pattern except for the southeast (front) façade, which is discussed in detail below. The exterior walls extend above the roofline to form a low parapet wall. The building's low-pitched roof is concealed behind the parapets and is clad in a rubber roofing membrane. The window openings are fitted with aluminum replacement sash with muntin patterns based on the earlier windows that were present prior to the recent renovation (Historic Photographs, Figures 2-4).

The southeast (front) façade rises from a raised basement level distinguished by a heavy brick base divided into four horizontal bands by three recessed courses of brick. Flush with the base, four pilasters or engaged piers of five-wide header bond coursing delineate the three recessed vertical fenestration bays. The pilasters rise to the top of the second-floor windows and are joined by a dropped limestone cornice containing "KATSAFANAS COFFEE CO" in raised lettering topped by a narrow drip ledge. The outer walls of the façade joined by a common parapet are recessed from the face of the foundation base, pilasters, and cornice to frame the vertical thrust of the fenestration bays. Within each of the two-story vertical fenestration bays are fields of decorative brickwork located beneath the window openings. The panels are formed with alternating rows of stretchers and headers, as in the traditional English bond, but with the second and third header recessed, to form an elongated checkerboard pattern. The first-floor window openings have steel lintels and limestone slip sills. The second-floor window openings have a continuous limestone lintel formed by the dropped cornice and have limestone slip sills. The first- and second-floor window openings contain aluminum sash replacement windows that are replicas of the windows that were extant prior to the building's renovation. The first-floor windows have one-light, horizontal fixed header sash, over a two-light fixed sash, over a two-light awning sash, over a one-light, horizontal fixed bottom sash. The second-floor windows have a horizontal fixed header sash, over a two-light awning sash, over a one-light, horizontal fixed sash (Compare with Historic Photographs, Figures 2 and 3). A street-level doorway located in the third or right fenestration bay extends through the foundation base to a half-flight of stairs leading up to the first floor. The doorway is fitted with a steel slab door.

The southeast (side) façade rises from a partially exposed, basement level of parged sandstone containing infilled windows with rowlock brick segmental-arched lintels. The first floor contains nine window openings and the second floor contains eight window openings. The window openings have rowlock brick lug sills and rowlock brick segmental-arched lintels, and are fitted with twelve-light aluminum sash windows with central six-light awning sashes. The ninth (right-most), second-floor bay contains a blind wall with a painted wall sign that reads "KATSAFANAS COFFEE CO. Tea Importers & Coffee Roasters Packers of high Grade Teas and Spices."

The northwest (rear) façade has been rebuilt as part of the building's renovation (compare with Historic Photographs, Figure 5). The façade rises from a partially exposed basement level of concrete block and brick. The first floor contains a pedestrian doorway with two window openings to its right. The doorway and first window opening share a common steel lintel and the window opening has a rowlock brick slip sill. The window opening is fitted with a twelve-light, aluminum, fixed-sash window. The second window opening also has a steel lintel and rowlock brick lug sill and is fitted with paired twelve-light, aluminum, fixed-sash windows. The second floor contains one large fenestration bay containing a pedestrian doorway opening and a window opening. The bay shares a common steel I-beam lintel; the window opening has a rowlock brick lug sill. The doorway currently is covered in plastic and the window opening is fitted with three, twelve-light, aluminum sash windows with central six-light awning sashes.

The northeast (side) facade is obscured by the adjoining wall of 810-822 West North Avenue.

Integrity

The property retains a moderate level of integrity. Integrity of location is intact because the building remains in the place in which it was constructed. The property retains moderate to high integrity of design because the building retains a similar plan and layout as it did during the historic period. Some of the basement windows have been infilled, thereby lowering its design integrity. The southeast (front) façade was completely rebuilt in the 1920s, when the Katsafanas brothers took control of the building. Because that change was implemented during the period of significance for the potential Allegheny Second Ward Industrial Historic District, it does not lower the material or design integrity of the building. The property retains a moderate level of integrity of setting, as most of the period buildings are present along this stretch of West North Avenue, although the vacant lot across West North Avenue to the southeast reduces this integrity. The property's integrity of materials has been somewhat lessened by the installation of aluminum replacement windows on all façades, but those replacements were based on the historic sash divisions of the earlier windows. The northwest (rear) façade is currently under construction and has been altered from its historic fenestration pattern. The brick detailing on the front façade provides some level of workmanship, though there are not many other features that raise the integrity in this area. The property retains a moderate level of integrity of feeling because the Art Deco-inspired replacement façade helps to provide a historic sense of the time period in which the building was a significant and valuable property. The property conveys integrity of association because it is part of the narrative of the potentially-eligible West North Avenue Industrial historic district; the building is part of the physical environment that frames the district's Criterion A significance.

History and Significance (Item 39)

Historical Overview

Plat maps from 1872 show a cooper shop owned by J.M. Hemphill on the subject parcel (Hopkins 1872). In 1882, the plat map shows a brick building which occupies this parcel and those to the both the east and west (not the extant building). The business located there in 1882 was labeled as an "agricultural steel works" (Hopkins 1882).

By 1884, the agricultural steel works no longer appeared on mapping; the subject parcel appears to be vacant at this time. By 1893, a small wood-framed outbuilding was situated at the front of the lot, though this was gone by 1901 (Sanborn 1893 and Hopkins 1901), possibly due to the disastrous, 1894 Northside fire. The fire destroyed a portion of Allegheny City that was considered a fire trap, due to the number of frame buildings with industrial uses. Therefore, in early 1901, there were no buildings on the parcel which was owned by heirs of J. O'Hara Denny (Hopkins 1901).

In October 1901, Richard L. McCready applied for a building permit to construct a two-story, brick, commercial warehouse on North Avenue near Irwin Avenue [Brighton Road]. Thomas Cummings was the builder listed on the permit ledger, for construction of a 20x100-foot building estimated to cost $3500. The 1906 Sanborn shows the building as a "warp and weavers supply factory" and "carpet cleaning" (Sanborn 1906). McCready was the proprietor of North Avenue Carpet Cleaning Company at 828 North Avenue in 1907 (1907 City Directory). In 1910, he promoted bargain real estate deals in the Everglades ($500-800 for 10 acres) in the newspaper. Interested parties were encouraged to inquire with R.L. McCready at 828 West North Avenue, the subject property (Pittsburgh Post-Gazette, 25 December 1910:21). Similar ads ran for other Florida properties in the succeeding years. By 1912, advertisements shifted to marketing "carpet cleaning" as a service of the North Avenue Carpet Cleaning Company (Pittsburgh Press, 21 April 1912:39).

In 1922, Henry S. and Irene A. Denny sold the parcel to Max Moses. By 1923, the business had changed to the American Coat & Apron Company (Pittsburgh Press, 17 November 1923:19), operated by Moses (Hopkins 1925). In 1924, the American Coat & Apron Company had relocated to 1000 Chateau Street, and Moses sold the property at 828 West North Avenue to John F. and Peter W. Katsafanas (ACDB 2458:73). The front of the building was likely rehabilitated at this time to modernize the storefront (reflected in its current appearance).

The 1926 map shows a two-story building labeled as "coffee roasting" that occupied the entirety of the parcel (Sanborn 1926). Brothers John and Peter Katsafanas were Greek immigrants who established the coffee company in 1919 (unknown location) (Pittsburgh Post-Gazette, 20 July 1984:6).

A 1932 advertisement promoted "more cups of coffee to the pound," as an economical home solution for thrifty housewives. The Katsafanas Coffee Company carefully selected the raw coffee beans, and roasted only "enough daily for our immediate needs" (Pittsburgh Post-Gazette, 4 November 1932:21), which

amounted to approximately 11,500 pounds daily. The company also made truck deliveries of product within a 35-mile radius (Pittsburgh Post-Gazette, 20 May 1932:24).

In 1940, the Katsafanas Coffee Company suffered fire damage, resulting from "spontaneous combustion" on the second floor of the store. Approximately $2,000 in damage was incurred (Pittsburgh Press, 27 July 1940). The following month, Katsafanas applied for a building permit to repair the fire damage (Pittsburgh Press, 29 August 1940:25). Peter W. Katsafanas retired from the company in 1955.

The Katsafanas Coffee Company sold the property and business to Superior Coffee and Tea in 1965 (ACDB 4294:297). Peter W. Katsafanas passed away in 1967 at the age of 75 (Pittsburgh Post-Gazette, 25 September 1967). His brother John W. Katsafanas died in 1984 at the age of 89 (Pittsburgh Post-Gazette, 20 July 1984:6).

Robert J. Guckert bought the parcel from Superior Coffee and Tea in 1973 (ABCD 4661:666). It remained in the Guckert family until it was sold to the 810 West North Avenue Association LP in 2015, for a consideration of $1,000,000 (ACDB 15866:397). The current owner, 828 West North Avenue Association LP purchased the property in 2017 (ACDB 16698:204).

Date	Consideration	Grantor	Grantee	Source Location	Notes
2/7/2017	$10	810 West North Avenue Association LP	828 West North Avenue Association LP	Allegheny County Deeds 16698:204	No buildings mentioned in any deeds
1/26/2015	$1,000,000	Guckert Family Living Trust	810 West North Avenue Association LP	Allegheny County Deeds 15866:397	
6/8/2011	$1	Regis J. and Mary E. Guckert	Regis J. and Mary E. Guckert (Guckert Family Living Trust)	Allegheny County Deeds 14624:131	
8/1/1992	$50,000	Robert J. and Margaret H. Guckert	Regis J. and Mary E. Guckert	Allegheny County Deeds 8541:275	
8/22/1973	$13,000	Superior Coffee and Tea Company	Robert J. Guckert	Allegheny County Deeds 4661:666	
9/20/1965	$1	The Katsafanas Coffee Company	Superior Coffee and Tea Company	Allegheny County Deeds 4294:297	
7/2/1931	$1	John F., Peter W. and Johanna Katsafanas	The Katsafanas Coffee Company	Allegheny County Deeds 2458:73	

Date	Consideration	Grantor	Grantee	Source Location	Notes
11/18/1924	$1	Max and Julia Moses	John F. and Peter W. Katsafanas	Allegheny County Deeds 2235:416	
1/17/1922	$1	Henry S. and Irene A. Denny	Max Moses	Allegheny County Deeds	Small portion of lot deeded to Moses by Brereton the same year by deed 2078:350

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

The building is, however, recommended **eligible** as a contributing element of the Allegheny Second Ward Industrial Historic District, which is significant under Criteria A and C.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Union Hotel

CURRENT/COMMON NAME Riggs Restaurant & Lounge

OWNER NAME/ADDRESS RIGGS MARSHALL & WENDY (W) / 1300 PENN AVE STE 300 PITTSBURGH , PA 15222-4211

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 1204 Brighton Road, Pittsburgh, PA **ZIP** 15212

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-N-00023-0000-00/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Domestic	Domestic - Hotel	
Commerce/Trade	Commerce/Trade - Restaurant	Tavern/Restaurant
Commerce/Trade	Commerce/Trade - Business	Beer Distrib./Radio Shop

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Restaurant	Tavern/Restaurant
Domestic	Domestic - Multiple Dwelling	Apartment Building

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 0.1

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Mid-19th Century	Vernacular

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Sandstone/Brownstone	
Walls	Aluminum	
Roof	Asphalt	
Other		
Structural System	Timber-Light Frame	

WIDTH 43 (feet) or 5 (# bays) **DEPTH** 95 (feet) or 4 (# rooms) **STORIES/HEIGHT** 3

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1857 ■ Circa **Year Completed** ____ ☐ Circa

Date of Major Additions, Alterations 1950 ■ Circa ____ ☐ Circa ____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Building permit, newspaper articles, city directories, historical mapping.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) William Veach

Associated Event(s) Allegheny City Stock/Drove Yards

Architect(s) Unknown

Builder(s) Unknown

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key #

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance

Criteria Considerations Period of Significance

■ Contributes to Potential or Eligible District District Name Mexican War Streets Historic District Expansion

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
1	Union Hotel, southwest (front) façade	NE
2	Union Hotel, northwest (side) and southwest (front) façades	E
3	Union Hotel, northeast (rear) and northwest (side) façades	SW
4	Union Hotel, northeast(rear) façade	SW
5	Union Hotel, southeast (side) and northeast (rear) façades	NW
6	Union Hotel, southwest (front) and southeast (side) façades	NE
7		
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31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

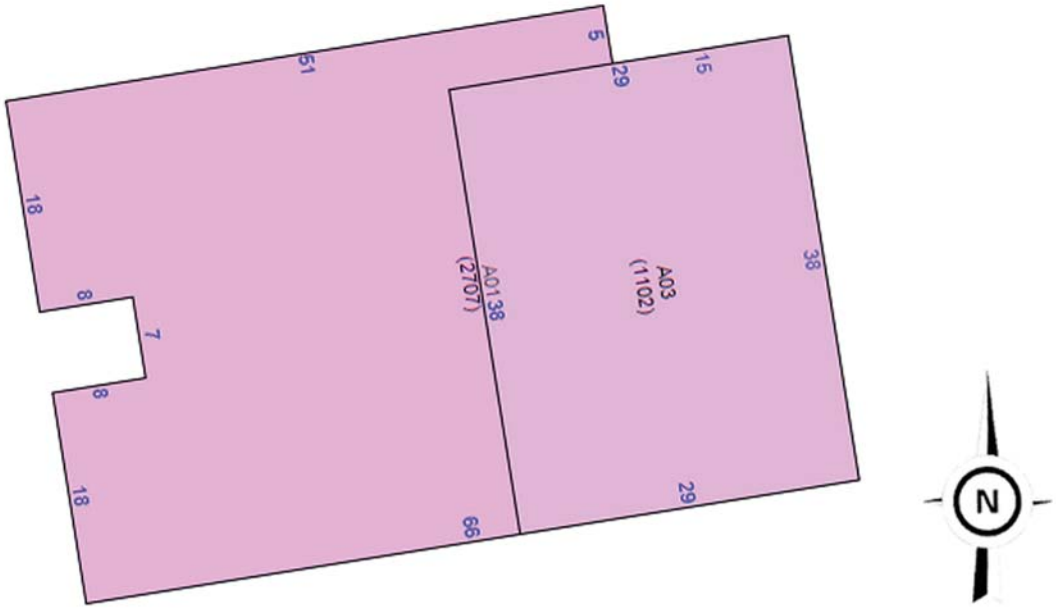


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

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Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

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1857 "Court of Quarter Sessions." 25 June 1857:1, Pittsburgh, Pennsylvania.
1863 "Destructive Fire." 6 July 1863:3, Pittsburgh, Pennsylvania.
1922 "Jug of Booze Breaks." 10 November 1922:2, Pittsburgh, Pennsylvania.

Pittsburgh Gazette
1855 "Cattle Market." 4 July 1855:3, Pittsburgh, Pennsylvania.
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1862 *Directory of Pittsburgh and Allegheny for 1862-1863.* G.H. Thurston, Pittsburgh, Pennsylvania.

1863 *Directory of Pittsburgh and Allegheny for 1863-1864.* G.H. Thurston, Pittsburgh, Pennsylvania.

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1920 Fourteenth Census of the United States, Population Schedule. Enumeration District 674, Pittsburgh Ward 22, Allegheny County, Pennsylvania. National Archives and Records Administration. Washington, D.C.

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1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

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1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Woodward & Rowlands

1852 *Woodward & Rowlands' Pittsburgh Directory for 1852*. Woodward & Rowlands, Pittsburgh, Pennsylvania.

Current Photographs (Item 33)



Photo 1: Union Hotel, southwest (front) façade, facing northeast.



Photo 2: Union Hotel, northwest (side) and southwest (front) façades, facing east.



Photo 3: Union Hotel, northeast (rear) and northwest (side) façades, facing southwest.



Photo 4: Union Hotel, northeast(rear) façade, facing southwest.

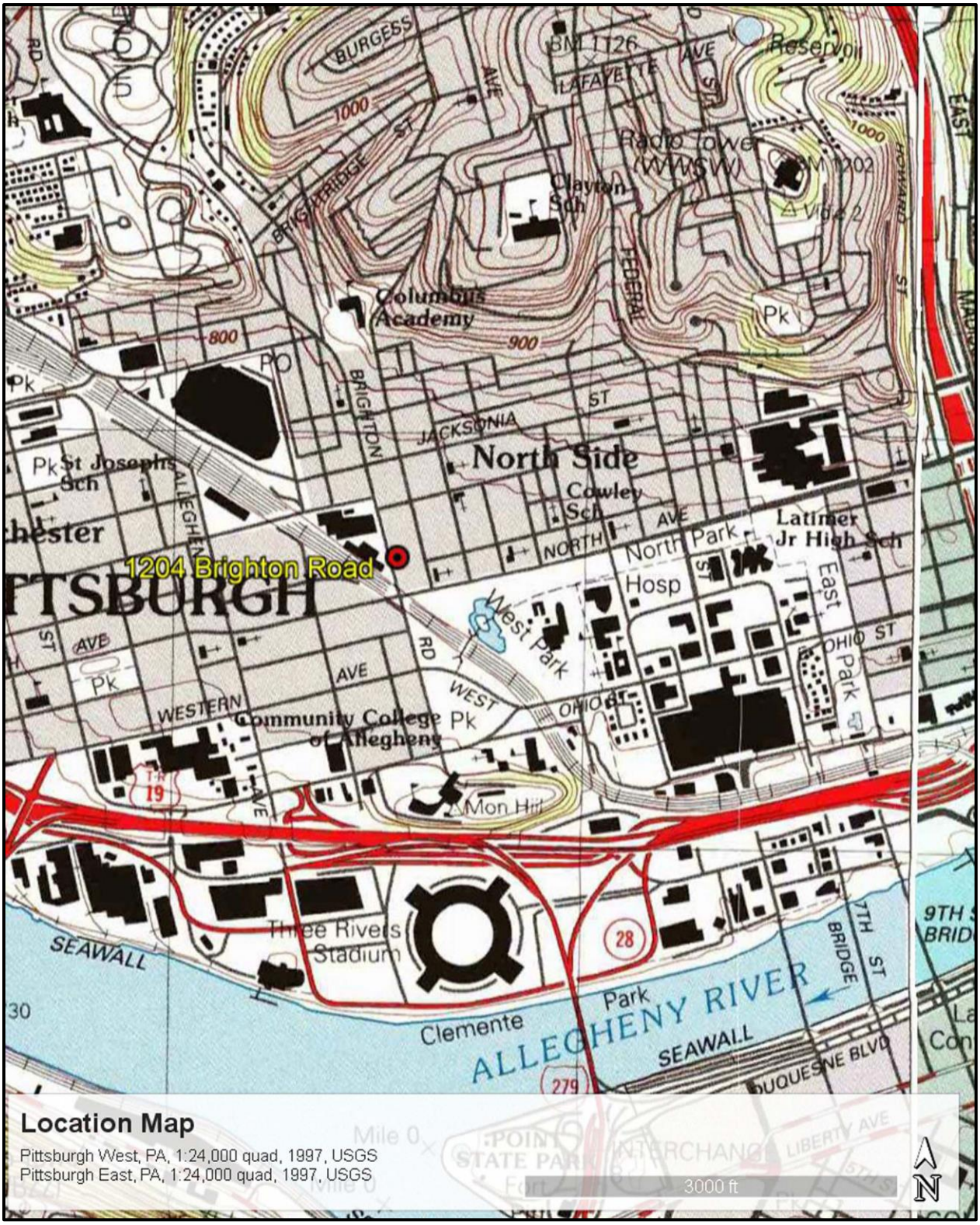


Photo 5: Union Hotel, southeast (side) and northeast (rear) façades, facing northwest.

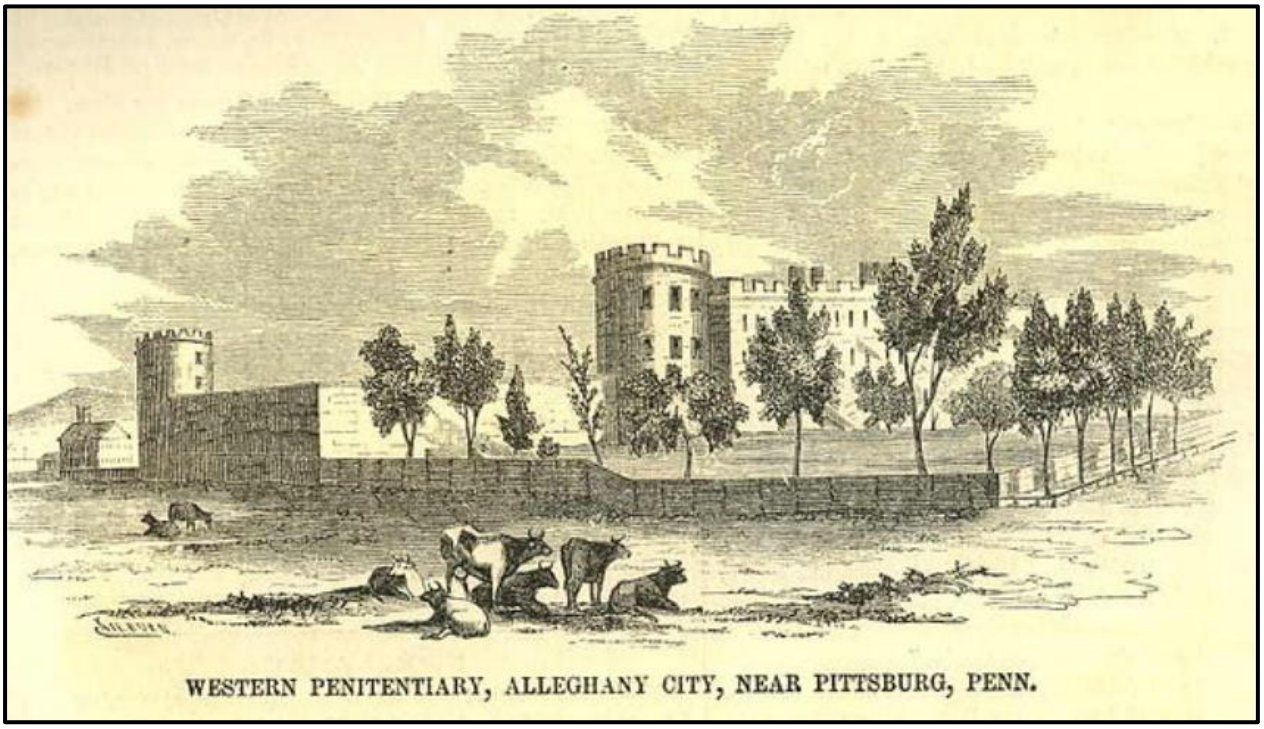


Photo 6: Union Hotel, southwest (front) and southeast (side) façades, facing northeast.

USGS Map (Item 36)



Historical Photographs (Optional Attachment, Item 37)

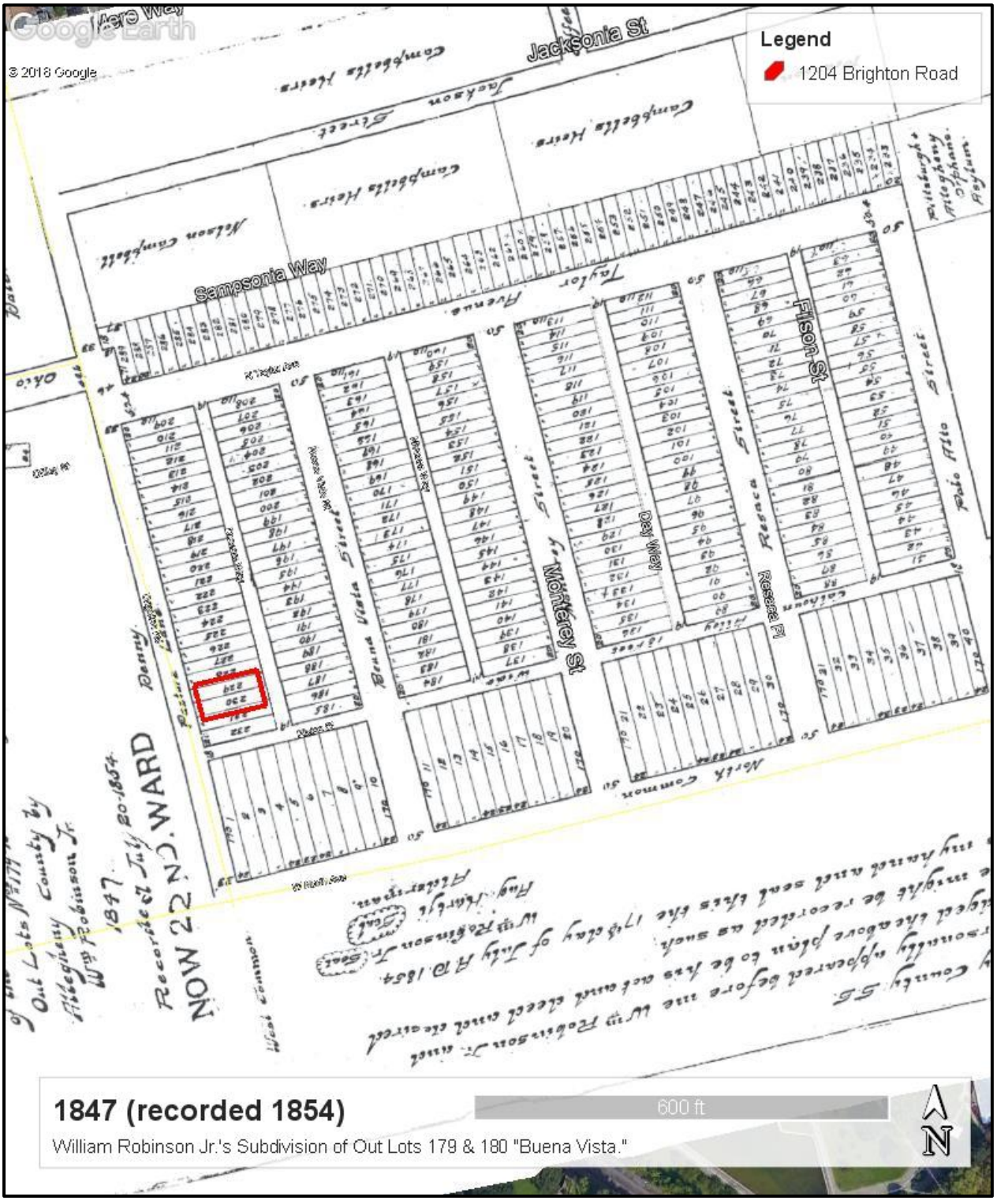


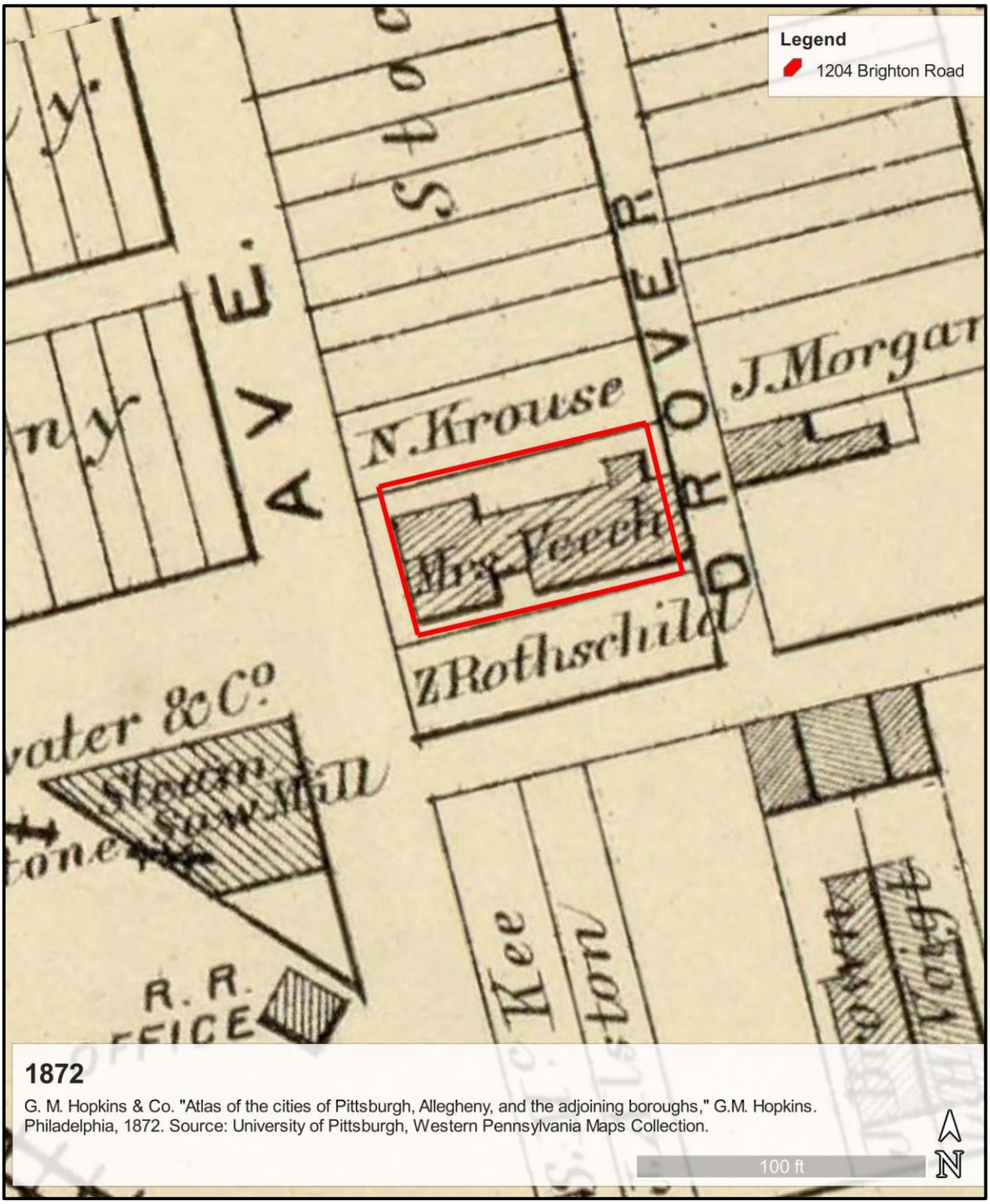
Western Penitentiary Allegheny City, Pennsylvania, 1857
Note the cows grazing in the commons near the penitentiary.
First appeared in the Feb 21, 1857 edition of Ballou's Pictorial
Source: https://commons.wikimedia.org/wiki/File:Western_Penitentiary_Allegheny_City_PA_1857.jpg

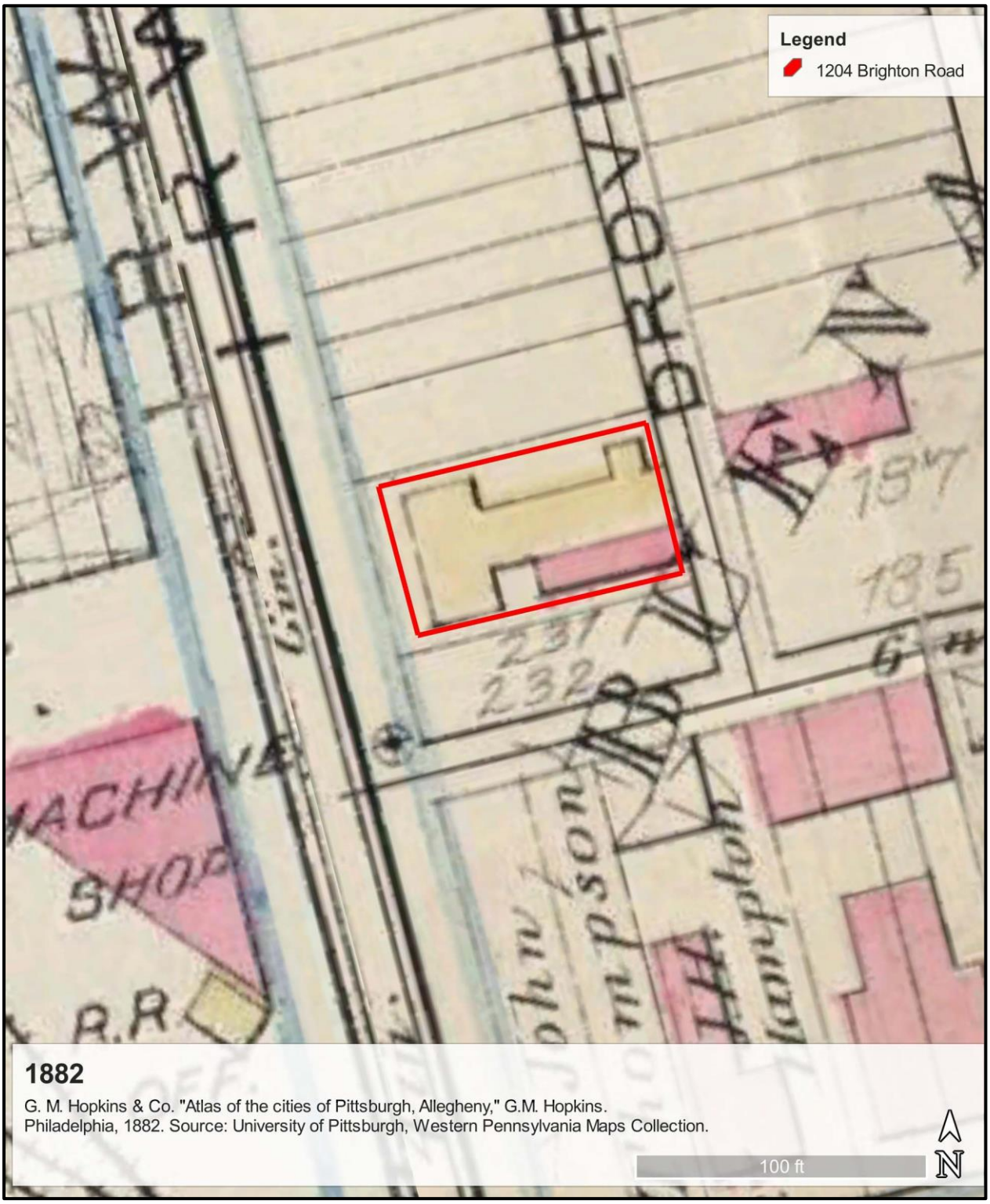


1204-1208 Irwin (Brighton) Avenue, ca. 1934.
Source: Personal collection of current owners, Marshall and Wendy Riggs.

Historical Maps (Optional Attachment, Item 37)

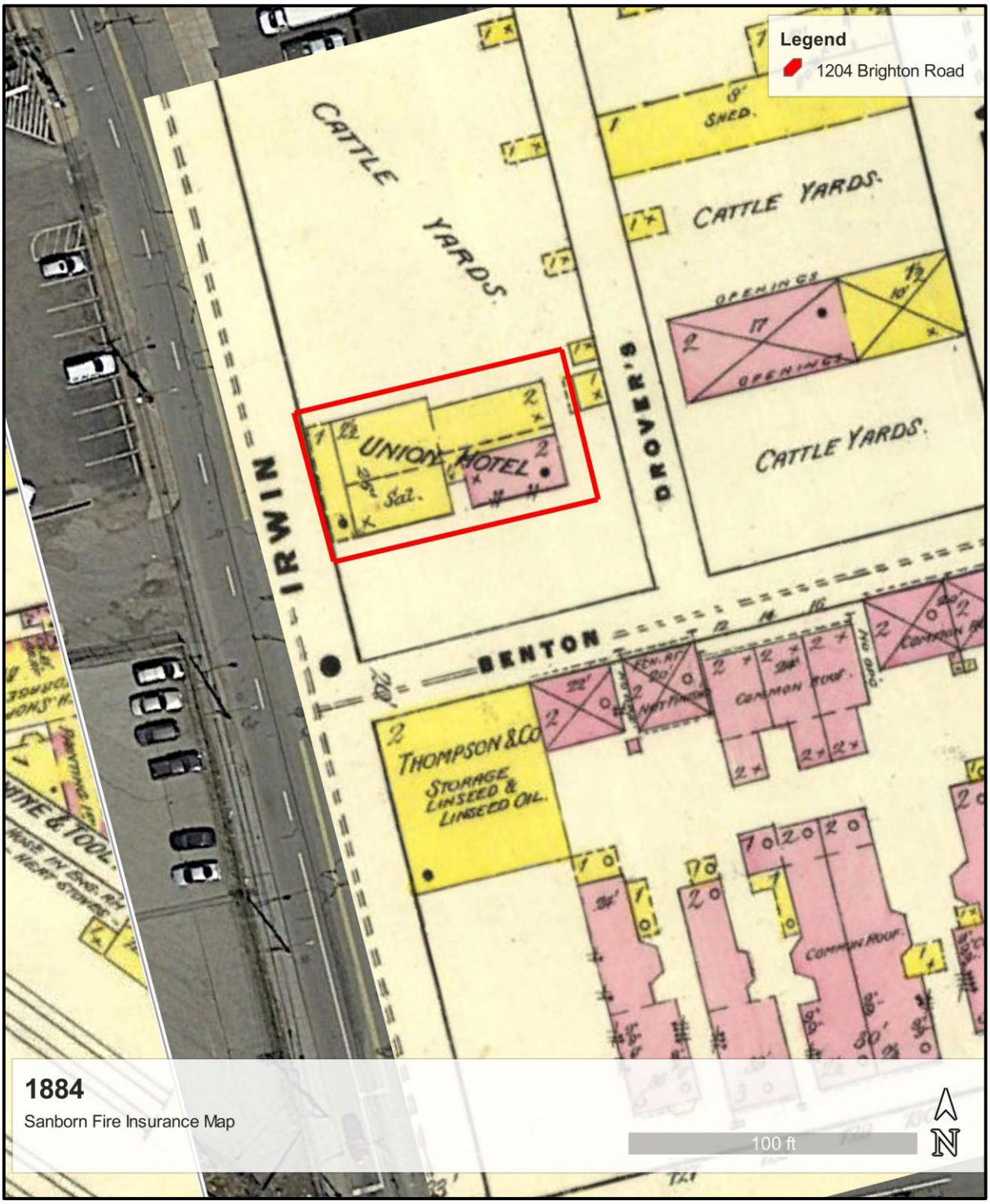


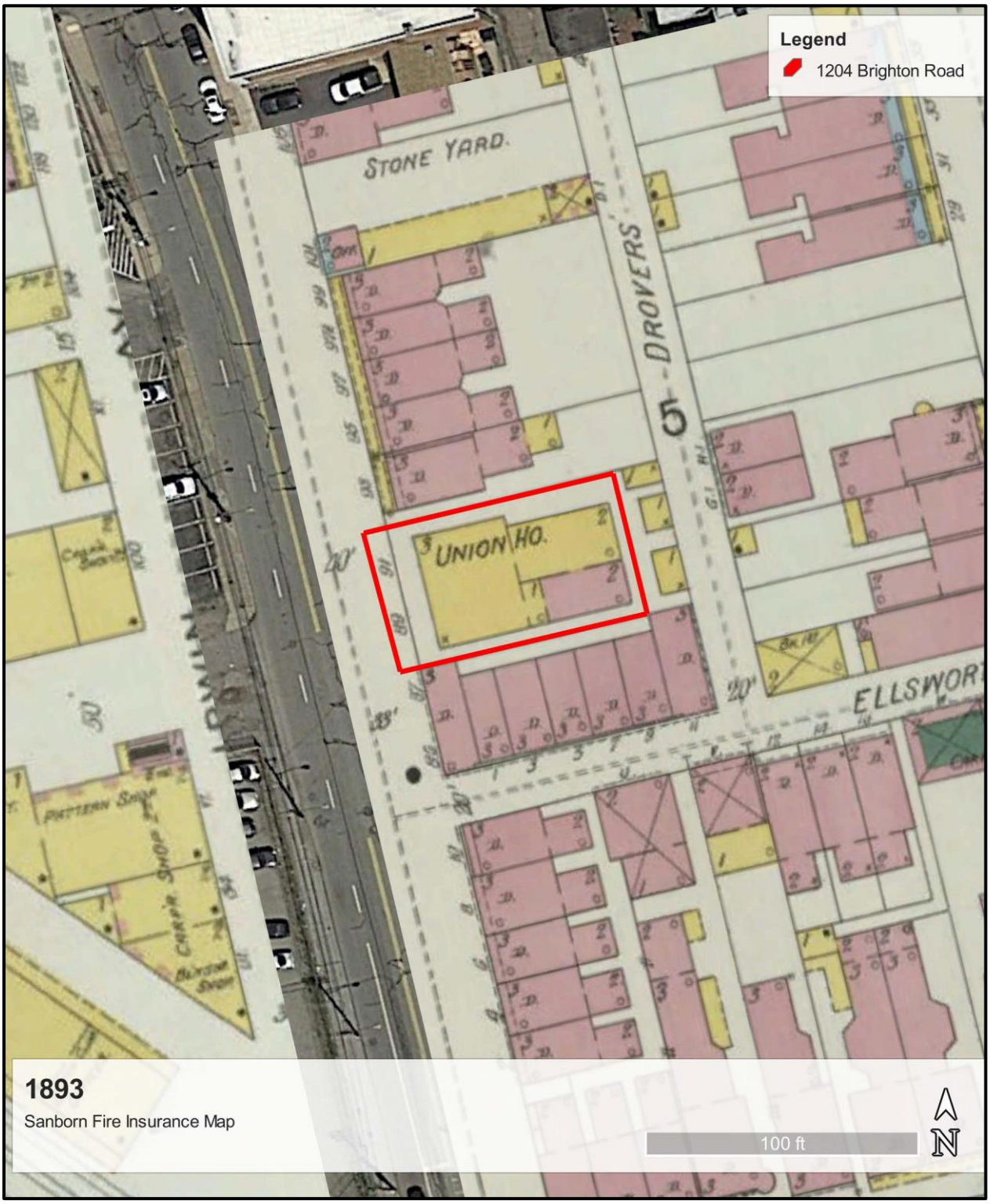

Legend
1204 Brighton Road
N. Krouse
J. Morgan
Mrs. Peech
Z Rothschild
Steam Saw Mill
R. R.
1872
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
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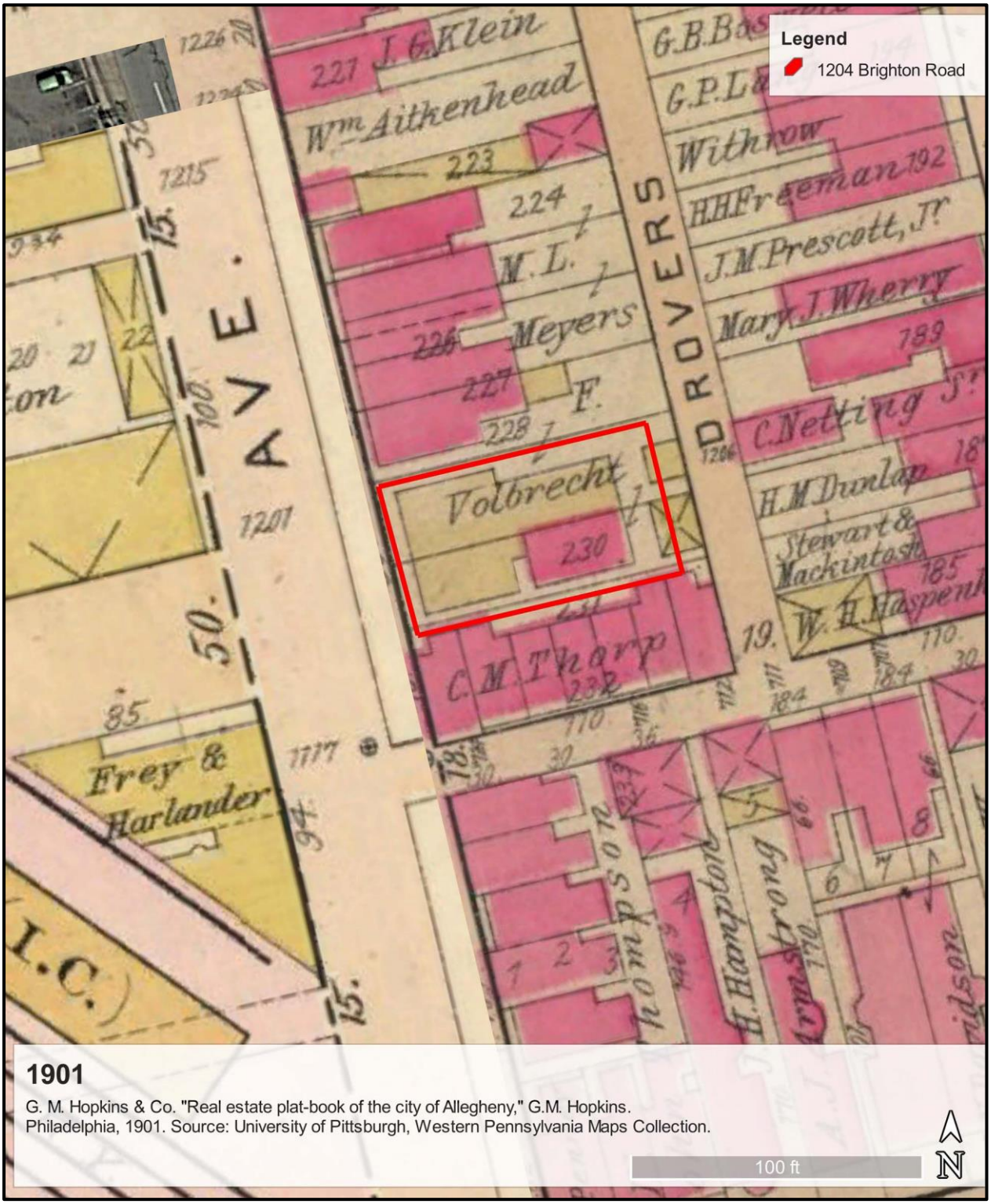


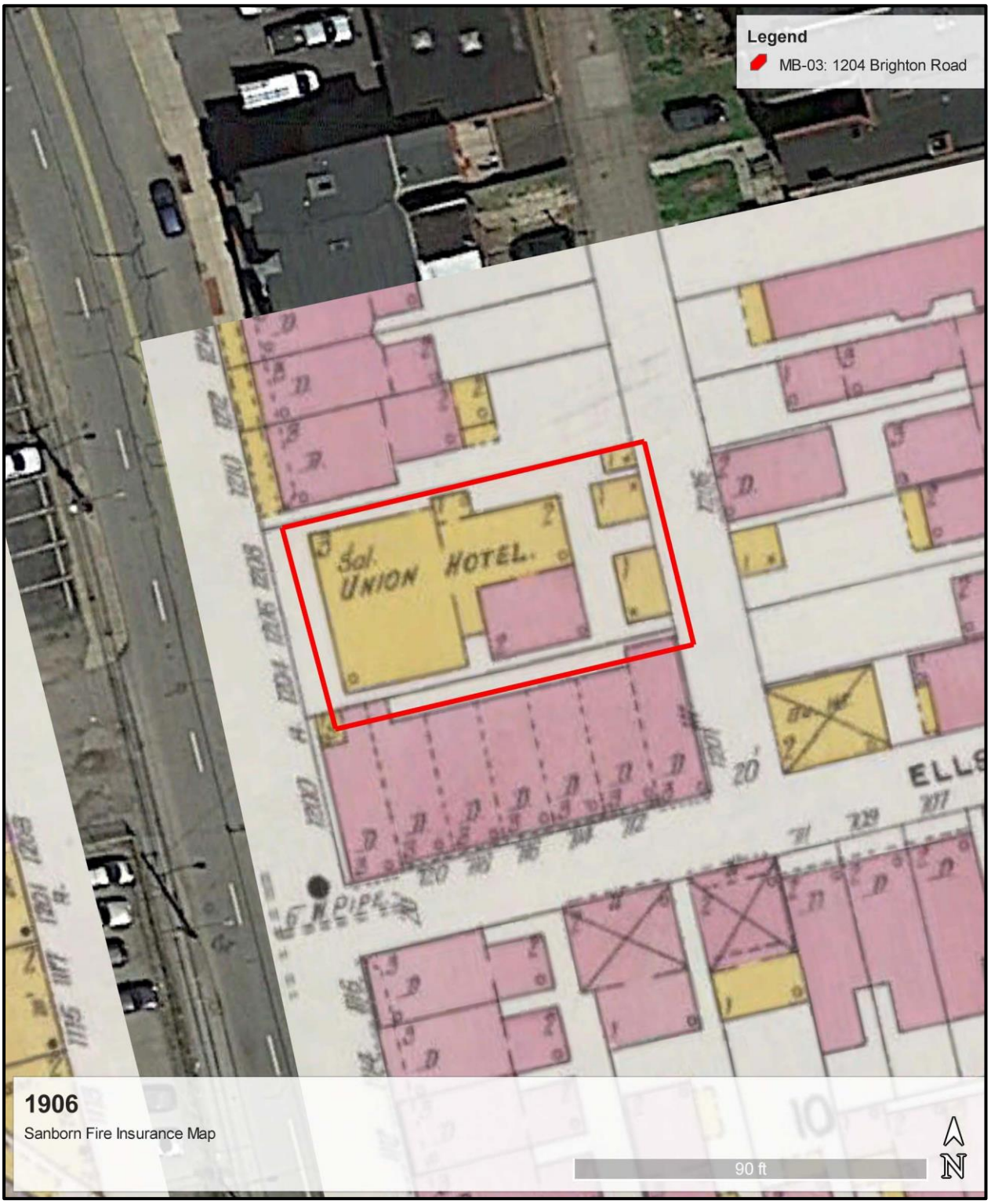
1882

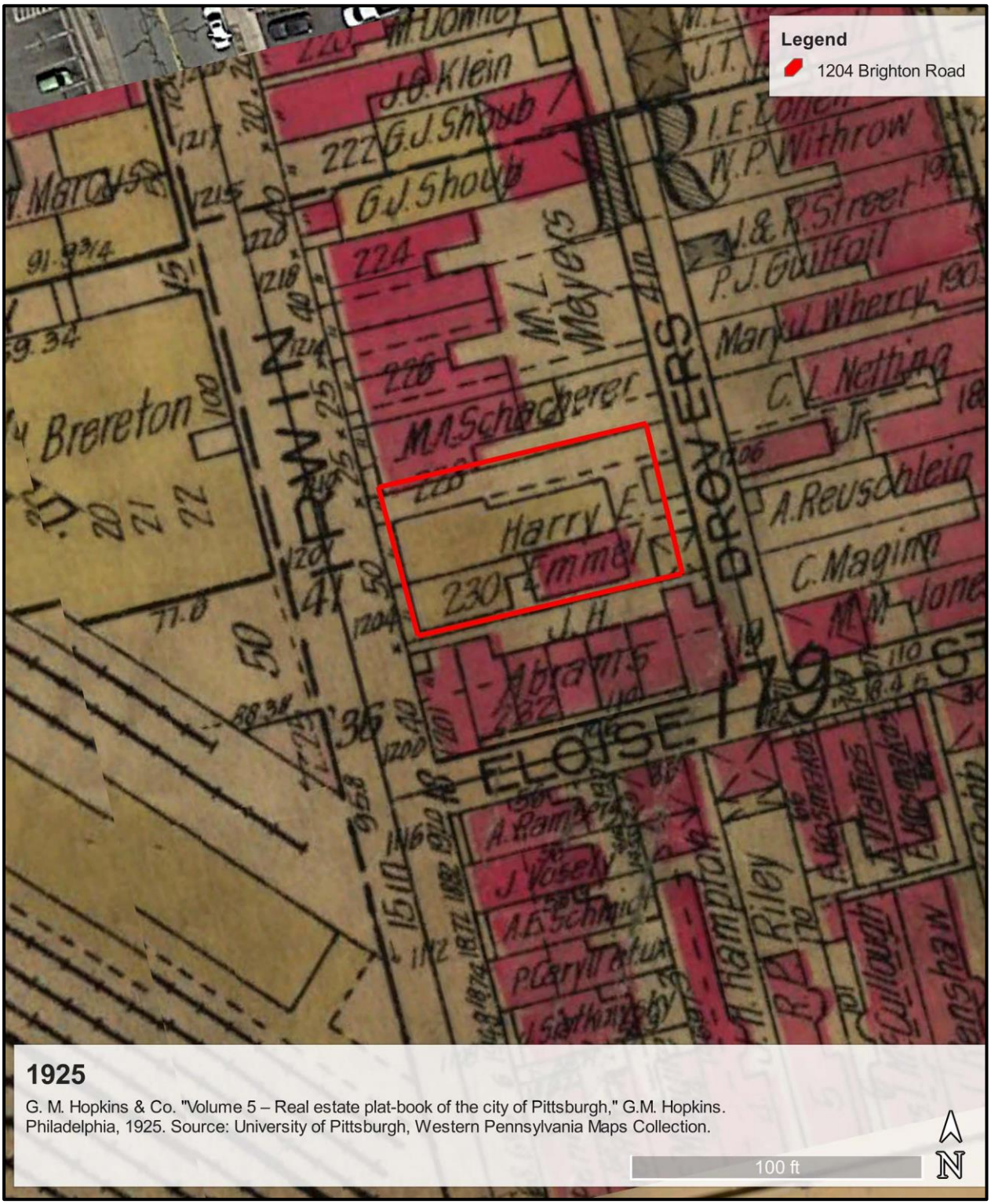
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.


Legend
1204 Brighton Road
CATTLE YARDS
SHED
CATTLE YARDS
OPENINGS
OPENINGS
UNION HOTEL
Sal.
CATTLE YARDS
IRWIN
DROVER'S
BENTON
THOMPSON & Co
STORAGE
LINSEED &
LINSEED OIL
COMMON ROOF
COMMON ROOF
1884
Sanborn Fire Insurance Map
100 ft
N


Legend
1204 Brighton Road
STONE YARD.
DROVERS'
UNION HO.
ELLSWOR
1893
Sanborn Fire Insurance Map
100 ft
N


Legend
1204 Brighton Road
AVE.
DROVERS
J. G. Klein
Wm Aitkenhead
M. L. Meyers
F.
Withrow
H.H. Freeman
J.M. Prescott, Jr
Mary J. Wherry
C. Netting
H.M. Dunlap
Stewart & Mackintosh
W. H. Haspen
Volbrecht
230
C.M. Thorp
Frey & Harlander
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins.
Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
MB-03: 1204 Brighton Road
Sol. UNION HOTEL
20'
1906
Sanborn Fire Insurance Map
90 ft
N



1925

G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.


Legend
1204 Brighton Road
IRWIN
JUNK SHOP
SHED
OFF
ELOISE
ST.
OFFICE
1926
Sanborn Fire Insurance Map
100 ft
N


Legend
1204 Brighton Road
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
200 ft
N


Legend
1204 Brighton Road
1951
Sanborn Fire Insurance Map
100 ft
N
BRIGHTON
ELOISE ST.
SHED
OFF
REST.
AUTO REP.


Legend
1204 Brighton Road
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
1204 Brighton Road
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
400 ft
N

Physical Description and Integrity (Item 38)

Physical Description

The former Union Hotel is located at 1204 Brighton Road at the northeast corner of Brighton Road and Eloise Street in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way and Eloise Street. The mid-nineteenth century, three-story, light-timber-frame commercial building is constructed in a vernacular style, though the six pairs of tall cornice brackets (now removed, extending upward from third floor window sills) show Italianate influence in the building's original design (see Historical Photographs, Item 37, Image 2). The building consists of a rectangular main section measuring five bays wide by two bays deep, a two-story, a brick rear wing measuring two bays wide by two bays deep, and a two-story, light-timber-frame rear wing measuring two bays wide by three bays deep. The building is constructed on a continuous rubble-stone foundation. The building has a full basement. Its exterior walls are clad in aluminum siding, except for the rear wing, which is brick laid in common bond. The main section of the building has a side-gable roof with wide eaves, which is clad in asphalt shingle roofing. The rear wings have a common flat-topped, low-hipped roof, which is also clad in rolled asphalt roofing. The building features six internal brick chimneys. Three chimneys are located on the main section. Two end-wall chimneys are located on the southeast (side) façade. One end-wall chimney is located on the northwest (side) façade. Two chimneys are located within the brick rear wing; one is on the southeast (side) façade and one is on the northeast (rear) façade. One chimney is located within the frame rear wing, piercing the flat-top deck of the hipped roof. All window openings are fitted with one-over-one light, double-hung vinyl or aluminum sash replacement windows. A one-story, shed-roofed addition has been appended to the recessed northwest wall of the rear wing where it joins the northeast wall of the main section.

The three-story southwest (front) façade contains a three-bay, first-floor storefront level, while the upper two floors have five bays of single window openings. The first-floor storefront has a recessed, raised central entryway fitted with a modern metal and glass double door flanked by single window openings fitted with fixed-sash windows set in aluminum frames. The storefront is clad in a simulated stone veneer and is topped with a wide signboard clad in vertical aluminum siding with mid-twentieth-century stylized lettering reading "RIGGS" with "Lounge" to its left and "Restaurant" to its right. The second- and third-floor window openings are symmetrically arranged on the façade. The third-floor window openings are shorter than those on the second floor. The second, fourth, and fifth windows on both floors are sheltered with aluminum awnings.

The northwest (side) façade consists of the three-story main section and the recessed two-story, frame rear wing. The main section contains single window openings on the second and third floors and a half-story window opening centered on the façade. The second and third floor window openings are connected by a steel fire escape. The first floor of the rear wing has a single doorway and small window opening that are both covered with plywood. The second floor has three window openings.

The northeast (rear) façade consists of the two-story brick and frame rear wings and the three-story main section. The main section of the building has one second floor window opening to the right of the

adjoining recessed northwest wall of the rear wing. Four short window openings are present on the third floor beneath a wide eave. The northeast wall of the brick rear wing contains a single first-floor window opening and doorway and two second floor window openings. All openings have wood lintels and the windows have wood lug sills. A brick dentil cornice underscores the shallow eave.

The southeast (side) façade consists of the three-story main section and the two-story, brick rear wing. The first floor of the main section is partially clad in a simulated stone veneer that wraps from the Brighton Road storefront. A sign band of vertical aluminum extends the length of the façade. The sign band contains raised mid-twentieth century stylized lettering reading "RIGGS Restaurant Lounge." One window opening is centered on the gable-end on the second, third, and half stories. A second window opening on the second floor is offset to the right. The brick rear wing contains two first floor window openings with timber lintels that have been infilled with brick. The second floor contains two window openings with timber lintels and timber lug sills. A brick dentil cornice underscores the shallow eave.

Integrity

The property retains a moderate level of integrity. The property retains integrity of location as it remains in the place where it was constructed. The property retains a moderate level of integrity of design. The building's original function as a mid-nineteenth century hotel is evident from its form, massing, and second and third floor fenestration; however, the storefront materials and mid-twentieth century design elements decrease its integrity of design. The property retains a low level of integrity of setting. No evidence remains of this area's history as a stockyard, except for this hotel and the name of the back alley, Drovers Way. Portions of the adjacent block have been altered by the construction of a late 1960s high rise apartment building to the south and demolition of buildings for surface parking lots to the north. To the east, adjacent sections of the Mexican War Streets Neighborhood retain a high degree of integrity. To the west, 1960s era commercial buildings have replaced railroad freight depot and stock yards (later occupied by a lumber yard).

The property's integrity of materials has been compromised by installation of replacement windows, aluminum siding, and a first-floor stone veneer; although the majority of these changes occurred more than 50 years ago. The property retains a low level of integrity of workmanship, as most elements have been changed or obscured by aluminum siding. The property retains a low level of integrity of feeling. It does not adequately convey the sense of a specific historic period. The property has integrity of association. It is an early hotel that remains from the time when this area was a stockyard and rail depot, and the upper floors of the building continue to function as rooms for rent.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 179; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Robinson received a patent from the Commonwealth of Pennsylvania for land including Lot 179 on March 1, 1797. Robinson died in 1814, leaving this property to his only son and heir, William Robinson, Jr. (so named to distinguish him from his uncle, William Robinson). William Robinson, Jr. was a major force in the development of Allegheny. He eventually served as its first mayor. In 1847, Robinson subdivided Reserve Tracts 179 and 180, thereby laying out the plan for the neighborhood known today as the Mexican War Streets. The subject parcel includes lots 228 (south half), 229, and 230 in Robinson's plan of lots, which was known as "Buena Vista" and was recorded July 17, 1854 (Allegheny County Plan Book 2:61). General Robinson, as he was popularly known, received his rank and title while serving in the state militia during the Mexican War. The streets in Robinson's plan were named for Mexican War battles.

On May 13, 1856, William Robinson, Jr. sold Lots 226-230 and Lots 188-193 to William Veach for $1,250.00 (ACDB 130:543). The Union Hotel was constructed on the south half of lot 228 and lots 229 and 230 shortly after Veach purchased the lots. Veach is listed as owner of the Union Hotel on Pasture Lane near North Commons in the 1857 city directory (Thurston 1857). Lots 188 and 189 (to the rear of the hotel) contained a stable (Hopkins 1872,1882; Sanborn 1884). The adjacent lots (226, 227 and north half of 228) were sold to George W. Evans in 1859 for $1,100.00 and remained vacant until rowhouses were built on them ca. 1890 (ACDB 171:237). The Union Hotel began as a drover's hotel serving the nearby stockyards in the Allegheny's Second Ward. Veach (1820-1862) was a native of Ohio, who came to Allegheny in the mid-1850s. The 1850 census records Veach, a farmer, living with his parents and siblings in Hubbard, Ohio (USBC 1850:161B, line10). Veach does not appear in the 1850 and 1852 city directory for Pittsburgh and Allegheny; the next available directory year is 1856, in which Veach is listed as an innkeeper in Allegheny's First Ward (Fahnestock 1850; Woodward & Rowlands 1852; Thurston 1856:332). A July 4, 1855, newspaper article refers to Veach's stock yards in Allegheny, which then contained "473 beeves…and 426 sheep" (Pittsburgh Gazette, 4 July 1855:3). It is likely that the stock yards referred to were those located north of the Union Hotel site in the present-day 1200 block of Brighton Road (see 1872 Hopkins map). The yards were possibly also located on land leased from the Denny Estate on the west side of Brighton Road opposite the hotel site, as Veach's estate inventory notes that he owned scales on land leased from the Denny Estate.

The *Pittsburgh Commercial Gazette* (29 August 1885:2) reports that in 1847, the earliest stock yards in Allegheny occupied an open space at what would now be 419 Federal Street (on the west side of Federal Street in the block north of present-day South Commons, where Allegheny Center Mall is located). This location was short lived, as the city soon built up around the yard. The yards then moved to Ohio Street, opposite the [then] penitentiary (location of the present-day National Aviary in Allegheny Commons Park). At that time, the stock yards were comprised of two hotels with attached yards, each accommodating from 100 to 150 head of cattle. The brick hotel was operated by Joseph Allen, and the frame hotel was

operated by "a shrewd German" (Pittsburgh Commercial Gazette, 29 August 1885:2). When drovers brought their livestock to Allegheny City, they could stop at a hotel and make use of the yards to feed and rest their animals, and prepare them for sale. As business grew, the stock yard keepers began to expand into Allegheny Commons. By the late 1850s, population and property values around the Commons had increased to the point where stock yard proprietors found it prudent to relocate.

When the Pittsburgh, Fort Wayne, and Chicago Railroad gained access to Chicago in December 1856, "livestock entrepreneurs began buying land where they subsequently established drove yards and hotels next to the railroad's main freight terminals" (Rotenstein 2010:39). In the late 1850s, the city scales were relocated from Marion Avenue in the First Ward to several lots on the west side of Buena Vista Street in the Second Ward (see 1872 Hopkins map). It is likely that Veach purchased additional land near the hotel site on which to locate his stock yards, and as mentioned earlier, Veach leased land on the west side of Brighton Road from the Denny Estate for his scales. In 1857, the Allegheny City Court of Quarter Sessions granted William Veach a license to operate a tavern in the Second Ward, suggesting that the hotel building was complete or nearly complete at this time (Pittsburgh Daily Post, 25 June 1857:1). Hotels were essential features of a stock yard industry, as they provided space where "farmers, shippers, dealers, and butchers stopped to rest and transact business as they travelled along turnpikes from farms to urban markets" (Rotenstein 2010:37). The 1862 Allegheny City Directory lists Veach as a "drove yard keeper," while John Veach & Co. (William and John Veach) is identified as proprietors of the Union drove yard. John was William's younger brother (Thurston 1862:312).

The period from 1856 to 1863 was the heyday for the Allegheny union stock yards, and the "palmiest days" for the drovers' hotels. The hotels were:

> "filled every night with drovers and their assistants and a jolly crowd they were. Many are the tales told by the 'oldest inhabitant' who chanced to live near some of their usual stopping places of their escapades. Nothing was too good for them and while they were in the city they were all young. Old men, as well as the younger ones, were all eager to have a good time while they were in the city and they (in modern parlance) 'painted the town red while they stayed in it'" (Pittsburgh Commercial Gazette, 29 August 1885:2).

Cattle raised in surrounding counties were driven to Allegheny to be shipped east. Animals rested and were fed at the local drove yards, which in turn prompted a rise in the hay and feed market. Some of the parcels nearest the railroad were devoted to feed exclusively, and it is likely that Veach received a large proportion of his income from the feed business, as his occupation is listed in the 1860 census as feed merchant (USBC 1860). One of the largest stock yard clients was the U.S. government, which contracted with suppliers to provide meat during the Civil War. After the war, some of the business died down, though some of the largest buyers owned stock yards in Allegheny, and their patronage bolstered the Allegheny stock yard market (Pittsburgh Commercial Gazette, 29 August 1885:2).

William Veach's tavern had only been in operation six years when he died in 1862, at the age of 42. He left behind a wife (Mary, age 29), and three children (George H., 7; Mildred [Lillie], 4; and William C., 3) (Allegheny County Will Book 6:166; USBC 1860). Veach's estate inventory listed domestic items such as

dining room table and chairs, bed and bedding, carpets, and candlesticks. It also listed his more valuable possessions as 300 sacks of peas ($112.50), 137 sacks of oats ($20.55), four horses and one cow ($270).

Veach's wife Mary continued to own the hotel after her husband passed, though she leased its operation to "Messrs. Blair and Riale" (Pittsburgh Gazette, 6 July 1863:3). It appears that John Veach left Allegheny after his brother's death, as he does not appear in the 1863 directory of Pittsburgh and Allegheny (Thurston 1863). Sadly, in 1863, an arsonist triggered a devastating fire at the rear of the property. On an early July morning, the stables behind the Union Hotel were set ablaze, resulting in the death of 33 horses. The stable "was a frame building, two stories high, and on that night every stall was occupied." The cost of damage was over $5,000 (Pittsburgh Daily Post, 6 July 1863:3). It is possible that the property was later leased to a Mr. P. McGrady, who is referenced as the proprietor of the Union Hotel in an 1873 newspaper article (Pittsburgh Daily Commercial, 25 August 1873:4).

Because Allegheny was the eastern terminus of the Pittsburgh, Fort Wayne, and Chicago Railroad between 1856 and 1863, livestock continuing eastward needed to transfer to the Philadelphia-bound Pennsylvania Railroad in Pittsburgh. To accomplish this, hogs, cattle, and sheep were driven through the streets and across the Allegheny River where they were reloaded into railroad stock cars. This kind of operation was "costly to the livestock shippers and was a smelly and noisy nuisance to Allegheny City and Pittsburgh residents." Therefore, in 1863, the Pennsylvania Railroad, in an effort to "consolidate and integrate" Pittsburgh's livestock operations, established a new stock yard in East Liberty (Rotenstein 2010:39).

When the East Liberty stock yards and hotel opened in 1864, its effect on the Allegheny stock market was felt immediately. The Allegheny drove yards suddenly lost all through traffic transporting livestock to Philadelphia and New York. In addition, many of the drovers' hotels at the Allegheny yards were suddenly vacant and available for rent. However, the Allegheny stock market did not fold completely, as many German butchers and meat processors remained loyal to the neighborhood and to the Allegheny stock yards (Rotenstein 2010:40).

William H. Veach had died intestate, and his estate was inherited by his wife and three children. Mary Veach married E.C. Collins and died on May 27, 1872. William C. Veach died in November 1874, leaving as heirs his siblings George H. and Mildred [Lillie]. On March 27, 1879, George H. Veach and Lillie sold the Union Hotel property to Frederick Volbrecht and Frederick Hector for $5,000 (Allegheny County Deeds 1879, DB 386:622). The sale included the 50x110ft parcel occupied by the hotel (lots 230, 229, and south half of 228), as well as lots 188 and 189 (on the opposite side of Drovers Way), containing a brick stable.

By 1880, the two men had formed a business called Hector C. Volbrecht & Co., in which they were the proprietors of the Union Hotel (Allegheny City Directories 1880). On September 30, 1880, Frederick Hector conveyed his one-half interest in the property to Frederick Volbrecht for $10,000 (ACDB 428:317). Frederick Volbrecht was born in Germany, but appears to have been living in Ohio in 1870. A newspaper article with that date notes that F. Volbrecht shipped one car of cattle from Canal Street, in Dover, Ohio, to the Allegheny Cattle Market (Pittsburgh Gazette, 19 April 1870:2). Similarly, Hector was mentioned in an article as having moved one car of cattle to Allegheny from East Liberty (Pittsburgh Daily Commercial, 14 March 1874:3).

In 1884, mapping shows the Union Hotel with a large brick and frame stable at the rear of the property. Vacant "cattle yards" surrounded the parcel, with frame sheds dotting the landscape. The only other substantial buildings in the area bounded by N. Taylor Avenue, Buena Vista Street, Eloise Street, and Brighton Road were the Morgan House (another lodging facility at the southeast corner of N. Taylor and Brighton), two brick dwellings at the southwest corner of N. Taylor and Buena Vista, and the city weigh scales for livestock facing Buena Vista Street. Even the area to the east of Buena Vista was significantly occupied with stock yard sheds and related facilities (Sanborn 1884). However, by 1893 the Allegheny's Second Ward stock yards had essentially died out. By that date the majority of the drove yards and buildings had been removed and replaced with brick rowhouses and light industrial uses (lumber sheds, for example). Ca. 1885, most of Allegheny's First and Second Ward stockyards were relocated to the former U.S. Marine Hospital site along the Ohio River in the Ninth Ward (Pittsburgh Commercial Gazette, 29 August 1885:2). Those stockyards were then closed and relocated to a joint stockyard facility on Herr's Island in 1903, in Allegheny's Eighth Ward. The Herr's Island Union Stock Yards operated until 1965.

Over the years, it appears the subject building stopped being used as a hotel, and in 1889, it also stopped its restaurant service. For that reason, a judge denied Volbrecht a liquor license that year. Around this time, George E. Ohl joined the business, and the two restarted the restaurant business. By 1893, Ohl acquired a liquor license, and the restaurant reportedly fed 125 people a day. However, neighbors objected to the license, "claiming his place was a nuisance and the conduct of some of the loafers around the saloon made life almost unendurable" (Pittsburgh Commercial Gazette, 28 March 1893:2). Similar complaints were lodged in 1895, as Alleghenians waged a battle to keep nuisance saloons closed. In particular, Volbrecht's neighbor, W. Gordon Miller, opposed the saloon and provided his remonstrance in court.

Frederick Volbrecht died April 1, 1898, after suffering an illness. Frederick's widow Louisa continued to own the building until January 16, 1906, when she sold the Union Hotel property to Harry E. Emmel for $1,388.88. The sale included only the 50x110ft parcel containing the hotel building (ACDB 1423:369). Sometime between 1884 and 1893, lots 188 and 189 were sold and subsequently developed with dwellings (now 1207 and 1209 Buena Vista Street).

In 1913, 1914, and 1919, John B. Wilson applied for a liquor license at this property, indicating that Emmel did not run the saloon himself. In 1920, Emmel and his sons John and Kenneth resided at 1204 Sherman Avenue, about five blocks from the Union Hotel; their occupation was listed as "none" (USBC 1920:6A). In the succeeding years, the business at this property continued to be in turmoil. In 1920, the country enacted a nationwide constitutional ban on the sale of alcohol, including its production and transportation. The Union Hotel continued its restaurant business, which was supplemented by bootlegging. In 1922, then-operator Gregor Kudlac's underground saloon was raided by agents, who found "one quart of wine, a quart of gin in the bathroom, and a five-gallon jug of whiskey in a cupboard in a rear room" (Pittsburgh Daily Post, 10 November 1922:2). The following year, Kudlac was under investigation for the death of Joseph Sweeney, who died from alcohol poisoning after drinking whiskey at the Union Hotel. Kudlac was charged with illegal liquor selling and was consequently arrested (Pittsburgh Gazette-Times, 3 July 1923:4). It is unclear what became of Kudlac after his arrest, though the hotel was

vacant by 1926. At that time, an advertisement for the building listed it as containing "a storeroom with 7 rooms in rear, first floor; 12 rooms on second; 7 on third floor" (Pittsburgh Press, 28 February 1926:38). By 1928, Emmel was using the store to sell tires; Emmel is listed in the 1930 census as the proprietor of an automobile accessories business, and his son Kenneth worked for his father as a salesman (USBC 1930). Another business that occupied the building during its dry years was Owen's Radio Company, located at 1208 Irwin Avenue (north half of the building).

In December 1933, prohibition was lifted, and alcohol sales returned to the subject building. The Irwin Distributing Company moved into the southern portion of the building (1204 Irwin) and sold beer, ales, wines, and cordials (see Item 37, photograph 2). The Irwin Distributing Company became a chain that had several locations throughout Pittsburgh. Harry Emmel died on March 15, 1934. Problems at the building persisted. In 1937, "roller skating teacher" Nelson Mikesell was stabbed to death over an argument regarding "marble machine" winnings at the Busy Bee lunch room (1208 Irwin Avenue). The restaurant's owner, Tom Gianos was charged for owning a gambling device, but the attacker escaped (Pittsburgh Press, 4 February 1937:2). After Harry's death, his widow, Harriet, sold the family residence at 1204 Sherman Avenue, and she and her son resided at the Union Hotel until her death in October 1942 (ACDB 2848:213; Polk 1941).

Emmel's children owned the building until July 23, 1945, when they sold it to Rose Riggs for $1.00 (ACDB 2848:213). The Riggs family remodeled the two storefronts into a unified façade with a center entrance for their bar and restaurant. Rose transferred the property to Richard O. Riggs in 1974 (ACBD 5426:514), who transferred it to Marshall, Richard O. Jr., and Janice E. Riggs in 2014 (ACBD 15823:66). In 2015, sole owner Marshall Riggs vested title to the property jointly with his wife Wendy (ACDB 16202:305). Today, the business is called Riggs Restaurant & Lounge, and the upper floors still contain rooms for rent.

Date	Consideration	Grantor	Grantee	Source Location	Notes
11/16/2015	$1	Marshall Riggs	Marshall and Wendy Riggs	Allegheny County Deeds 16202:305	
11/10/2014	$1	Richard O. Riggs Sr.	Marshall, Richard O. Jr. and Janice E. Riggs	Allegheny County Deeds 15823:66	
7/18/1974	$1	Rose Riggs	Richard O. Riggs	Allegheny County Deeds 5426:513	

Date	Consideration	Grantor	Grantee	Source Location	Notes
7/23/1945	$1	John E. Emmel et al	Rose Riggs	Allegheny County Deeds 2848:213	Note: Harry E. Emmel died March 11, 1934 and Harriet his wife died October 14, 1942.
1/16/1906	$1,388.88	Louisa C. Volbrecht	Harry E. Emmel	Allegheny County Deeds 1423:369	Lots 230, 229, and south half lot 228. Note: Frederick Hector sold his one-half interest in the property to Frederick Volbrecht on Sept. 30, 1880, for $10,000 ACDB 428:317). Frederick Volbrecht died April 1, 1898, leaving his estate to his wife and children.
3/27/1879	$5,000	George H. and Lillie Veach , brother and sister	Frederick Volbrecht and Frederick Hector	Allegheny County Deeds 386:622	Tract 1, containing Union Hotel on lots 230, 229, and south half lot 228, 50x110ft. Tract 2 containing brick stable on lots 188 and 189.
5/13/1856	$1,250	William Robinson Jr.	William N. Veach	Allegheny County Deeds 130:543	Lots 226-230 in Wm. Robinson Plan (110x228ft). Note: Wm. Veach also purchased adjoining lots 188-193 to the east from Wm. Robinson on March 1, 1856 for $1,500.
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at time of father's death

Date	Consideration	Grantor	Grantee	Source Location	Notes
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes Reserve tract lot 179.

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. Though the property has a strong association with events that have made a significant contribution to the broad patterns of history (NRHP Criterion A), mid-twentieth century façade alterations preclude the property from individual listing in the NRHP. Further, the building is not associated with the lives of significant persons in our past (Criterion B); does not embody the distinctive characteristics of a type, period, or method of construction (Criterion C); and is not likely to yield information important in history or prehistory (Criterion D).

The building is recommended **eligible** as a contributing element of a potentially-eligible boundary increase area of the Mexican War Streets Historic District, encompassing properties at 1204 to 1218 Brighton Road. The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975, under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates). In 2008, the district was enlarged to include an additional 61 buildings along two blocks of Monterey and Armandale streets, and 256 buildings along Sherman Avenue, Veto and Arch streets. The 2008 boundary increase area was listed on the NRHP under Criterion C, with significance as a cohesive concentration of residential buildings constructed in a variety of architectural styles that reflect the architectural taste of the community over the district's eighty-year period of significance. The district's period of significance begins in 1848, when land in the district was first subdivided to allow for construction of houses, and extends until the district was completely built up ca. 1930.

The proposed Mexican War Streets Historic District boundary increase area shares in the significance of the original district and the 2008 boundary increase area. It is recommended eligible under Criteria A and C. In terms of events, this increase area is significant in the area of urban planning, as it was included in William Robinson, Jr.'s plan of lots that became known as the Mexican War Streets. In terms of architecture, the area is part of the "cohesive concentration of residential buildings" that comprise the existing historic district. Five buildings in the proposed increase area reflect a later period of development, evidenced through their late Victorian, Queen Anne sensibility. Because residential development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, these houses are reflective of later phases of development within the neighborhood (still within the period of significance).

The Union Hotel contributes to the significance of the Mexican War Streets Historic district because it is one of two extant drovers' hotels within the original Robinson Plan that are a link to the period in which

the west side of the neighborhood was occupied by drove yards. The other extant former drover's hotel is at 1244 Buena Vista Street, and it has poor interior integrity because of severe deterioration of the building envelope, but its exterior retains integrity. The Union Hotel is significant in the area of commerce for its association with Allegheny Union Stock Yards, which were an important part of the Allegheny City Second Ward's economy from 1857 until 1885, when the yards were transferred to the Ninth Ward near Woods Run. Once the East Liberty stock yards opened in 1863 in Pittsburgh's East End, both Allegheny City and Pittsburgh functioned as shipping points for livestock. The most important commodity shipped on the Pennsylvania Railroad in the 1850s and early 1860s was livestock. In 1859, "more livestock (by weight) was shipped on the Pennsylvania Railroad than any other commodity. The U.S. Department of the Treasury reported that the railroad in 1859 shipped 65,103,756 tons of livestock between Pittsburgh and Philadelphia. By 1863, the figure was more than four times the 1859 amount: 270,713,390 tons" (Rotenstein 2010:40). The early drove yards at Allegheny City, and in turn, its hotels were an important component of Allegheny's meat processing industry and the Pittsburgh region's economy in general. Today, the former Union Hotel (Riggs Restaurant & Lounge) is one of three extant buildings (all thought to date to the 1850s or early 1860s) that are associated with the drove yards in Pittsburgh's North Side.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Volbrecht, Frederick House

CURRENT/COMMON NAME O'Donnell House

OWNER NAME/ADDRESS ODONNELL, JAMESON MCCOY/ 1210 BRIGHTON RD PITTSBURGH , PA 15233-1602

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 1210 Brighton Road, Pittsburgh, PA **ZIP** 15212

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-N-00024-0000-00/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Domestic	Domestic - Single Dwelling	Row House

Current Function	Subcategory	Particular Type
Domestic	Domestic - Single Dwelling	Row House

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed-use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 0.1

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Queen Anne

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Sandstone/Brownstone	
Walls	Brick	
Roof	Slate	
Other		
Structural System	Masonry	

WIDTH 22 (feet) or 3 (# bays) **DEPTH** 72 (feet) or 4 (# rooms) **STORIES/HEIGHT** 2.5

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1890 ☒ Circa **Year Completed** ____ ☐ Circa

Date of Major Additions, Alterations 1905 ☒ Circa ____ ☐ Circa ____ ☐ Circa

Basis for Dating ☒ Documentary ☒ Physical

Explain Deeds, city directories, historic maps.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) N/A

Associated Event(s) N/A

Architect(s) Unknown

Builder(s) Unknown

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☒ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☒ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar, Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key #

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance

Criteria Considerations Period of Significance

■ Contributes to Potential or Eligible District District Name Mexican War Streets Historic District Expansion

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
1	1210 Brighton Road, southwest (front) façade.	NE
2	1210 Brighton Road, northeast (rear) and northwest (side) façades.	SW
3	1210 Brighton Road, northeast (rear) façade.	SW
4	1210 Brighton Road, southeast (side) and northeast (rear) façades.	W
5	1210 Brighton Road, southwest (front) and southeast (side) façades.	NE
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
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21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

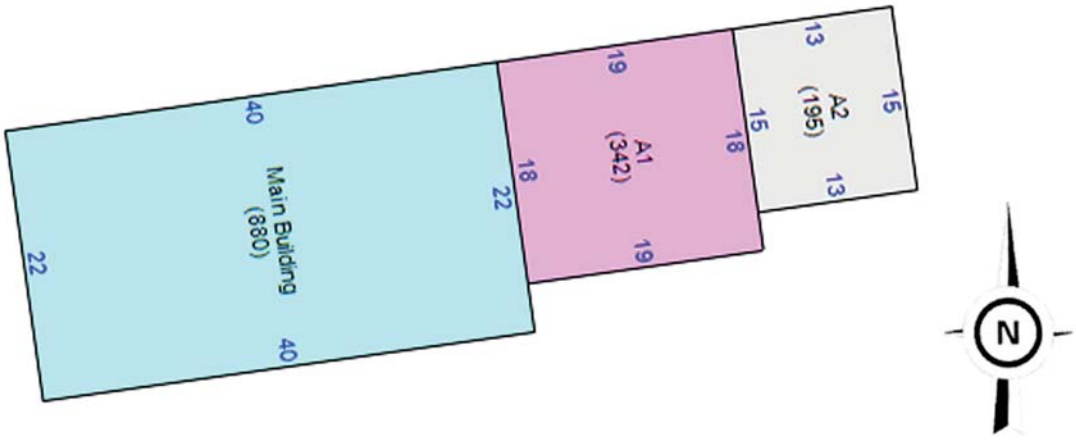


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes. and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

Diffenbacher, J.F.
1890 *J.F. Diffenbacher's Directory of Pittsburgh and Allegheny Cities for 1890* (year ending June 1, 1891). J.F. Diffenbacher, Pittsburgh, Pennsylvania.
1891 *J.F. Diffenbacher's Directory of Pittsburgh and Allegheny Cities for 1891* (year ending June 1, 1892). J.F. Diffenbacher, Pittsburgh, Pennsylvania.
1892 *J.F. Diffenbacher's Directory of Pittsburgh and Allegheny Cities for 1892* (year ending June 1, 1893). J.F. Diffenbacher, Pittsburgh, Pennsylvania.

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1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1890 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1890-volume-1-plat-book-allegheny
1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.
1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh Press
1911 "Mrs. L.C. Volbrecht." 21 March 1911:8. Pittsburgh, Pennsylvania.

Pittsburgh Gazette
1870 "Allegheny Cattle Market." 19 April 1870:2. Pittsburgh, Pennsylvania.

Polk, R.L & Company
1934 *Pittsburgh City Directory*. R.L. Polk & Company, Pittsburgh, Pennsylvania.

Sanborn Map Company

1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

US Bureau of the Census (USBC)

1900 Twelfth Census of the United States, Population Schedule. Allegheny Ward 2, Allegheny County, Pennsylvania. National Archives and Records Administration. Washington, D.C.

1910 Thirteenth Census of the United States, Population Schedule. Pittsburgh Ward 22, Allegheny County, Pennsylvania. National Archives and Records Administration. Washington, D.C.

1920a Fourteenth Census of the United States, Population Schedule. Pittsburgh Ward 22, Allegheny County, Pennsylvania. National Archives and Records Administration. Washington, D.C.

1920b Fourteenth Census of the United States, Population Schedule Pittsburgh Ward 25, Allegheny County, Pennsylvania. National Archives and Records Administration. Washington, D.C.

U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: 1210 Brighton Road, southwest (front) façade, facing northeast.



Photo 2: 1210 Brighton Road, northeast (rear) and northwest (side) façades, facing southwest.



Photo 3: 1210 Brighton Road, northeast (rear) façade, facing southwest.

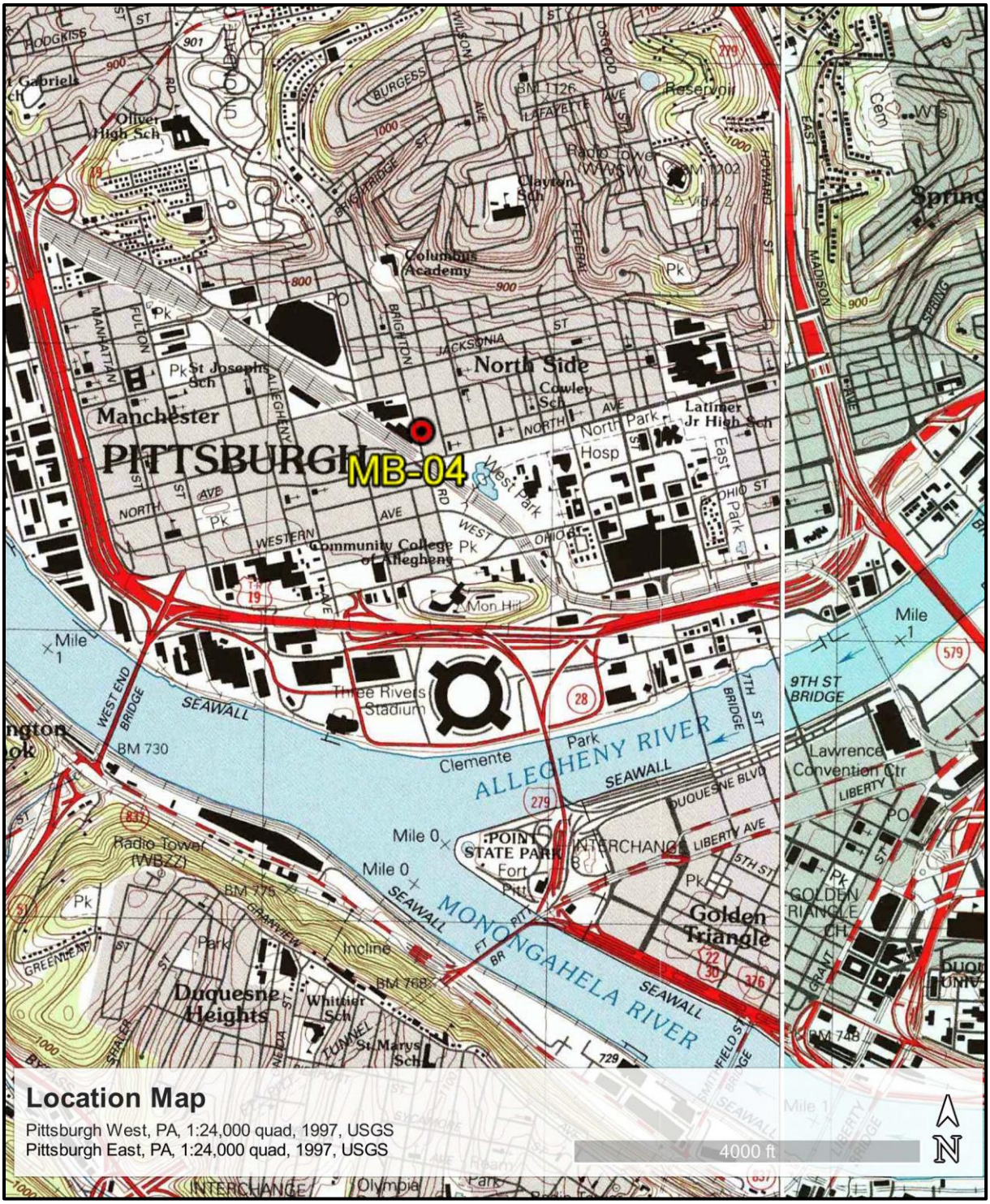


Photo 4: 1210 Brighton Road, southeast (side) and northeast (rear) façades, facing west.

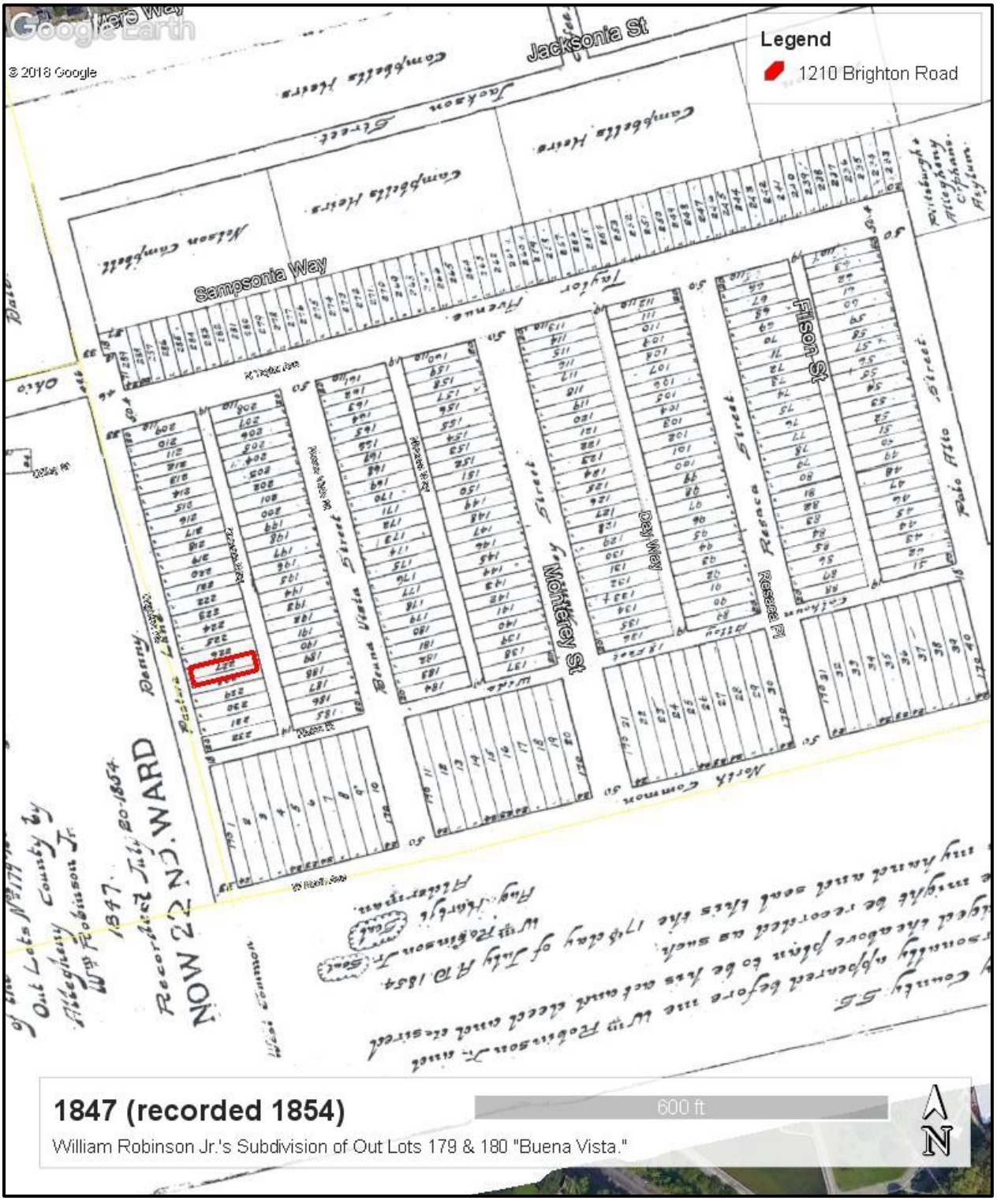


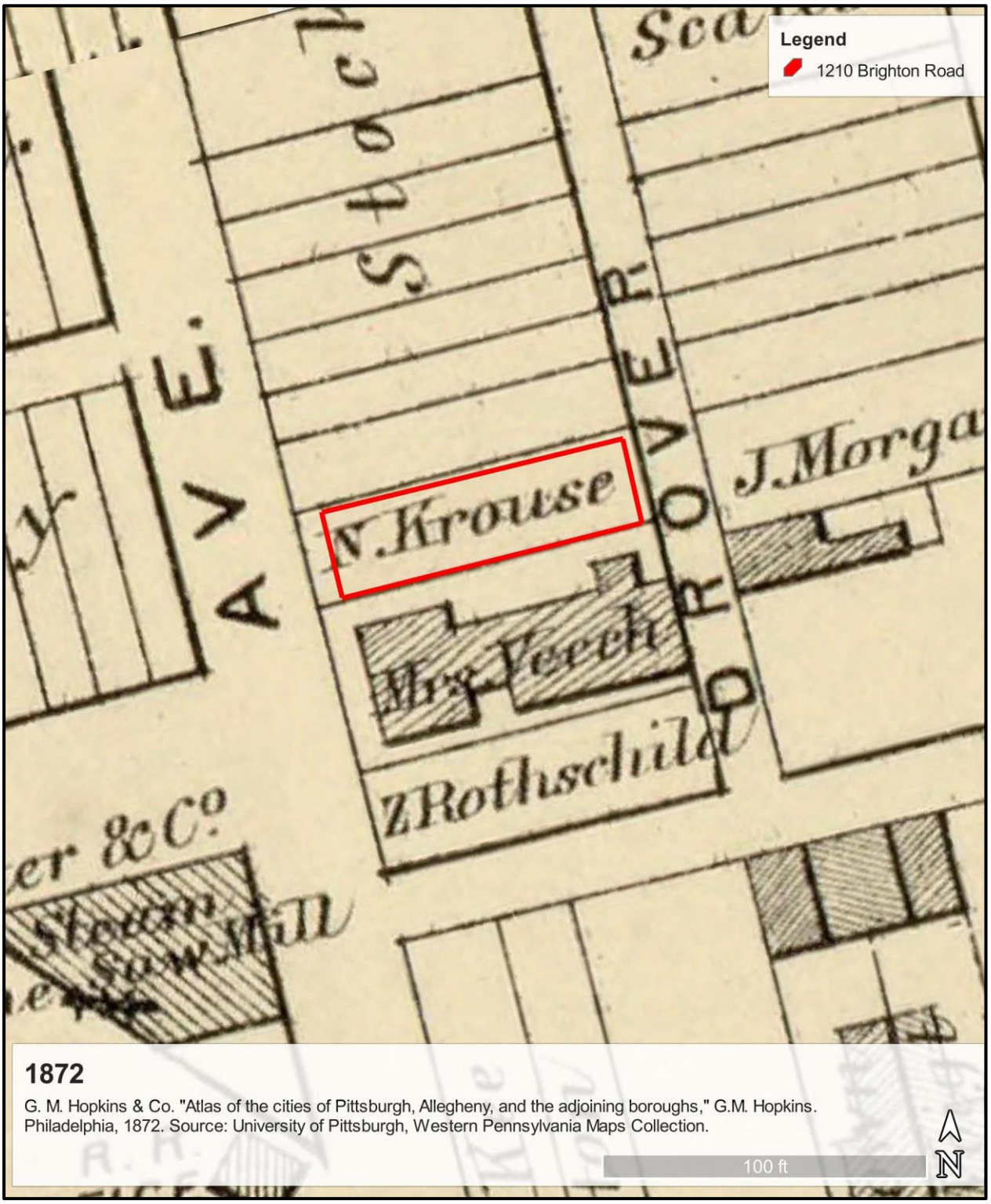
Photo 5: 1210 Brighton Road, southwest (front) and southeast (side) façades, facing northeast.

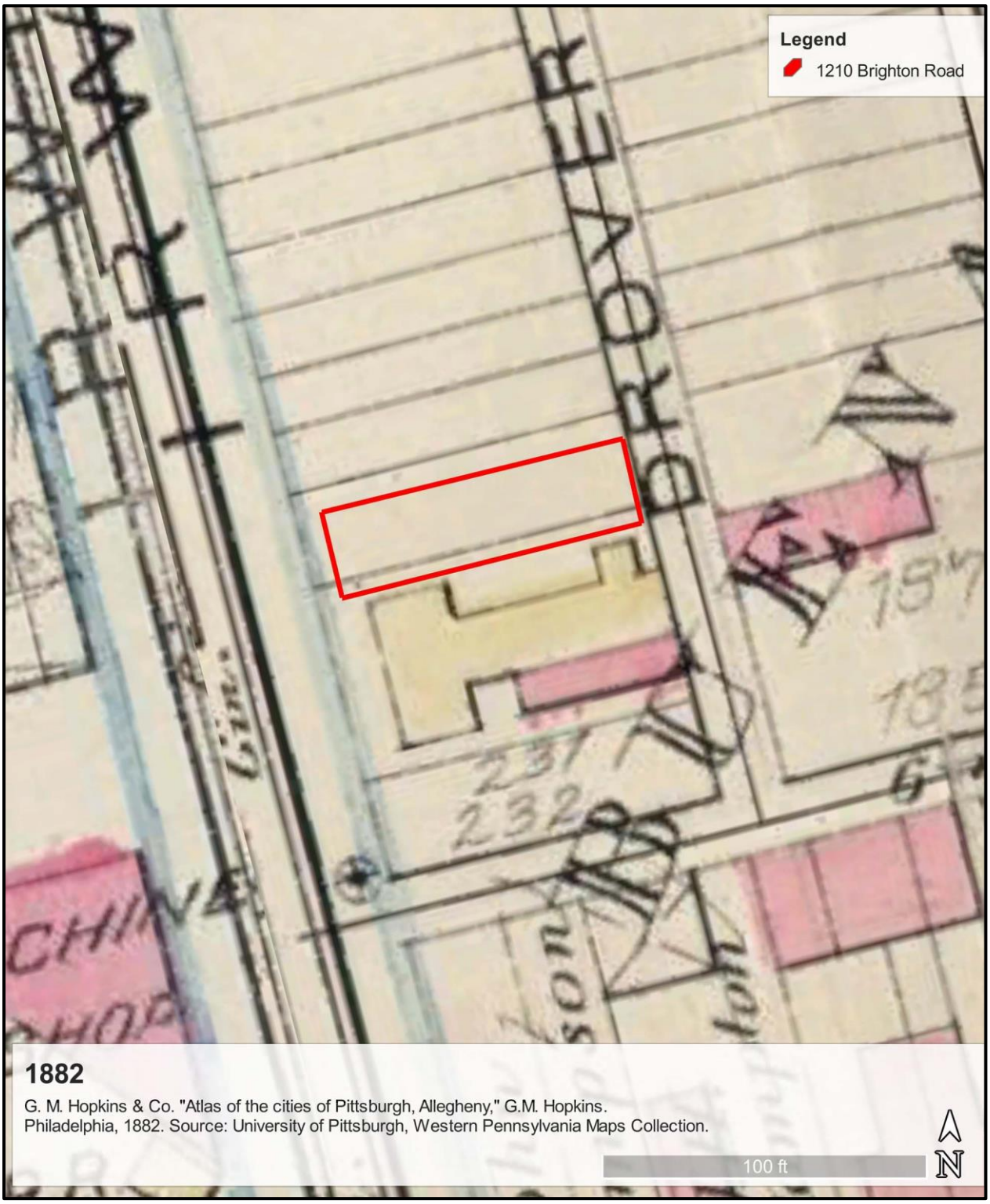
USGS Map (Item 36)



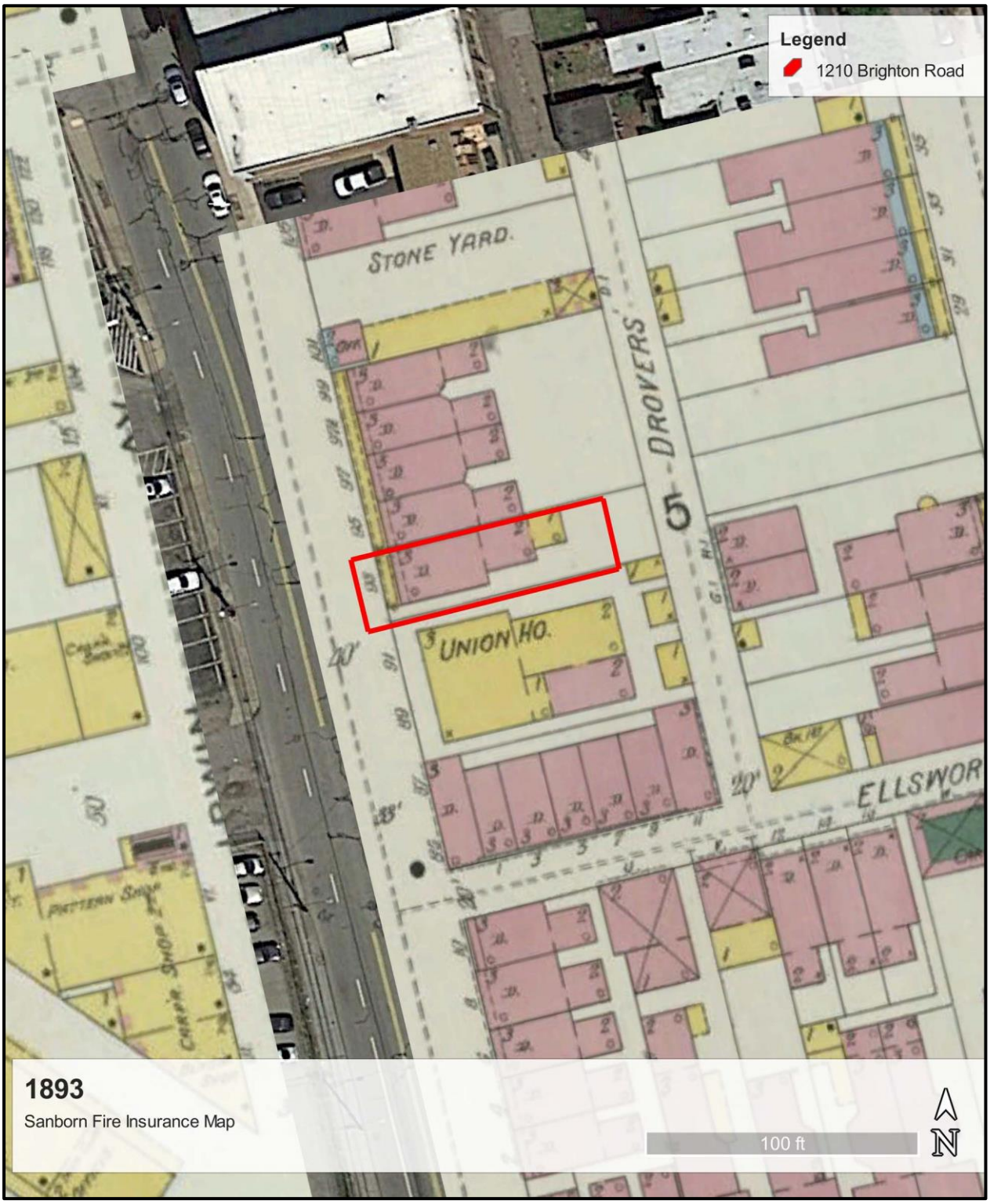
Historical Maps (Optional Attachment, Item 37)

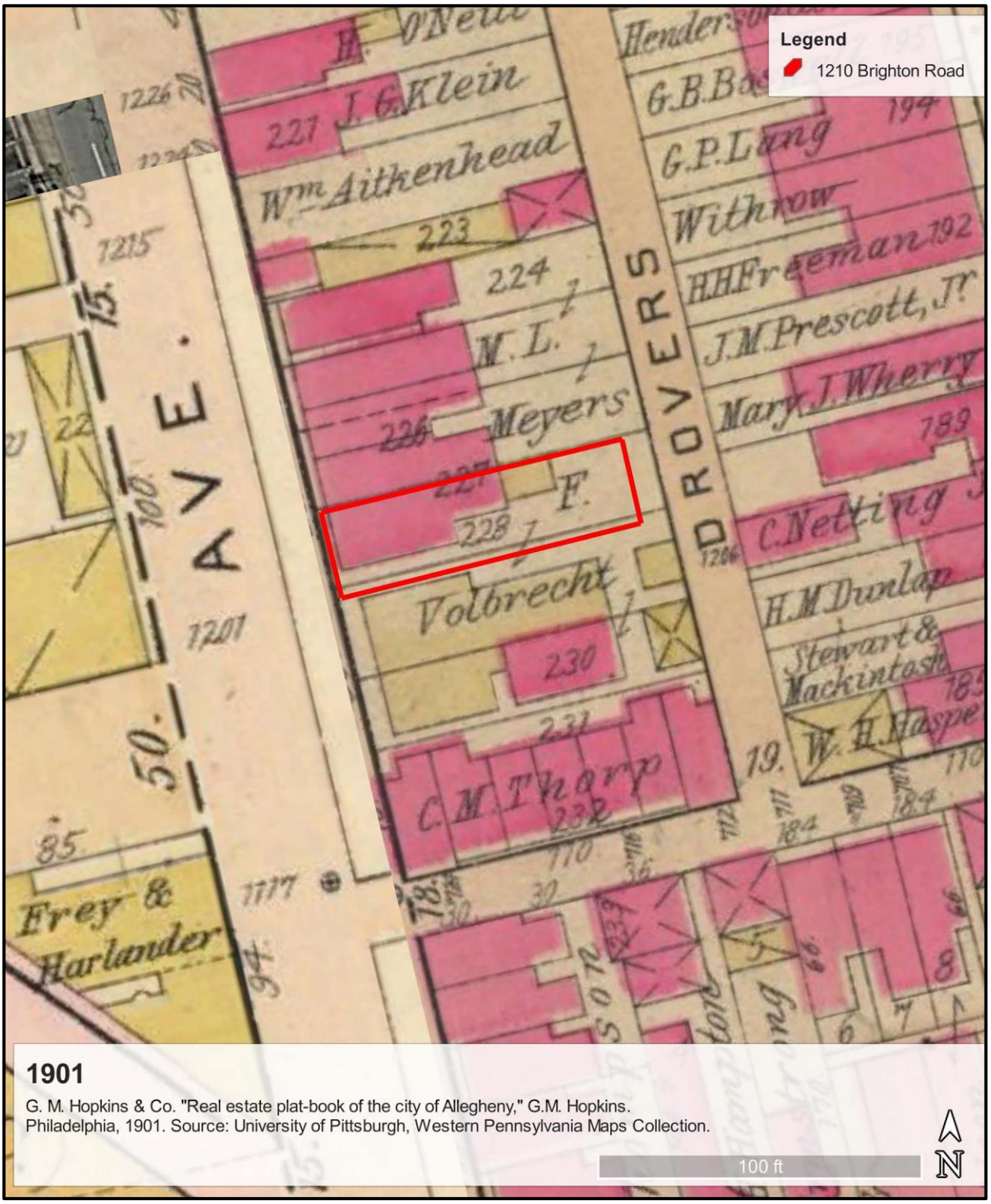


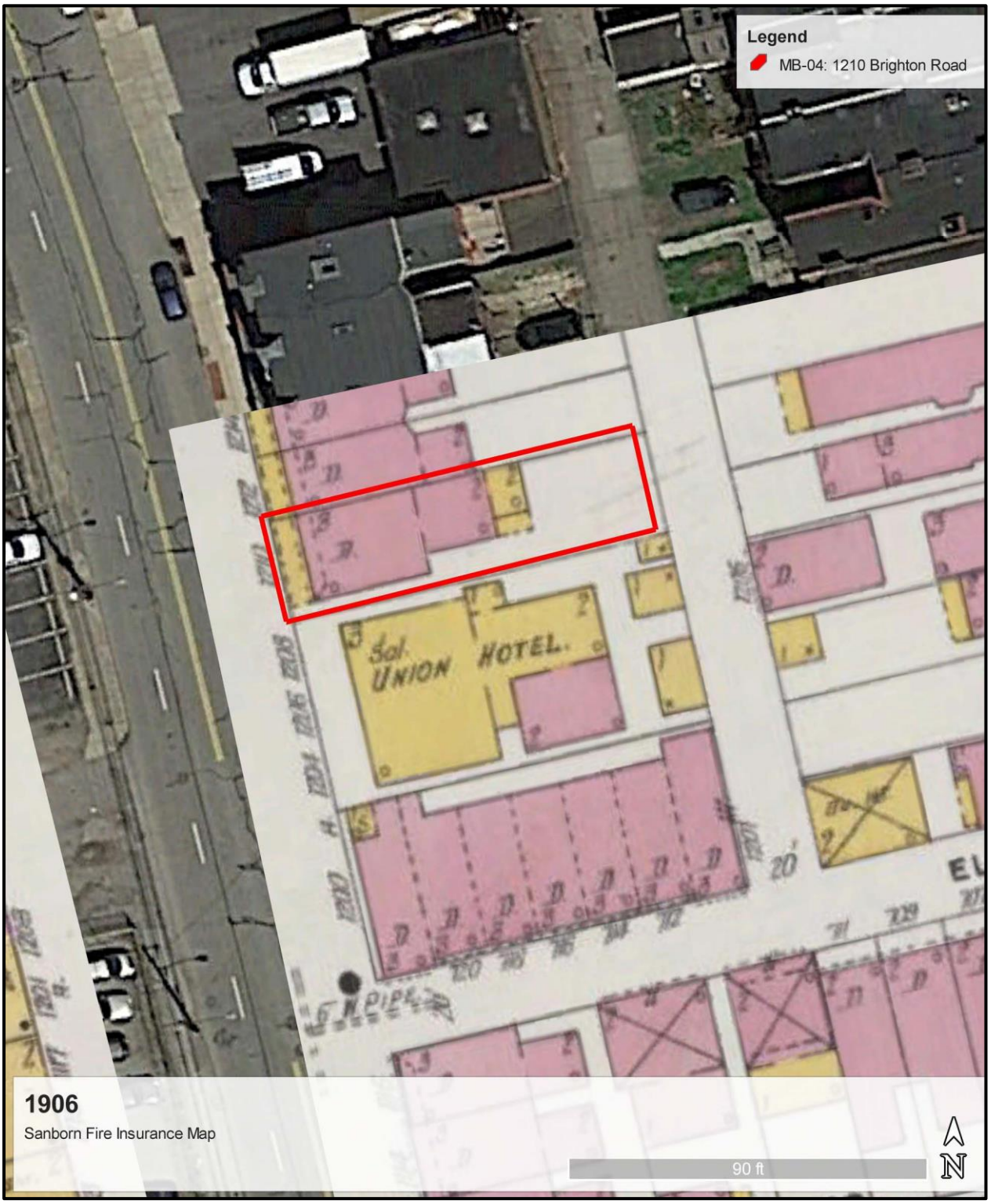

Legend
1210 Brighton Road
N. Krouse
J. Morga
Mrs Veech
Z Rothschild
1872
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

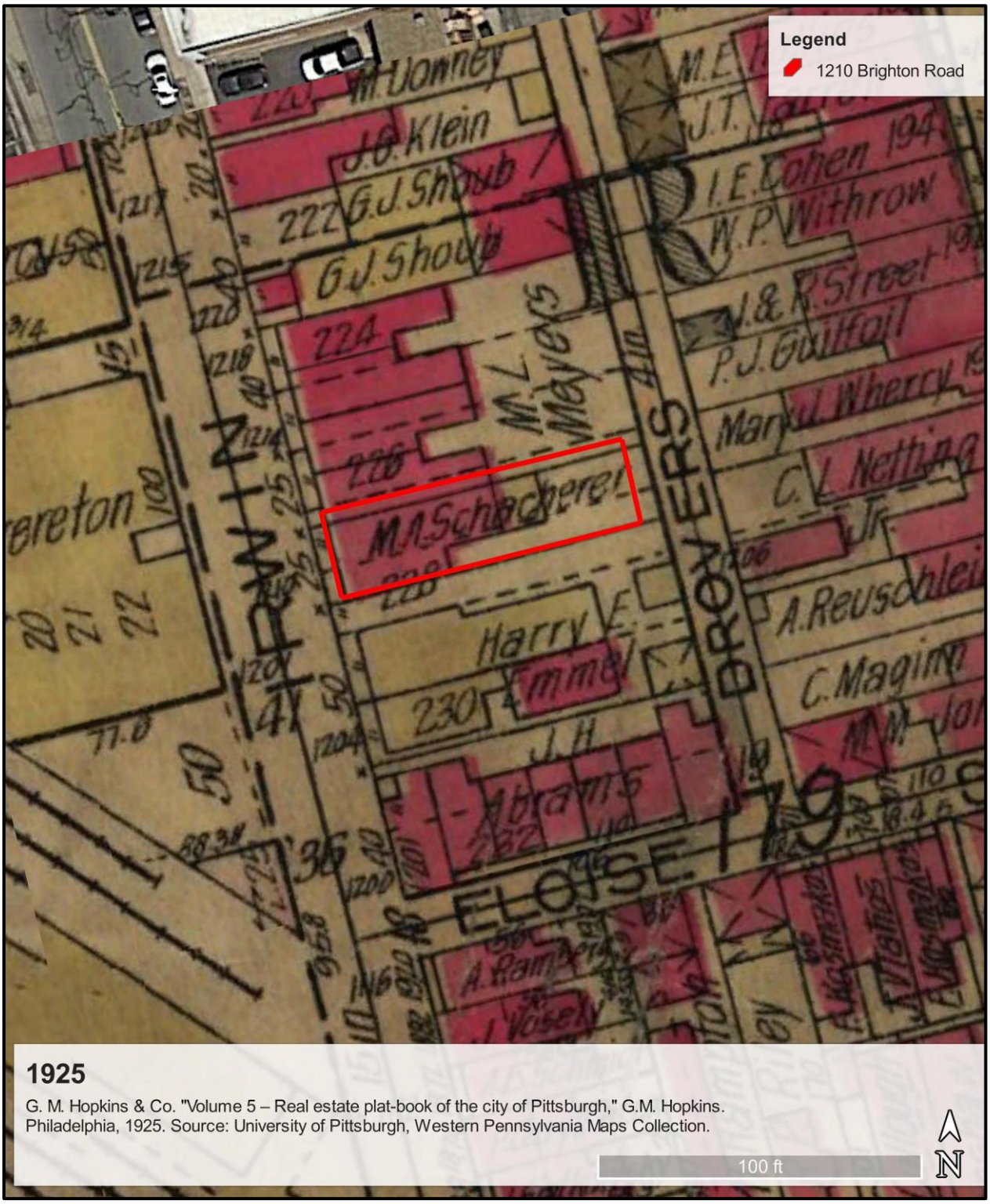

Legend
1210 Brighton Road
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
1210 Brighton Road
CATTLE YARDS.
SHED.
CATTLE YARDS.
CATTLE YARDS.
CATTLE YARDS.
OPENINGS
OPENINGS
UNION HOTEL
Sal.
IRWIN
DROVER'S
BUENA VISTA
BENTON
THOMPSON & CO
STORAGE LINSEED & LINSEED OIL
STREET
H.P. RANKIN - MACHINE & TOOL
1884
Sanborn Fire Insurance Map
100 ft
N


Legend
1210 Brighton Road
STONE YARD.
DROVERS
UNION HO.
ELLSWOR
1893
Sanborn Fire Insurance Map
100 ft
N


Legend
1210 Brighton Road
AVE.
ROVERS
J. G. Klein
Wm. Aitkenhead
M. L. Meyers
F.
Volbrecht
C. M. Thorp
Frey & Harlander
G. P. Lang
Withrow
H. H. Freeman
J. M. Prescott, Jr.
Mary J. Wherry
C. Netting
H. M. Dunlap
Stewart & Mackintosh
W. H. Haspe
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

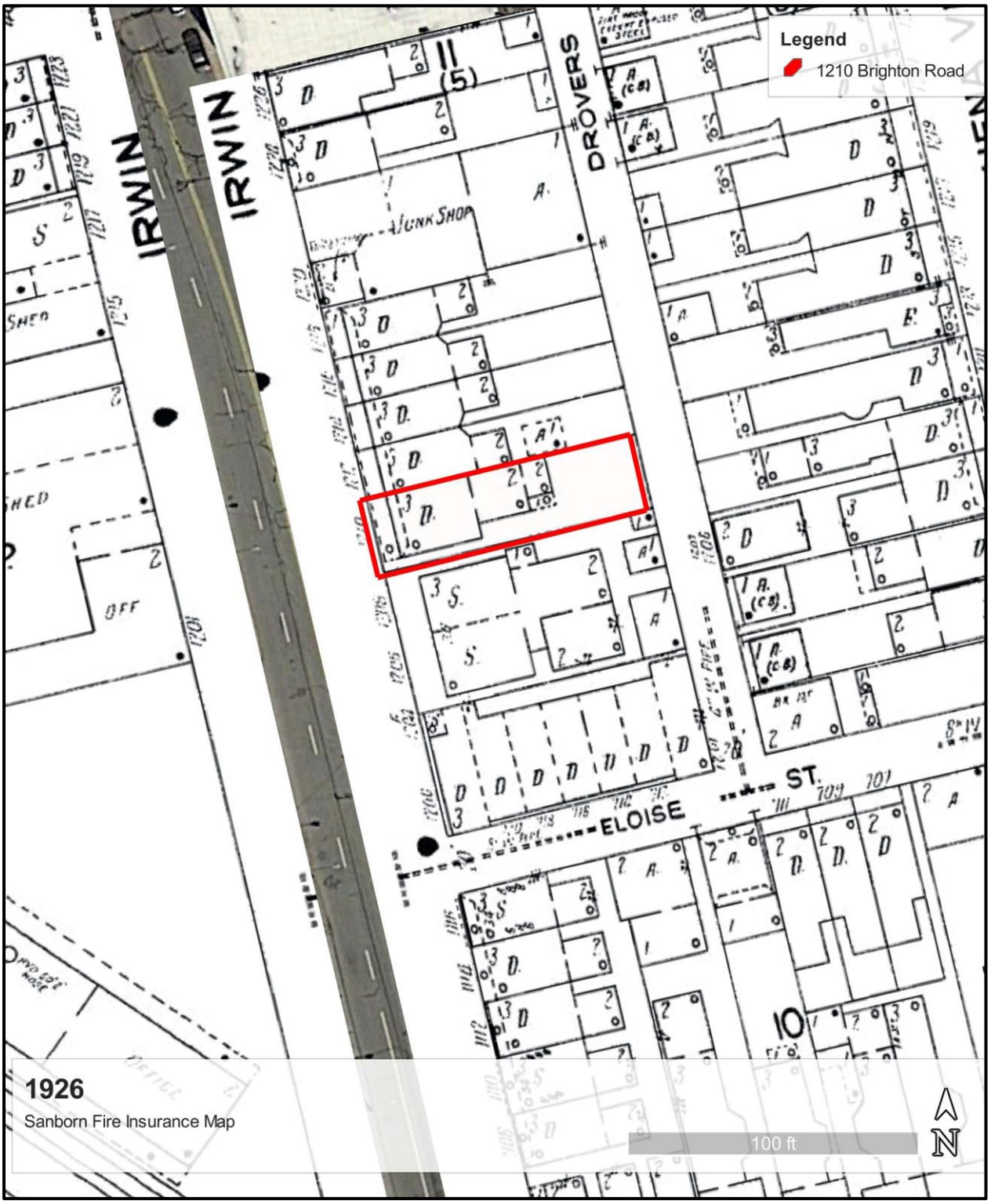

Legend
MB-04: 1210 Brighton Road
Sol. UNION HOTEL.
1906
Sanborn Fire Insurance Map
90 ft
N


Legend
1210 Brighton Road
M. Donney
J.G. Klein
222 G.J. Shoub
G.J. Shoub
224
M.A. Schechter
Harry
Emmel
230
J.H.
Abrams
ELOISE
179
I.E. Cohen
W.P. Withrow
P.J. Goulfoil
A. Reuschlein
C. Magino
A. Rambo
Voseky
Brighton
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

1210 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
1210 Brighton Road
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
200 ft
N


Legend
1210 Brighton Road
1951
Sanborn Fire Insurance Map
100 ft
N
ELOISE ST.
SHED
OFF
REST.
AUTO REP.


Legend
1210 Brighton Road
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
1210 Brighton Road
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Physical Description and Integrity (Item 38)

Physical Description

1210 Brighton Road is located on the northeast side of Brighton Road in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street. The house is constructed with its northwest (side) wall on the lot line, leaving a walkway along the house's southeast (side) façade. The three-story, brick, single-family dwelling is constructed in the Queen Anne style. The house conforms to a typical rowhouse plan consisting of a double-pile front section with a narrower rear wing. The front portion of the house measures three bays wide by two rooms deep, the brick rear wing measures two bays wide by three bays deep, and the rear frame wing measures one by wide by one bay deep. The house is constructed on a continuous sandstone foundation containing a full basement level. Its exterior walls are constructed of red brick laid in a common bond pattern except for the southwest (front) façade, which is constructed of façade brick laid in a running bond pattern. The house has a steeply-pitched front mansard roof and flat roof over the main house and shed roofs over the rear wings. The mansard roof is clad in patterned slate shingles and the remaining roof surfaces are clad in membrane roofing. Three interior brick chimneys rise above the roofline; two chimneys are located along the southeast (side) wall and the third is centered on the northeast (rear) wall of the rear brick wing. The house's window openings are fitted with one-over-one-light, double-hung wood sash and one-over-one-light, double-hung vinyl sash windows. The house was original fronted by a frame porch as evidenced by the use of common brick between the first and second floors and as shown on historical mapping (Sanborn 1893). Sometime between 1901 and 1906, a second story and side porch were added to the rear frame wing. The frame wing is constructed on a brick and concrete foundation, and its exterior walls are clad in aluminum and vinyl siding.

The southwest (front) façade rises from a partially exposed basement level of parged sandstone containing two window openings that have been infilled with glass block. The three-bay first floor contains a doorway on the left and two window openings on the right. The doorway is surmounted by a large, smooth stone lintel. The opening is trimmed with a paneled wood door surround and is fitted with paired ten-panel wood doors and a large transom. The window openings are also topped with smooth stone lintels and are underscored with stone lug sills. The openings are fitted with one-over-one-light, double-hung wood sash windows. The second-floor window openings also have stone lintels and lug sills and are fitted with one-over-one-light, double-hung wood sash windows. The second-floor lintels rest atop a stone belt course. A horizontal panel of alternating terra cotta squares of two geometric designs is centered above the middle window. The third-floor level consists of a steep mansard roof framed by stepped parapets with stone coping. The roof is bisected by a large, gable-front, brick wall dormer, and is clad in slate with alternating fields of square butt and hexagonal shingles. The mansard is underscored by a three-part cornice consisting of a course of molded brick with bead and reel design, a center field of stepped brick corbelling, and a series of wooden moldings containing a built-in box gutter. The cornice incorporates wood scupper covers at its outer edges and returns where it is interrupted by the center wall dormer. The dormer contains paired window openings with intersecting round-arched brick lintels and a common stone lug sill. The window openings have been reduced in size to accept smaller one-over-one-

light, double-hung wood sash windows. The top of the dormer consists of a steeply-pitched center gable framed between low parapet walls finished with a square stone cap. The apex of the gable is decorated with a raised brick attic vent and is trimmed with a wood raking cornice over stepped brick corbeling.

The northwest (side) façade of the house is obscured by the adjoining wall of the neighboring house. Only the northwest wall of the two-story, frame rear wing is visible as it extends beyond the rear wall of the neighboring house. The wall is clad in aluminum siding and contains no fenestration.

The northeast (rear) façade consists of the northeast walls of the three-story, brick, main section of the house, the narrow two-story, brick, rear wing, and the narrow, two-story frame rear wing. One window opening on the first and second floors of the main section of the house is exposed by the setback of the two-bay wide rear wing, while three window openings are visible on the third floor. All window openings have segmental arched brick lintels and stone lug sills. The first-floor window opening is fitted with a one-over-one-light, double-hung wood sash window; the remaining windows are fitted with one-over-one-light, double-hung vinyl sash windows. A boxed cornice with a built-in box gutter runs the length of the façade. One window opening on the first and second floors of the brick rear wing is exposed by the setback of the two-story, frame addition. Both window openings have segmental arched brick lintels and stone lug sills and are fitted with one-over-one-light, double-hung wood sash windows. A wood raking cornice underscores the slope of the wing's shed roof. The northeast wall of the one-bay-wide, two-story frame wing contains a patio doorway on the first floor, which is fitted with paired, wood frame glass doors; this doorway is a modern alteration that replaced a window opening. The second floor contains one window opening, which is fitted with a one-over-one-light, double-hung vinyl sash window. The frame wing is clad in aluminum siding on the second floor and vinyl siding on the first floor, and it has a narrow wood raking cornice underscores the slope of the addition's shed roof.

The southeast (side) façade consists of the southeast walls of the three-story, brick, main section of the house, the narrow two-story, brick, rear wing, and the narrow, two-story frame rear wing. The main section of the house has one window opening per floor. All the window openings have segmental arched brick lintels and stone lug sills. The first-floor window appears to be covered and the second- and third-floor windows are fitted with one-over-one-light, double-hung vinyl sash windows. The three-bay, two-story, brick rear wing contains a first-floor center doorway with flanking single window openings and three second-floor window openings. All openings have segmental arched brick lintels and the window openings have stone lug sills. The upper portion of the window opening to the left of the doorway has been infilled with brick and lower portion with plywood. The doorway is fitted with a five-panel wood door and transom and the remaining window openings are fitted with one-over-one-light, double-hung vinyl sash windows. A boxed cornice with a built-in box gutter runs the length of the façade. The one-bay-wide, two-story frame addition contains an infilled first-floor doorway and a single second-floor window opening. The window opening is fitted with a one-over-one-light, double-hung vinyl sash window. A boxed cornice with a built-in box gutter runs the length of the façade. A shed-type porch roof is cantilevered over the first floor, though the door on the southeast elevation was infilled and covered with vinyl siding when the door was relocated to the northeast elevation.

Integrity

The property retains a moderately-high level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. Despite having its front porch removed, the property retains integrity of design with all other character-defining features of the house remaining sufficiently intact to convey its Queen Anne style, including its structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; and its brick, stone, and terra cotta ornamental detailing. The property retains integrity of setting nested between the former Union Hotel building and a row of four attached late-nineteenth-century dwellings. Irwin Avenue, present Brighton Road, has always been a mixed-use street. A large fire in 1963 that destroyed the southwest side of the street, resulted in the construction of two large commercial buildings, which have lessened the integrity of setting along the opposite side of the street, though that block contained large commercial buildings prior to the 1963 fire. The property retains integrity of materials including its key exterior building materials of brick, stone, and terra cotta, along with its wooden trim elements. The property retains integrity of workmanship, which is particularly evident in the decorative brickwork elements including segmental and round arch lintels, corbeled cornices, and elaborate wall dormer, as well as in the house's stone and wood elements. The property possesses integrity of feeling as it retains the necessary physical features to convey its historic character as an example of a Queen Anne-influenced late-nineteenth-century residential construction. The property conveys integrity of association as it is directly linked with the mid-to-late-nineteenth-century residential expansion of Allegheny City as evidenced in the Mexican War Streets and Central North Side neighborhoods.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of the 3,000-acre Reserve Tract of land set aside for distribution to veterans of the war of American Independence. On March 1, 1797, James Robinson received a patent from the Commonwealth of Pennsylvania for Reserve Tract Lot 179, on which the subject parcel is located. Robinson died in 1814, leaving his property to his only child and heir, William Robinson, Jr. (who was called Jr. to distinguish him from his uncle). William Robinson, Jr. was a major force in the development of Allegheny and was its first mayor. In 1847, he subdivided Reserve Tracts 179 and 180 in a plan called "Buena Vista." The plan of lots was recorded July 20, 1854, and was bounded by Pasture Lane (now Brighton Road) on the west, Taylor Avenue (now N. Taylor Avenue) on the north, Palo Alto Street on the east, and North Commons (now W. North Avenue) on the south (Allegheny County Plan Book 2:61). This plan became the basis for the formation of the present Pittsburgh neighborhood called the Mexican War Streets. Typical lots originally measured 20ft wide by 110ft deep, though the depth of lots 228 (north half) and 227, which compose the subject property, has been reduced to 87ft to allow for the widening of Drovers Way.

On May 13, 1856, William Robinson, Jr. sold Lots 226-230 and Lots 188-193 to William Veach for $1,250.00 (ACDB 130:543). The Union Hotel (now 1204 Brighton Road) was constructed on the south half of lot 228 and lots 229 and 230 shortly after Veach purchased the lots, but the adjacent lots (226, 227 and north half of 228) were sold to George W. Evans in 1859 for $1,100.00 and remained vacant until rowhouses were built on them ca. 1890 (ACDB 171:237). On April 29, 1865, George W. Evans sold lots 226, 227, and the north have of 228 (containing 50 feet of frontage on Brighton Road) to Jacob Haas and Moritz Kraus for $1,600 (ACDB 187:462). After Haas' death, his widow, Johanna, conveyed their one-half interest in the lots to Moritz Kraus (ACDB 318:449). On September 5, 1877, the lots were among three tracts sold at sheriff sale to James L Graham, Trustee for Allegheny Savings Bank, for $12,232.28 plus $100 in costs (ACDB 367:657). Allegheny Savings Bank filed a petition of bankruptcy on October 8, 1877, and its stockholders approved the sale of the subject lots and other property on August 30, 1878. On January 3, 1879, the subject lots were conveyed to Malcolm Hay, Trustee for the Creditors of Allegheny Savings Bank (ACDB 390:147). On March 1, 1888, William Macrum, Trustee for Creditors of Allegheny Savings Bank, conveyed lots 226, 227, and the north half of 228 to Martin Prenter for $4,500 (ACDB 596:580). On May 11, 1889, Martin Prenter conveyed the southern three-quarters of lot 227 and the north half of lot 228 (containing 25 feet of frontage on Brighton Road and measuring 106 feet deep) to Frederick Volbrecht for $2,662.50 (ACDB 648:299). According to city directory listings and historic maps, it appears that Volbrecht constructed the house ca. 1890 (Diffenbacher 1890, 1891, 1892; Hopkins 1890; Sanborn 1893).

Frederick Volbrecht was born in Germany, but appears to have been living in Ohio in 1870. A newspaper article with that date notes that F. Volbrecht, a drover (driver of cattle or sheep), shipped one car of cattle from Canal Street, in Dover, Ohio, to the Allegheny Union Stock Yard (Pittsburgh Gazette, 19 April 1870:2). He may have relocated his business to Allegheny City because of its location as a market and shipping point for livestock.

Frederick and his wife Louisa were married in 1878, and one year later purchased the Union Hotel (adjacent to the subject parcel), which catered to those using the adjacent drove yards. The couple had six surviving children: Charles (b.1880), Caroline (b. 1882), Walter (b. 1886), Frederick (b. 1889), Edna (b. 1894), and Dorothy (b. 1897) (Pittsburgh Press, 21 March 1911:8; USBC 1900). Frederick Volbrecht died April 1, 1898, after suffering an illness. Frederick's widow, Louisa, subsequently sold the Union Hotel in 1906, but she continued to own and live in the subject house until her death in 1911. At the time of her death, four of Louisa's children continued to live at home, including Edna (16) and Dorothy (12) (USBC 1910). In 1920, the family remained in the house: Charles, 40, a railroad engineer and head of household; Walter, 34, an insurance salesman; Dorothy, 22, no occupation; Edna, 25, and married to Samuel Byers, a railroad pattern maker; and the Byers' son Dale, age 1. Frederick and Caroline were not living in the household (USBC 1920a).

On March 18, 1921, the Volbrecht heirs sold the subject property to Mary A. Schacherer for $6,250 (ACDB 2038:599). Schacherer (b. 1881) was a widow who worked as a fitting room clerk in a department store. She had previously lived on Columbus Avenue with her mother (Mary Gorman), daughter (Rosalia), and son-in-law (James Turney) (USBC 1920b). The 1934, city directory indicates that Mary Schacherer was renting furnished rooms at 1210 Brighton Road (Polk 1934:1732). In 1942, the property was sold at a sheriff's auction to the Home Owner's Loan Corporation (ACDB 2773:5). This deed refers to a "house and iron-clad garage at rear" on the parcel. The garage does not appear on the 1926 Sanborn map, but it does appear on the 1951 revision of that map (Sanborn 1926, 1951). In 1943, Leo J. and Therese Tremel purchased the property from the Home Owner's Loan Corporation (ACDB 2784:534). The Tremels sold the property to Rose Riggs in 1944 (ACDB 2781:689). Rose Riggs also purchased the neighboring restaurant and lounge (former Union Hotel) at 1204 Brighton Road in 1945, and the Riggs family still owns and operates that business.

When Rose Riggs sold the house to Frank and Marion Sayut in 1979, the description of the building in the deed is a "3-story brick house." No mention of an iron-clad garage was made, so it was likely demolished by that time (ACDB 6086:21). None of the later deeds mention the garage.

The property at 1210 Brighton Avenue changed hands several times since 1979. The current owner, James McCoy O'Donnell, purchased the property in 2011 (ACDB 14485:288).

Date	Consideration	Grantor	Grantee	Source Location	Notes
1/20/2011	$38,500	Mary Besselman	Jameson McCoy O'Donnell	Allegheny County Deeds 14485:288	Lots measures 25x87ft
6/24/2005	$11,000	Homecomings Financial	Mary Besselman	Allegheny County Deeds 12492:336	
1/10/2005	$15,000	Mark T. Manse	Homecomings Financial	Allegheny County Deeds 12316:254	
8/4/2003	$1	Mark T. and Joseph P Jr. Manse	Mark T. Manse	Allegheny County Deeds 11731:479	
2/15/2000	$112,500	Ken Dorst	Mark T. and Joseph P Jr. Manse	Allegheny County Deeds 10694:214	"3-story brick house"
11/6/1995	$15,500	Dietrich and Theresa R. Jehle	Ken Dorst	Allegheny County Deeds 9580:214	"3-story brick house"
1/2/1986	$19,000	Frank and Marion Sayut	Dietrich Jehle	Allegheny County Deeds 7226:275	
4/3/1979	$10,000	Rose Riggs	Frank and Marion Sayut	Allegheny County Deeds 6086:21	"3-story brick house"
1/4/1944	$1	Leo J. and Therese Tremel	Rose Riggs	Allegheny County Deeds 2781:689	"House and iron-clad garage at rear"
12/8/1943	$1	Home Owner's Loan Corporation	Leo J. and Therese Tremel	Allegheny County Deeds 2784:534	"House and iron-clad garage at rear"
5/27/1942	$1	Robert J. Corbett (sheriff)	Home Owner's Loan Corporation	Allegheny County Deeds 2773:5	"House and iron-clad garage at rear"
3/18/1921	$6,250	Charles F.C. Volbrecht et al.	Mary A. Schacherer	Allegheny County Deeds 2038:599	
5/11/1889	$2,662.50	Martin Prenter et ux.	Frederick Volbrecht	Allegheny County Deeds 648:299	25x106ft lot
3/1/1888	$4,500	William Macrum, Trustee for the	Martin Prenter	Allegheny County Deeds 596:580	50x110ft lot

Date	Consideration	Grantor	Grantee	Source Location	Notes
		creditors of Allegheny Savings Bank			
1/3/1879	None listed	James L. Graham, Trustee for Allegheny Savings Bank	Malcolm Hay, Trustee for the creditors of Allegheny Savings Bank	Allegheny County Deeds 390:147	Sale pursuant to 8/30/1878 resolution of stockholders of Allegheny Savings Bank. Bank filed a petition of bankruptcy on 10/80/1877.
9/5/1877	$12,232.28 plus $100 costs	R.H. Fife, Sheriff (for Moritz Kraus)	James L. Graham, Trustee for Allegheny Savings Bank	Allegheny County Deeds 367:657	Conveys 2 tracts in addition to the 50x110ft lot on Brighton Road.
4/29/1865	$1,600	G.W. Evans et ux.	Jacob Haas & Moritz Kraus	Allegheny County Deeds 187:462	Lots 226, 227, and north half lot 228 (50x110ft). After Jacob Haas' death, his widow conveyed her one-half interest in the property to Moritz Kraus (see ACDB 218:449)
8/27/1859	$1,100	William Veach et ux.	George W. Evans	Allegheny County Deeds 171:237	Lots 226, 227, and north half lot 228 (50x110ft).
5/13/1856	$1,250	William Robinson Jr.	William N. Veach	Allegheny County Deeds 130:543	Lots 226-230 in Wm. Robinson Plan (110x228ft). Note: Wm. Veach also

Date	Consideration	Grantor	Grantee	Source Location	Notes
					purchased adjoining lots 188-193 to the east from Wm. Robinson on March 1, 1856 for $1,500.
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at time of father's death
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes Reserve tract lot 179.

Significance

This property is not recommended eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with the lives of significant persons. Though the property is a representative example of a Queen Anne style rowhouse with a moderately-high degree of integrity, there are numerous local examples of this style and type of building, and the subject building is not individually distinguished for its design or high artistic values. No archaeological investigations have occurred at the property, and it is not being evaluated for significance under Criterion D at the present time.

The property is recommended **eligible** as a contributing element of a potentially-eligible boundary increase area of the Mexican War Streets Historic District, encompassing properties at 1204 to 1218 Brighton Road. The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975, under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates). In 2008, the district was enlarged to include an additional 61 buildings along two blocks of Monterey and Armandale streets, and 256 buildings along Sherman Avenue, Veto and Arch streets. The 2008 boundary increase area was listed on the NRHP under Criterion C, with significance as a cohesive concentration of residential buildings constructed in a variety of architectural styles that reflect the architectural taste of the community over the district's eighty-year period of significance. The district's period of significance begins in 1848, when land in the district was first

subdivided to allow for construction of houses, and extends until the district was completely built up ca. 1930.

The proposed Mexican War Streets Historic District boundary increase area shares in the significance of the original district and the 2008 boundary increase area. It is recommended eligible under Criteria A and C. In terms of events, this increase area is significant in the area of urban planning, as it was included in William Robinson, Jr.'s plan of lots that became known as the Mexican War Streets. In terms of architecture, the area is part of the "cohesive concentration of residential buildings" that comprise the existing historic district. One of the buildings within this increase area, the Union Hotel, was constructed at the beginning of the period of significance, and is one of the earliest buildings in the neighborhood. This building reflects the earliest stages of development for the district, as well as early industry and commerce. The remaining five buildings in the proposed increase area reflect a later period of development, evidenced through their late Victorian, Queen Anne sensibility. Because residential development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, these houses are reflective of later phases of development within the neighborhood (still within the period of significance). These properties contribute to the architectural significance of the Mexican War Streets Historic district as an example ca. 1891 Queen Anne rowhouses with moderate integrity.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME 1212-1218 Brighton Road

CURRENT/COMMON NAME 1212-1218 Brighton Road

OWNER NAME/ADDRESS James R. Lawrence, 1237 Buena Vista Street, Pittsburgh, PA 15212; Ellyn, Inc., 1244 Resaca Place, Pittsburgh, PA 15212 ; James Stanley Johnston, 1218 Brighton Road, Pittsburgh, PA 15233

TOTAL NUMBER OF RESOURCES 4

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 1212-1218 Brighton Road, Pittsburgh, PA **ZIP** 15212

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 23-N-25; 23-N-26; 23-N-27-A; 23-N-27 / 2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Domestic	Domestic - Single Dwelling	Row House

Current Function	Subcategory	Particular Type
Domestic	Domestic - Single Dwelling	Row House

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed-use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 0.1

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Queen Anne

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Sandstone/Brownstone	
Walls	Brick	
Roof	Slate	
Other		
Structural System	Masonry	

WIDTH _____(feet) or 2 (# bays) **DEPTH** _____(feet) or 3 (# rooms) **STORIES/HEIGHT** 2.5

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1891 ☐ Circa **Year Completed** 1891 ☐ Circa

Date of Major Additions, Alterations 1927 ■ Circa 2017 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ■ Physical

Explain Deeds, city directories, historic maps.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) N/A

Associated Event(s) N/A

Architect(s) Unknown

Builder(s) Unknown

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar, Timothy G. Zinn, Justin P. Greenawalt, Architectural Historians

Date Surveyed May 14, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key #

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance

Criteria Considerations Period of Significance

■ Contributes to Potential or Eligible District District Name Mexican War Streets Historic District Expansion

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date May 14, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

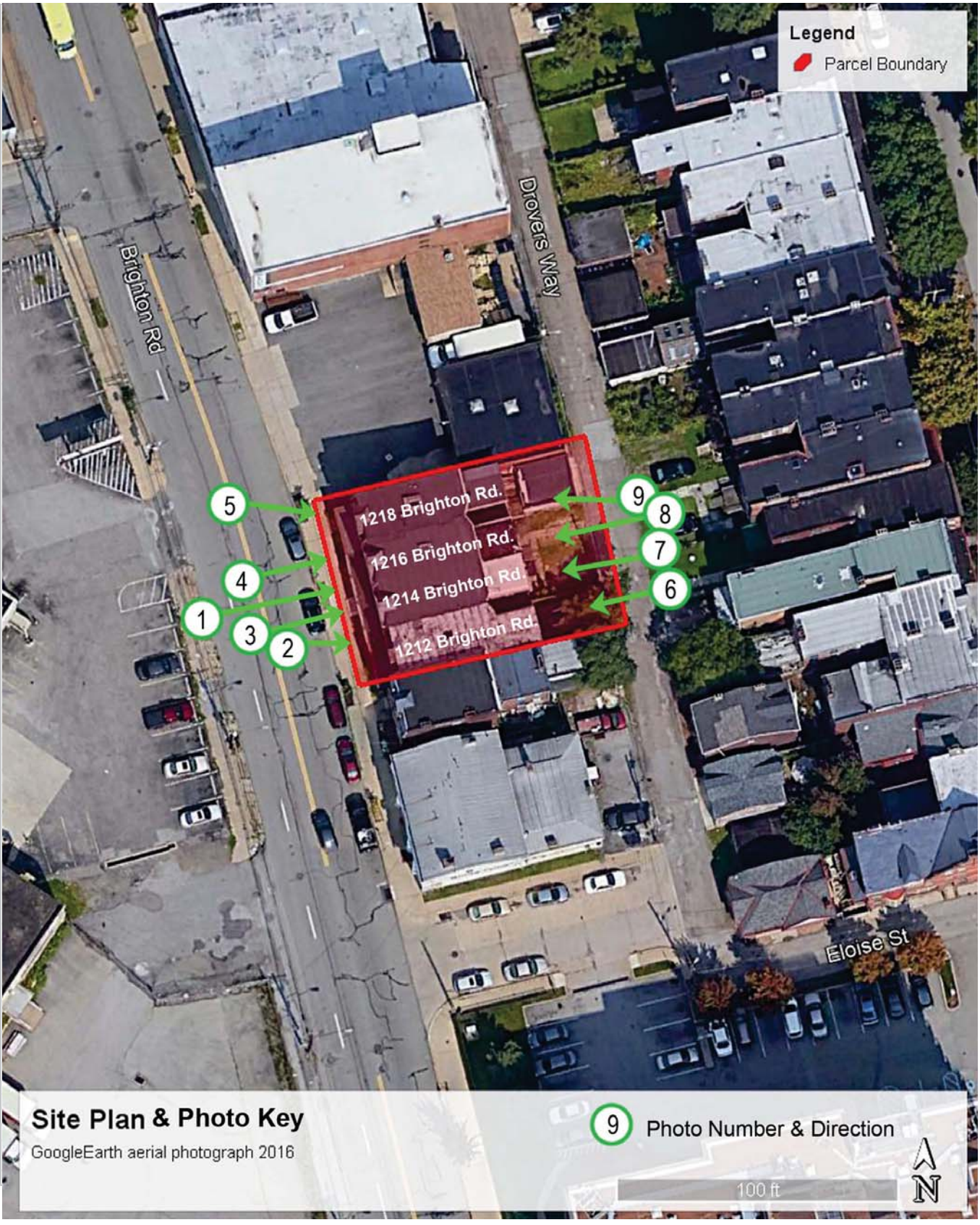
Photo #	Photo Subject/Description	Camera Facing
1	1212-1218 Brighton Road, southwest (front) facades.	NE
2	1212 Brighton road, southwest (front) façade.	SE
3	1214 Brighton Road, southwest (front) façade.	SE
4	1216 Brighton Road, southwest (front) facade.	NE
5	1218 Brighton Road, southwest (front) facade and northwest (side) facade.	SE
6	1212 Brighton Road, northeast (rear) facade.	SW
7	1214 Brighton Road, northeast (rear) and southeast (rear wing, side) facade.	NW
8	1216 Brighton Road, northeast (rear) facade.	SW
9	1218 Brighton Road, northeast (rear) and southeast (rear wing, side) facade.	NW
10		
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32		

Key #_____

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

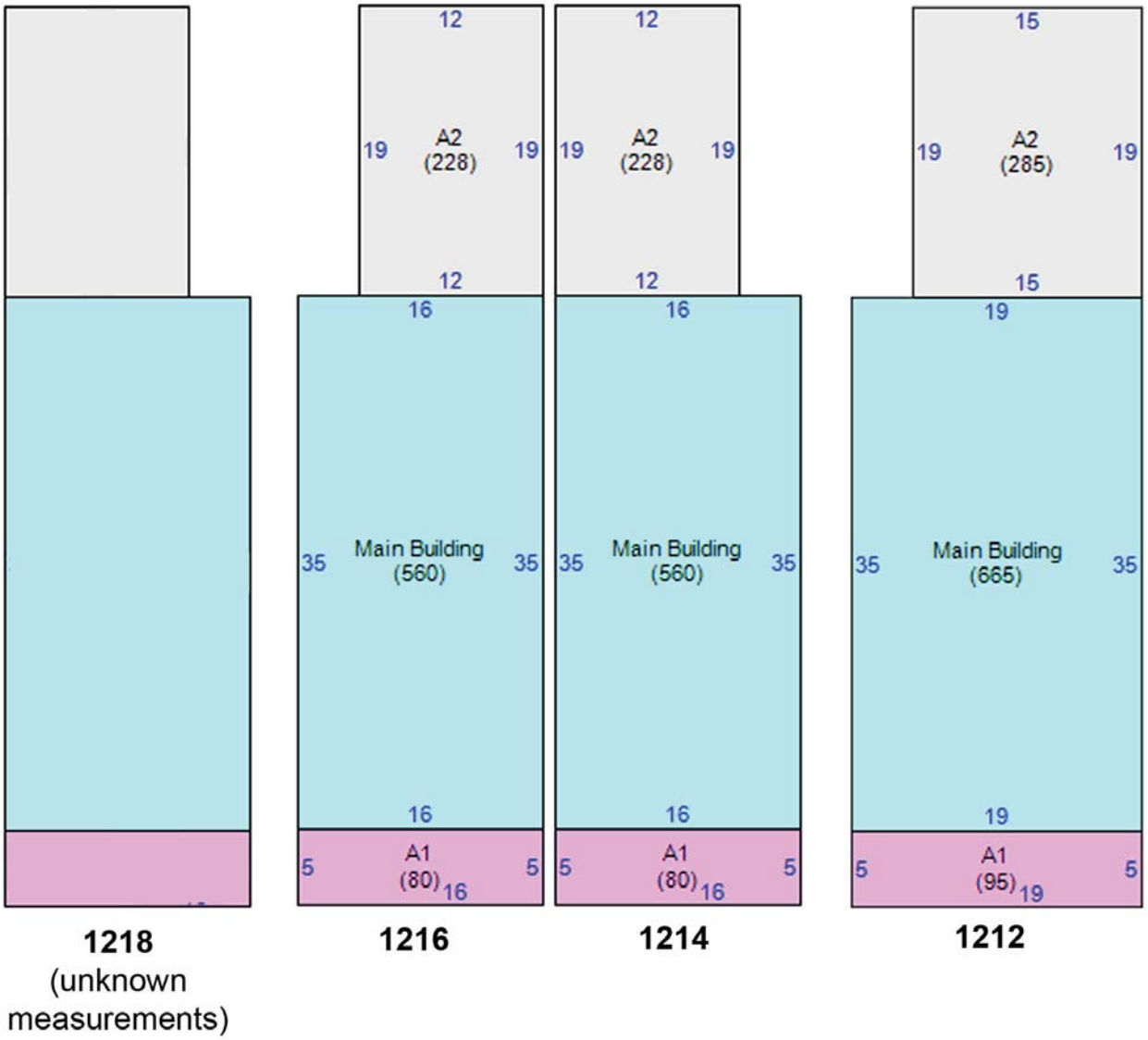


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



These rowhouses are physically connected. They are depicted separately here for visual clarity.

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Current Photographs (Item 33)

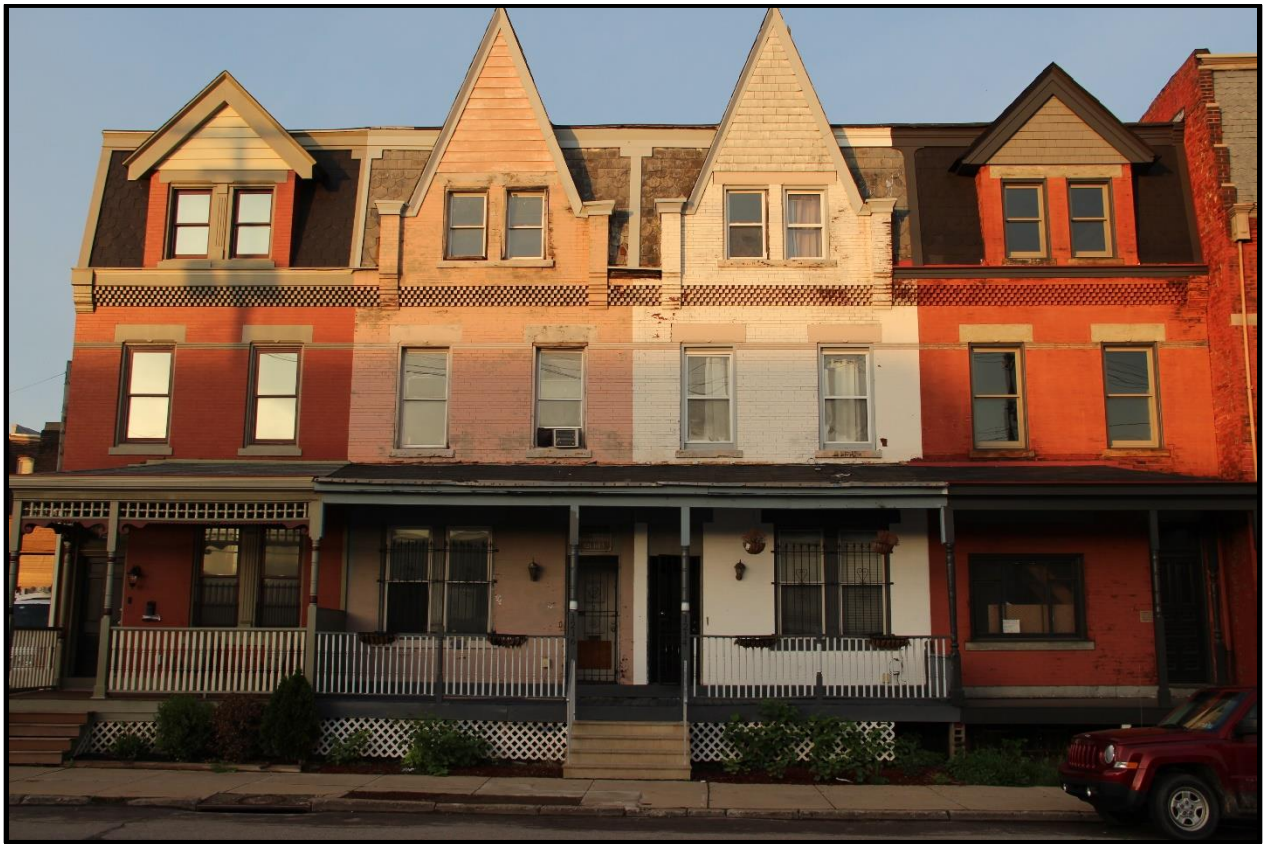


Photo 1: 1212-1218 Brighton Road, southwest (front) facades, camera facing northeast.



Photo 2: 1212 Brighton Road, southwest (front) façade, camera facing southeast.



Photo 3: 1214 Brighton Road, southwest (front) façade, camera facing southeast.



Photo 4: 1216 Brighton Road, southwest (front) facade, camera facing northeast.

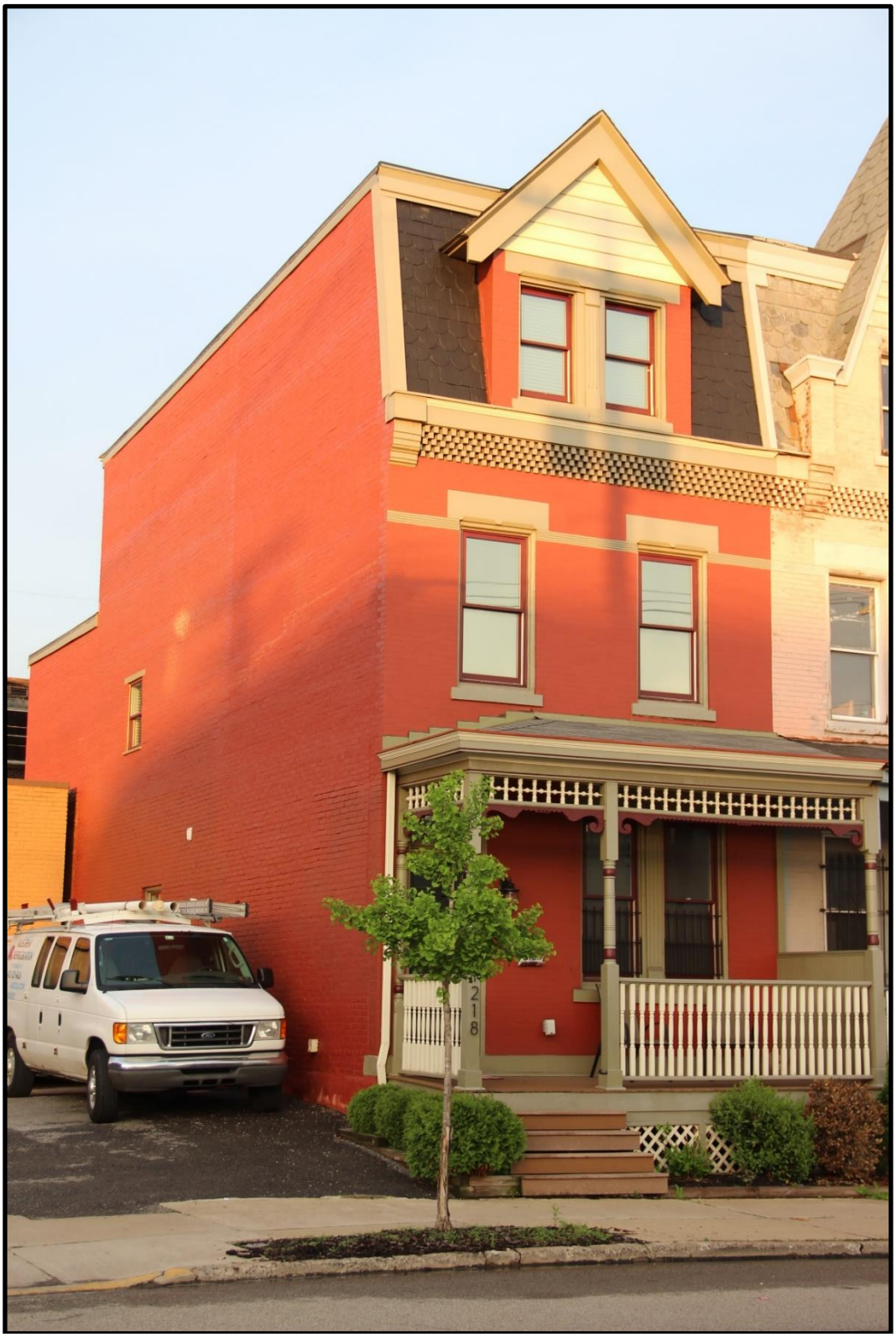


Photo 5: 1218 Brighton Road, southwest (front) facade and northwest (side) facade, camera facing southeast.



Photo 6: 1212 Brighton Road, northeast (rear) facade, camera facing southwest.

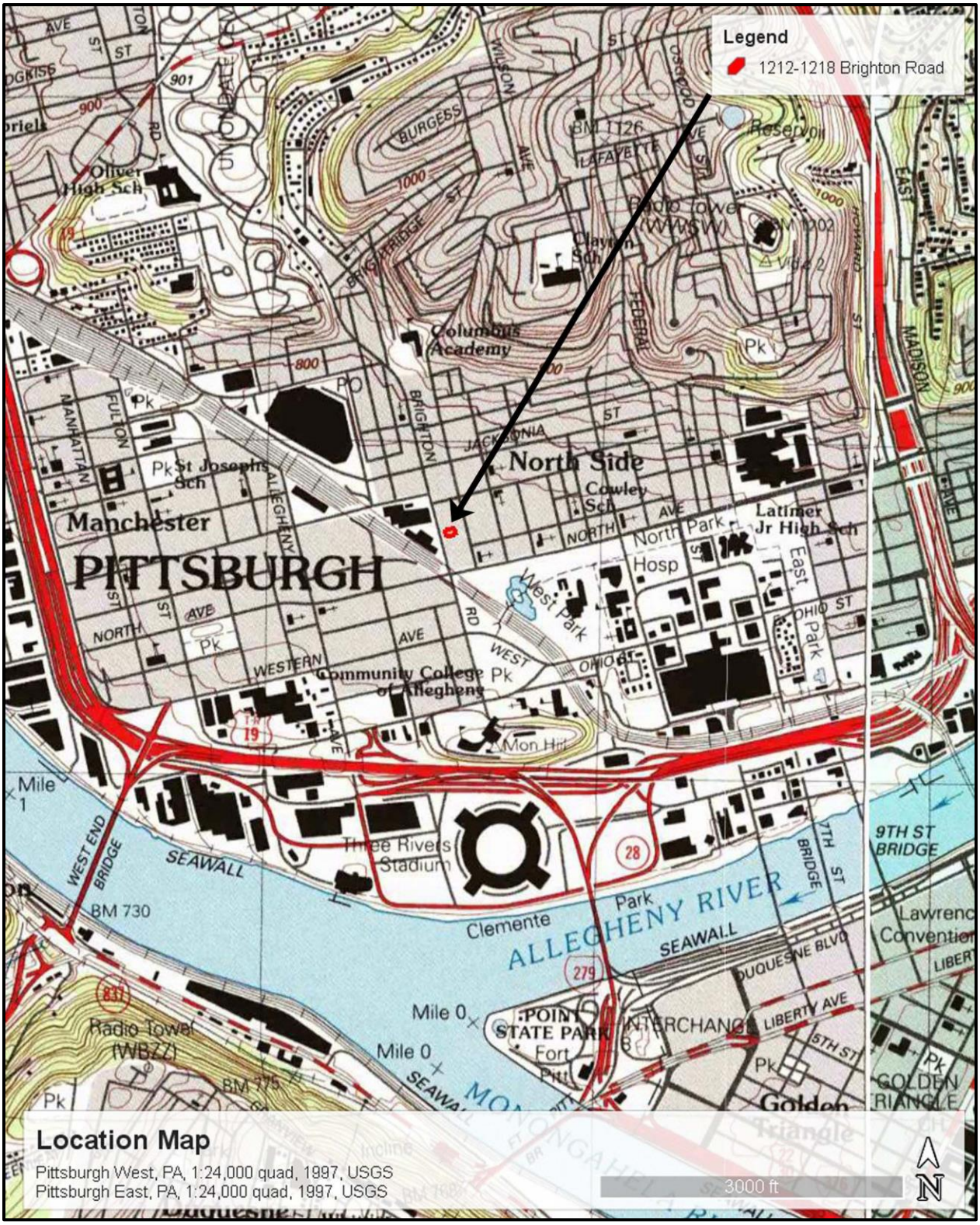


Photo 7: 1214 Brighton Road, northeast (rear) and southeast (rear wing, side) facade, camera facing northwest.



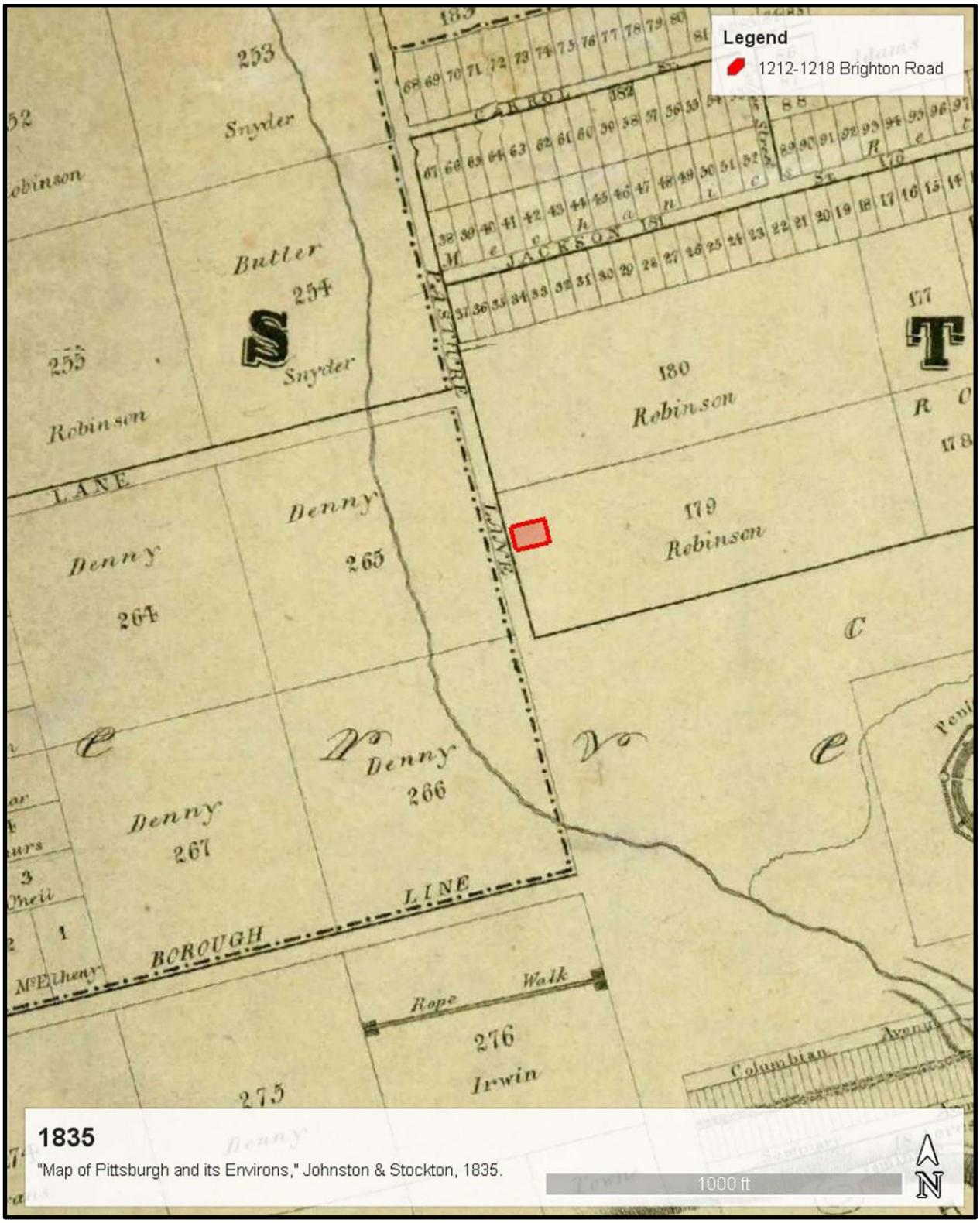
Photo 8: 1218 Brighton Road, northeast (rear) and southeast (rear wing, side) facade, camera facing northwest.

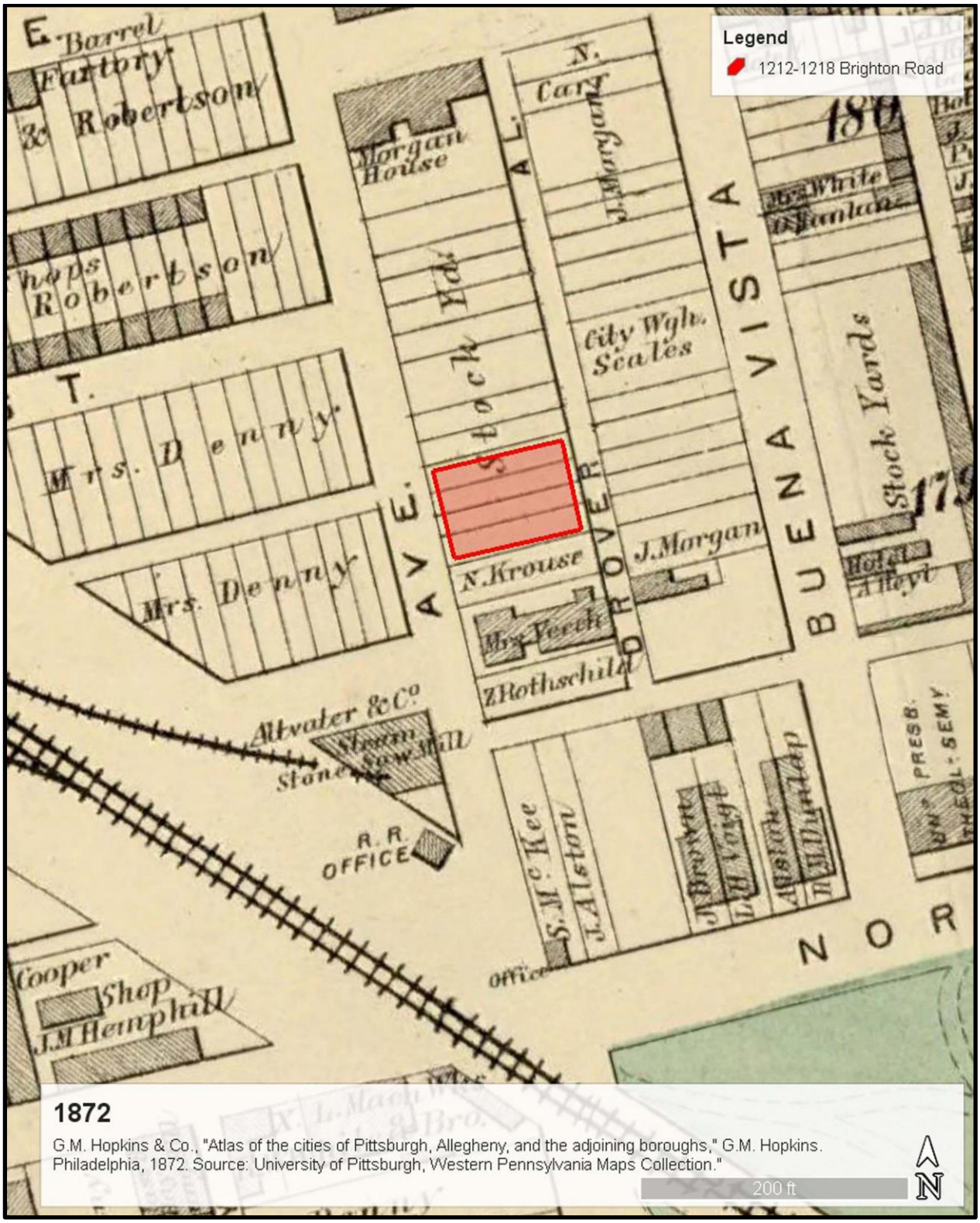
USGS Map (Item 36)

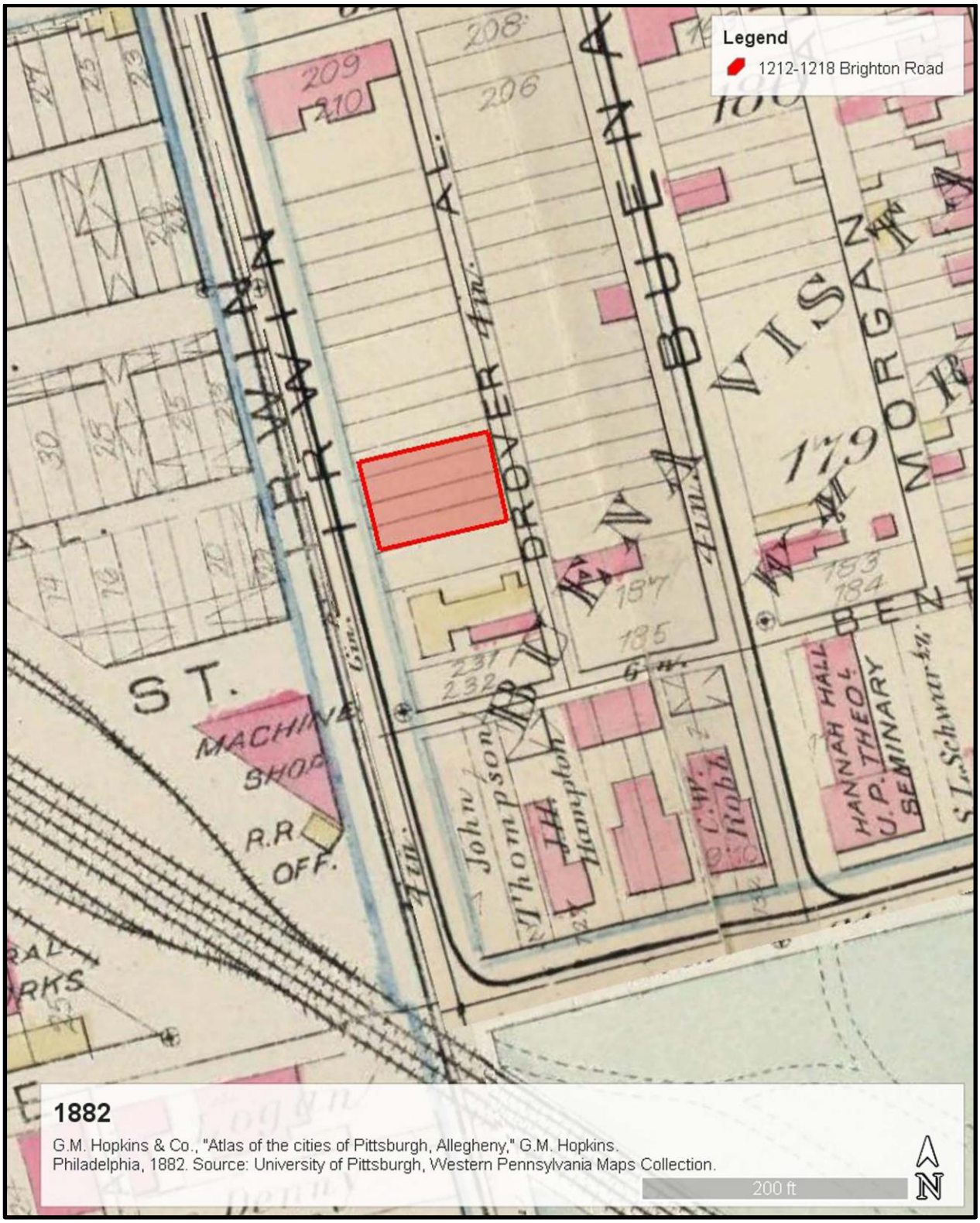


Historical Maps (Optional Attachment, Item 37)




Legend
1212-1218 Brighton Road
Snyder
Butler
254
Snyder
255
Robinson
LANE
Denny
264
Denny
265
Denny
266
Denny
267
LINE
BOROUGH
McElheny
Rope
Walk
276
Irwin
275
180
Robinson
179
Robinson
177
T
JACKSON
Columbian
Avenue
1835
"Map of Pittsburgh and its Environs," Johnston & Stockton, 1835.
1000 ft
N

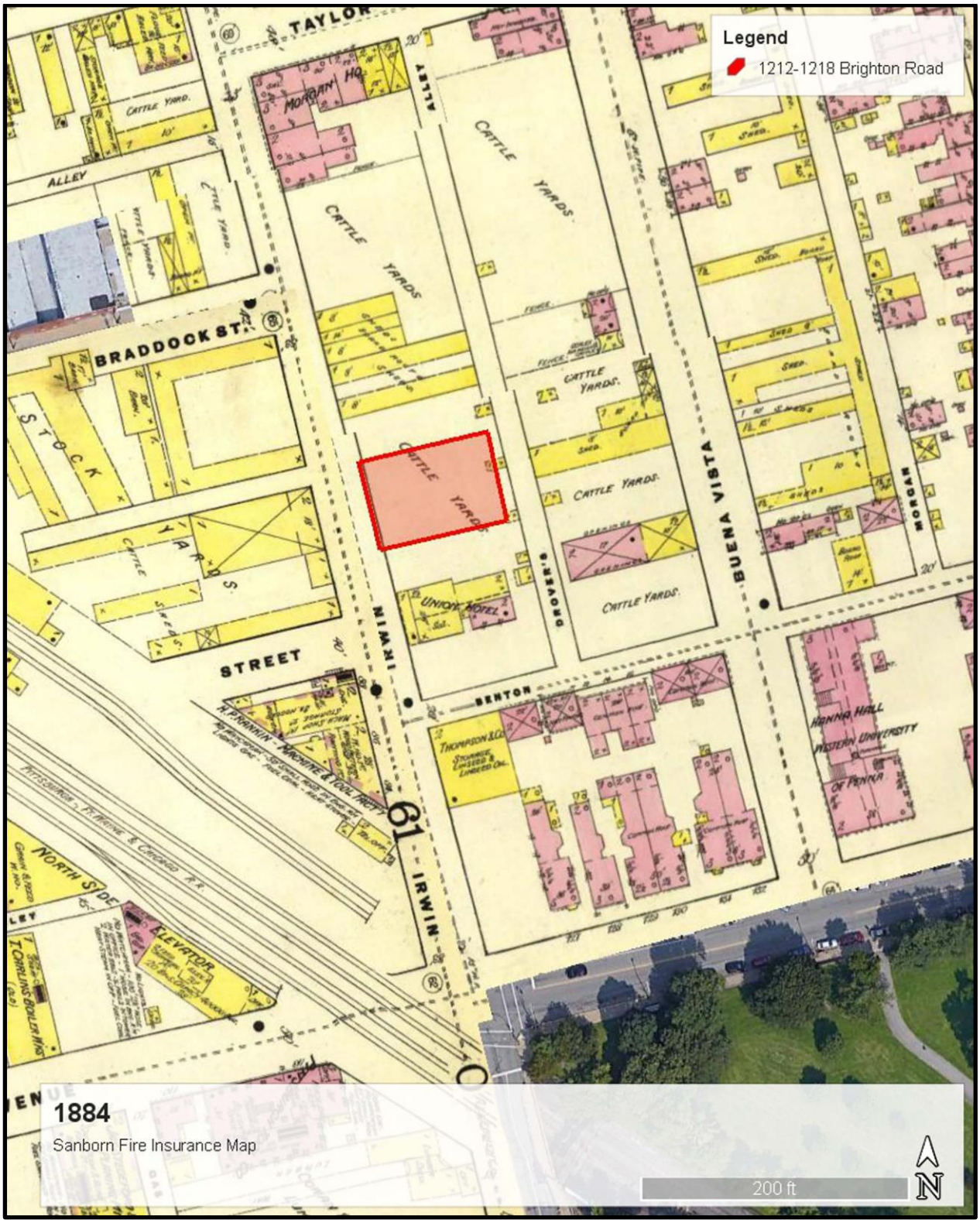

Legend
1212-1218 Brighton Road
E. Barrel Factory
& Robertson
Morgan House
N. Carr
J. Morgan
Mrs. White
Mrs. Denny
Mrs. Denny
City Wgh. Scales
Stock Yards
N. Krouse
J. Morgan
Mrs. Yerch
Z Rothschild
Hotel
Alley
Altvater & Co
Steam Saw Mill
Stone
R. R. OFFICE
S. M. Mc Kee
J. Alston
Office
Cooper Shop
J. M Hemphill
AVE
BUENA VISTA
GROVER
NOR
1872
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection."
200 ft
N


Legend
1212-1218 Brighton Road
208
209
210
206
ALLEGHENY AVE.
GROVER ST.
BRUNOT ALLEY
VISTA
MORGAN
179
187
185
183
184
231
232
ST.
MACHINE SHOP
R.R OFF.
John Thompson
J.H. Hampton
C.W. Robb
HANNAH HALL
U.P. THEOL. SEMINARY
1882
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N

1212-1218 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

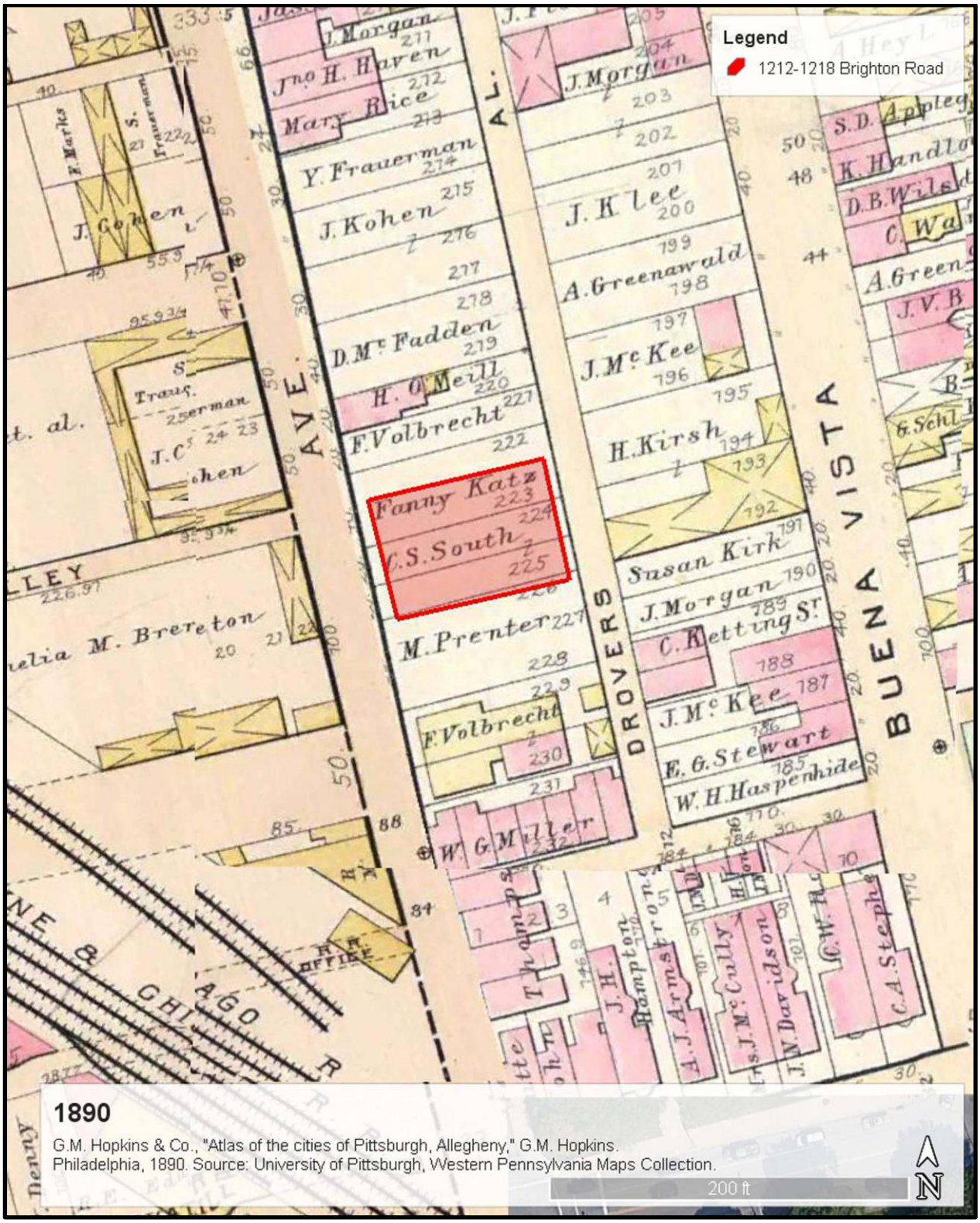
ER# 2018-1595-003



1212-1218 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003



1212-1218 Brighton Road
Allegheny County, PENNSYLVANIA

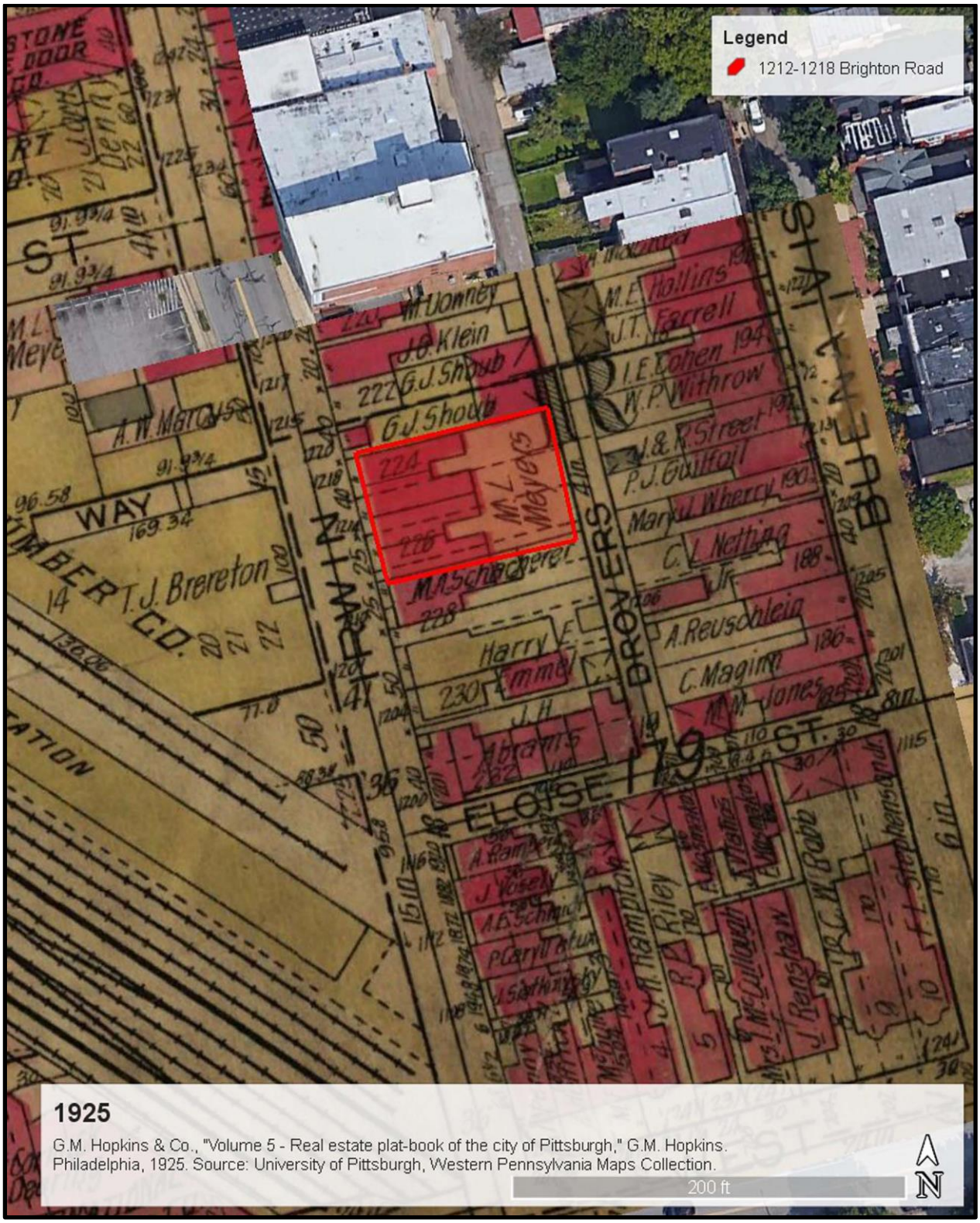
Key #_____

ER# 2018-1595-003




Legend
1212-1218 Brighton Road
IRWIN
AVE
DROVERS
ALLEN
BUENA VISTA
Frey & Harlander
I.C.
1901
G.M. Hopkins & Co., "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N


Legend
1212-1218 Brighton Road
IRWIN AV.
ALLEY
SCRAP IRON YARD
DROVERS
BUENA VIS
PAXTON ALLEY
LUMBER SHED
OFFICE
Sol. UNION HOTEL
ELLSWORTH AV.
ALLEGHENY BASKET CO.
1906
Sanborn Fire Insurance Map
200 ft
NORTH
N


Legend
1212-1218 Brighton Road
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N
ELOISE
ST.
WAY
M.L. Meyers
224
226
222
G.J. Shoub
A.W. Marcus
T.J. Brereton Co.
Harry E. Emmel
230
A. Reuschlein
C. Magino
M.W. Jones
M.E. Hollins
J.T. Farrell
I.E. Cohen
W.P. Withrow
P.J. Gulfoil
C.L. Nettina Jr.
M.A. Schneberel
J.H. Abrams
A. Ramsey
J. Vosel
A.E. Schmidt
P. Carvill Atum
J. Sarkady
J.A. Hamilton
R.T. Riley
J. McCullough
J. Reashen
W. Babb
Shoemaker

1212-1218 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003



1212-1218 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
1212-1218 Brighton Road
N Taylor Ave
Offley St
Riversea Rd
Brighton Rd
Drovers Way
Buena Vista St
Mimosa Way
Eloise St
1957
Aerial photograph, May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
1212-1218 Brighton Road
N Taylor Ave
Offley St
Riversea Rd
Brighton Rd
Drovers Way
Buena Vista St
Mimosa Way
Eloise St
1967
Aerial photograph, May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)

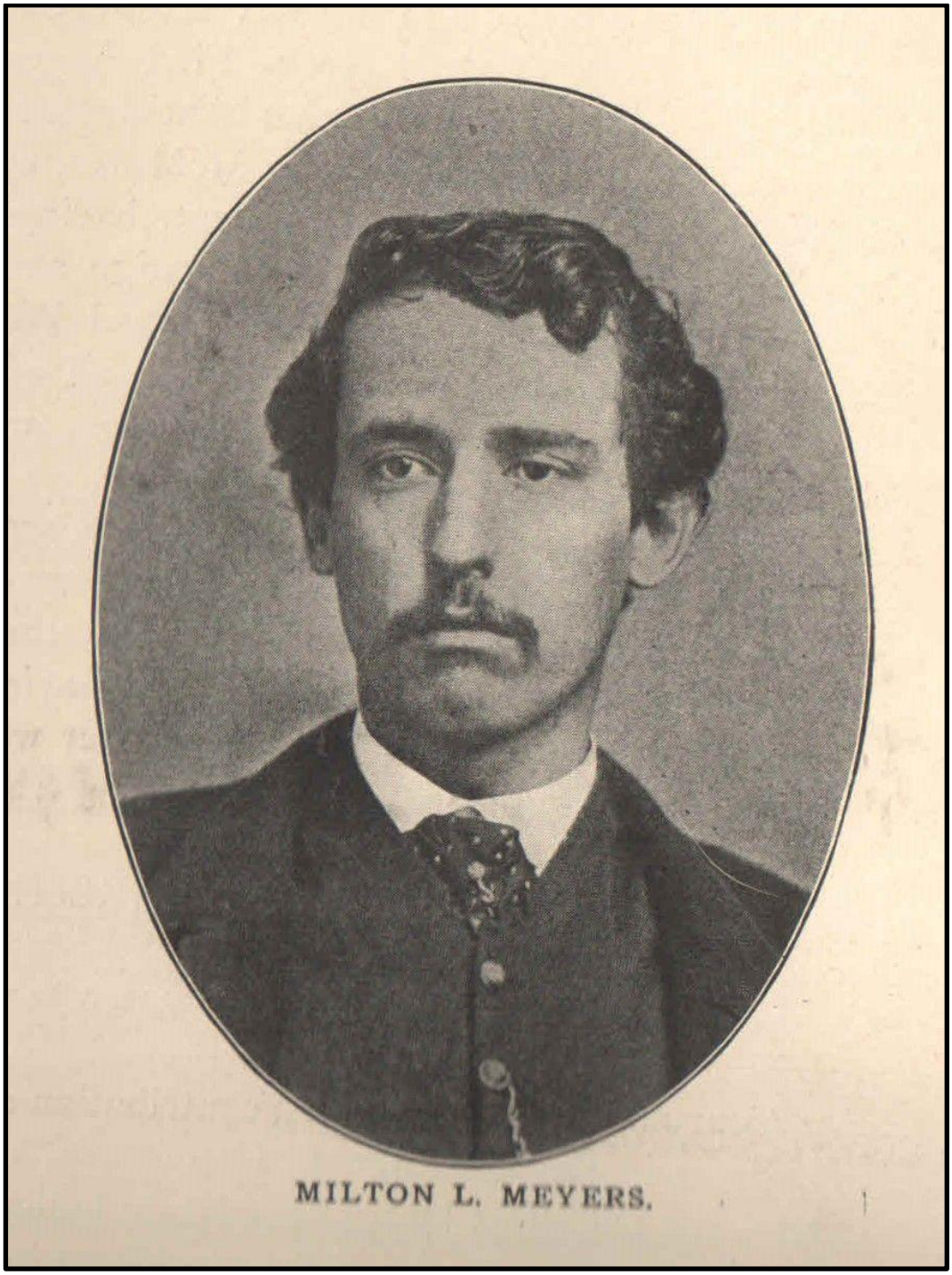


Figure 1: Milton L. Myers, builder of 1212-1218 Brighton Road (155th Regimental Association 1910:401).

Physical Description and Integrity (Item 38)

Physical Description

1212-1218 Brighton Road (Photo 1) is a grouping of four rowhouses located on the northeast side of Brighton Road in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street. The three-story, brick, single-family dwellings are constructed in the Queen Anne style. The group exemplifies the late-nineteenth-century rowhouse typology. Each rowhouse plan consists of a double-pile front section with narrower rear wings. The facades of each of the four rowhouses are similar, but not identical. Save for later alterations, 1212 Brighton Road (Photo 2) is a mirror image of 1218 Brighton Road (Photo 5). Similarly, 1214 Brighton Road (Photo 3) is a mirror image of 1216 Brighton Road (Photo 4).

As a group, the southwest (front) façade is eight bays wide. Individually, each house measures two bays wide. The northeast (rear) façade is comprised of two-story brick wings extending from the three-story main portion of the house. Individually, each wing measures two bays wide by two bays deep. The three-story main portion of the house is two bays wide. Exterior walls are constructed of red brick laid in a common bond pattern except for the southwest (front) façades. The front façade is constructed of façade brick laid in a running bond pattern with thin mortar joints. The front façade of each house has been painted.

The southwest (front) façades rise from a basement level of sandstone. The basement level of each house features a single window opening. This window is largely obscured by a frame porch. The porch, divided between the four houses, spans the full façade of the group. It features a shallow-pitch hipped roof supported by turned posts. A wooden banister with turned spindles lines the porch of most houses in the group. One house (1218 Brighton Road) (Photo 5) maintains its original stick-and-ball fretwork and bracketing. The brick façade rises from a sandstone water table that rests on the sandstone foundation. Within the group, the typical first-floor façade configuration consists of a doorway and a paired window opening. The placement of the first-floor doorway and window opening alternate between the houses in an ABBAABBA pattern. All windows openings, unless otherwise noted, feature sandstone lintels and lug sills. The doorway of each house is surmounted by a sandstone lintel and trimmed with wood. Two houses (1212 and 1218 Brighton Road), maintain a transom window above the door. A carved address stone is set 16 brick courses above the water table in each doorway. The stones reflect the original property addresses of 95-99 Irwin Avenue; reading “95, 97, 97 ½, and 99.” The address for the group became 1212-1218 Irwin Avenue in 1899 and 1212-1218 Brighton Road in ca. 1929 (Diffenbacher 1899; Polk 1928; Polk 1930). The second story window openings feature sandstone lintels and lug sills. The lintels are of a smooth stone cut with a bevel above the window opening. They rest atop a belt course of molded terracotta. The window openings are fitted with one-over-one light, double-hung windows. The third-floor level consists of a steep mansard roof clad in slate with alternating fields of square butt and fish scale shingles. Capped with a wood raking cornice, the mansard roof is underscored by a two-part cornice consisting of five courses brick laid in an alternating dentil motif and flanked by stepped, molded brick corbels surmounted by a series of wooden moldings. The roof is framed by wood trim. Behind the

mansard roof, a flat roof clad in membrane roofing covers the main portion of each house. The mansard roof of each house is bisected by large, gable-front, brick wall dormers. Arranged in an ABBA pattern, the dormers of the 1212 and 1218 Brighton Road consist of a moderately-pitched center gable trimmed with wood and clad in either siding or cedar shake. The dormers of 1214 and 1216 Brighton Road consist of a steeply-pitched center gable clad in either siding or cedar shake. The dormers are framed between low parapet walls that extend upward from stepped, molded brick corbels in the cornice. The parapet walls are finished with square wooden caps that have been clad in sheet metal.

The northwest and southeast (side) façades of the group are largely obscured. The northwest (side) façade of 1218 Brighton Road (Photo 5) is the only fully visible side façade of the group; the exception being the northwest and southeast facades of the two-story, brick wings extending from the rear of each house (Photo 7; Photo 9). These wings face one another, creating a light well. The northwest façade of 1218 Brighton Road rises from a basement level of parged stone. There is little fenestration. On the first floor, a former door, accessed by a flight of three concrete steps, has been infilled with wood and a one-over-one light, double-hung vinyl sash window. On the second floor, a small window with a thin sill and thin lintel punctuates the façade. The northwest and southeast (side) facades of the two-story, brick wings are visible at the rear from Drovers Way. The typical configuration consists of a single window opening on the first floor and two window openings on the second floor. The roofline terminates with a gutter. The type of gutter used varies between buildings. A downspout descends along the eastern side of each façade.

The northeast (rear) façades (Photo 6) consist of both the rear walls of the three-story, brick main sections of the houses and the rear walls of the narrow two-story, brick rear wings. The rear wings form a light well with the adjacent house as they extend toward Drovers Way from the main section. The northeast (rear) façade rises from a basement level of sandstone. Examining the three-story, brick main section, each house features an angled wall where it abuts the neighboring house. Each house features a basement level window opening set in this angled wall. On the first, second, and third floors, a single window opening looks into the light well from this angled wall. On the third floor, another window opening looks out over the rear wing. The roofline terminates with a gutter that runs the length of the façade. Examining the two-story, brick rear wings, a bulkhead door accesses the basement at ground level. On the first floor, a single window opening and a doorway access the house. The doorway features a stone lintel and accessed by a short flight of stairs. The doorway is trimmed in wood. Two houses (1212 and 1218 Brighton Road), maintain a transom window above the door. The configuration of the window and door of the rear wing alternates between houses in an ABBAABBA pattern. On the second floor, a single window opening is placed over the first-floor doorway. The wing of each house is roofed by a shallow-pitch shed roof. The roofline terminates with a simple wood soffit and fascia.

Integrity

As a group, 1212-1218 Brighton Road retains a moderate level of integrity. Individually, each house maintains a different level of integrity, ranging from moderately-high to moderately-low. However, integrity is being evaluated based on the group as a whole.

1212-1218 Brighton Road retain integrity of location. Whereas conclusive evidence has not materialized, using contextual evidence and historic mapping, it is highly likely that 1212-1218 Brighton Road were moved approximately 20ft east from their original location toward Drovers Way. Prior to the widening of Irwin Avenue (Brighton Road), historic maps indicate that 1212-1218 Brighton Road aligned with the adjacent house at 1210 Brighton Road (Hopkins 1890; Sanborn 1893, Hopkins 1925). The buildings no longer align. Numerous newspaper accounts also verify that several buildings in Irwin Avenue, including the neighboring Union Hotel, were moved (Pittsburgh Daily Post 1927c:16; Pittsburgh Gazette Times 1927c:15). A notice of sheriff's sale for nearby 1116 Irwin Avenue indicates that the western 20ft of that property was "…[s]ubject to widening of Irwin Avenue," (Pittsburgh Press 1935:14). Considering this contextual evidence, it is likely that 1212-1218 Brighton Road were moved ca. 1927. Although not in their original location, the buildings have occupied their present location for over 90 years. Additionally, the buildings' present location is close enough to retain integrity and convey the location of the group as built.

1212-1218 Brighton Road retain integrity of setting. Built as a group, the subject properties adequately convey integrity as a typical example of the late-nineteenth-century rowhouse typology. One of the greatest contributing factors to the group's overall integrity is that all four rowhouses are extant. In considering the buildings' contextual setting, Irwin Avenue (Brighton Road) has always been a mixed-use street. Originally, a railroad freight depot and a lumber yard occupied the site across Irwin Avenue (Brighton Road) from the subject properties (Hopkins 1890; Sanborn 1893, Hopkins 1925). In 1963, a large fire destroyed these buildings. Subsequently, two large commercial buildings were constructed on the site; lessening the integrity of setting. However, this detriment to integrity of setting is abated by the fact that the function and character of the newer commercial buildings is approximate to that which they replaced.

1212-1218 Brighton Road collectively maintain a moderate level of integrity of design and materials. Each house maintains a different level of integrity, ranging from moderately-high to moderately-low; however, each house contributes to the integrity of the group as a whole. As such, the integrity of 1212-1218 Brighton Road must be evaluated as a group. The integrity of each individual house as relates to design, materials, and workmanship is discussed below.

1212-1218 Brighton Road collectively maintain a moderate-high level of integrity of workmanship. Each house has been altered to varying degrees, but collectively, the decorative brickwork elements, including the two-part cornice and stepped, molded brick corbels, and the houses' stone and wood elements contribute to the retention of integrity.

1212-1218 Brighton Road possess integrity of feeling. Individually, each house retains the physical features necessary to convey historic character as an example of a Queen Anne-influenced late nineteenth century residential construction; contributing to the overall integrity of the group.

1212-1218 Brighton Road possess integrity of association. The subject properties are directly linked with the mid-to-late-nineteenth-century residential expansion of Allegheny City, exemplifying the typical pattern of development in the Mexican War Streets and Central North Side neighborhoods.

Integrity of Design and Materials

1212 Brighton Road

1212 Brighton Road possesses a moderate level of integrity of design and materials. Alteration of fenestration, including the installation of replacement windows and the alteration of character defining features has compromised integrity.

Examining the southwest (front) façade of 1212 Brighton Road (Photo 2), the façade brick, sandstone lug sills, and lintels have been painted. Alteration to fenestration includes: 1) the infill of the basement-level window with glass block, 2) the infill of the first-floor paired, double hung window with brick and a Chicago-style window with operable side casements, and 3) the replacement of all windows with one-over-only, vinyl-sash double-hung windows. Loss of character defining features includes the loss of first-floor porch elements including stick-and-ball fretwork, original turned porch posts, porch railing, and stairs.

Examining the northeast (rear) façade of 1212 Brighton Road (Photo 6), the brick remains unpainted. Alteration of fenestration includes: 1) the infill of the basement-level window with glass block, 2) the infill of the first-floor window openings with brick, substantially reducing the size of the original window opening, and 3) the replacement of first-floor windows with aluminum, sliding sash windows, and 4) the infill of several window opening with plywood. Alteration of character defining features includes the removal of lug sills on several windows and the replacement of the box gutter on the roofline of the two-story, brick rear wing with a modern, aluminum gutter.

1214 and 1216 Brighton Road

1214 and 1216 Brighton Road possess a moderately-low level of integrity of design and materials. Alteration of fenestration, including the installation of replacement windows, and the alteration of character defining features has compromised integrity.

Examining the southwest (front) façades of 1214 and 1216 Brighton Road (Photo 3; Photo 4), the façade brick, sandstone lug sills, and lintels have been painted. Alteration to fenestration includes: 1) the addition of iron bars on first-floor paired windows, 2) the loss of the transom window above the doorway in each property, and 3) the replacement of all windows with one-over-only, aluminum-sash double-hung windows. Alteration of character defining features includes: 1) the loss of first-floor porch elements including stick-and-ball fretwork, the loss of original porch posts, the replacement of the porch railing, and the reconfiguration of the porch stairs, and 2) the replacement of the exterior front door with an iron-bar security door.

Examining the northeast (rear) façades of 1214 and 1216 Brighton Road (Photo 7; Photo 8), the brick remains unpainted. Alteration of fenestration includes: 1) the addition of iron bars on select first-floor windows, 2) the infill of the first-floor window openings with insulbrick, substantially reducing the size of the original window opening, 3) the complete infill of window openings in the two-story, brick rear wings with insulbrick, and 4) the replacement of all extant windows with one-over-one light, double-hung vinyl-sash windows. Alteration of character defining features include the addition of an iron-bar security door on the buildings' rear doors and the addition of two, large, three-meter electric meters adjacent to the rear doors.

1218 Brighton Road

1218 Brighton Road possess a moderately-high level of integrity of design and materials. Alteration of fenestration, including the installation of replacement windows, and the alteration of character defining features has compromised integrity. However, the building is in good repair and maintains greater integrity of design and materials than others in the group.

Examining the southwest (front) façade of 1218 Brighton Road (Photo 5), the façade brick, sandstone lug sills, and lintels have been painted. Alteration to fenestration includes: 1) the addition of iron bars on first-floor paired windows, and 2) the replacement of all windows with one-over-only, vinyl sash double-hung windows. Alteration of character defining features includes: 1) the loss of first-floor porch elements including the loss of original porch posts and the replacement of the porch railing.

Examining the north west (side) façade of 1218 Brighton Road (Photo 5), the brick, sills, and lintels have been painted. Alteration of fenestration includes: 1) the conversion of a first-floor door to a one-over-one light, double hung vinyl-sash window, and 2) the introduction of a second-floor one-over-one light, double-hung vinyl sash window.

Examining the northeast (rear) façade of 1218 Brighton Road (Photo 9), the brick, sandstone lug sills, and lintels have been painted. Alteration of fenestration includes: 1) the addition of iron bars on first-floor windows, 2) the infill of a second-floor window opening with brick, 3) the conversion of a second-floor window to a door with subsequent conversion back to a window, and 4) the replacement of all extant windows with one-over-one light, double-hung vinyl sash windows. Alteration of character defining features include the addition of a rear deck, the replacement of all box gutters with modern, aluminum gutters, and the construction of a one-story garage in the rear yard.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of the 3,000-acre Reserve Tract of land set aside for distribution to veterans of the war of American Independence. On March 1, 1797, James Robinson received a patent from the Commonwealth of Pennsylvania for Reserve Tract Lot 179, on which the subject parcel is located. Robinson died in 1814, leaving his property to his only child and heir, William Robinson, Jr. (who was called Jr. to distinguish him from his uncle). William Robinson, Jr. was a major force in the development of Allegheny and was its first mayor. In 1847, he subdivided Reserve Tracts 179 and 180 in a plan called "Buena Vista." The plan of lots was recorded July 20, 1854, and was bounded by Pasture Lane (later Irwin Avenue, now Brighton Road) on the west, Taylor Avenue (now N. Taylor Avenue) on the north, Palo Alto Street on the east, and North Commons (now W. North Avenue) on the south (Allegheny County Plan Book 2:61). This plan became the basis for the formation of the present Pittsburgh neighborhood called the Mexican War Streets. Typical lots originally measured 20ft wide by 110ft deep, though the depth of lots 224, 225, 226, and the northern quarter of 227, which compose the subject property, have been reduced to 87ft to allow for the widening of Brighton Road (Pittsburgh Daily Post 1927b:18).

On May 13, 1856, William Robinson, Jr. sold lot 226-230 and Lots 188-193 to William Veach for $1,250.00 (ACDB 130:543). When the Pittsburgh, Fort Wayne, and Chicago Railroad gained access to Chicago in December 1856, "livestock entrepreneurs began buying land where they subsequently established drove yards and hotels next to the railroad's main freight terminals" (Rotenstein 2010:39). In the late 1850s, the city scales were relocated from Marion Avenue in the First Ward to several lots on the west side of Buena Vista Street in the Second Ward (see 1872 Hopkins map). Veach was proprietor of the Union Hotel at present-day Brighton Road and Eloise Street (Pittsburgh Daily Post, 25 June 1857:1). He also maintained much of the land extending northwest of the Union Hotel as stock yards or drove yards. In 1863, the Pennsylvania Railroad, in an effort to "consolidate and integrate" Pittsburgh's livestock operations, established a new stock yard in East Liberty (Rotenstein 2010:39). When the East Liberty stock yards and hotel opened in 1864, its effect on the Allegheny stock market was felt immediately. The Allegheny drove yards suddenly lost all through traffic transporting livestock to Philadelphia and New York.

Just before his death in 1862, Veach began selling several parcels northwest of his tavern. Lot 226, along with lots 227 and north half of 228, were sold to George W. Evans in 1859 for $1,100.00 (ACDB 171:237). Concurrent with the opening of the East Liberty stock yards, it is likely that Veach's widow, Mary, continued selling the lots comprising the former stock yards. On April 29, 1865, George W. Evans sold lots 226, 227, and 228 to Jacob Haas and Moritz Kraus for $1,600 (ACDB 187:462). On February 8, 1870, a portion of former stock yards was conveyed from Joseph Myers to Jacob and Lina Joseph of Chicago, IL. On March 21, 1889, Jacob and Lina Joseph sold lots 224 and 225 to George S. South for $5,000.00 (ACDB 646:562).

On September 5, 1877, lots 226, 227, and 228 were among the tracts sold at sheriff sale to James L. Graham, Trustee for Allegheny Savings Bank, for $12,232.28 plus $100 in costs (ACDB 367:657). Allegheny Savings Bank filed a petition of bankruptcy on October 8, 1877, and its stockholders approved the sale of

the subject lots and other property on August 30, 1878. On January 3, 1879, lots 226, 227, and 228 were conveyed to Malcolm Hay, Trustee for the Creditors of Allegheny Savings Bank (ACDB 390:147). On March 1, 1888, William Macrum, Trustee for Creditors of Allegheny Savings Bank, conveyed lots 226, 227, and the north half of 228 to Martin Prenter for $4,500 (ACDB 596:580).

On February 1, 1890, Martin Prenter conveyed the northern one-quarter of lot 227 and the entirety of lot 226 (containing 25 feet of frontage on Brighton Road and measuring 110 feet deep) to Milton L. Myers for $2,562.50 (ACDB 676:548). That same day, George S. South and his wife, Sarah Jane South, conveyed lots 224 and 225 to Myers for $4,100.00 (ACDB 646:555). In purchasing lots 224, 225, 226 and the northern quarter of 227, Myers intended to improve the properties "…at once with desirable brick dwellings," (Pittsburgh Dispatch 1890:7). Construction of 1212-1218 Brighton Road began shortly thereafter (Hopkins 1890; Sanborn 1893). Advertisements for the properties appear in October 1891 with the first tenants appearing that same year (Pittsburgh Press 1891:8; Diffenbacher 1891).

Milton L. Myers (Figure 1) was born in Massillon, Ohio in 1842 (Cushing 1889:544), settling in Pittsburgh in 1859 with his parents (Bower 1892:34). With the outbreak of the Civil War, Myers enlisted in the 155th Pennsylvania Volunteer Infantry Regiment, serving through the end of the war (Cushing 1889:544). At the close of the war, Myers returned to Pittsburgh, first taking a position with Wood's Iron and Rolling Mill in McKeesport, PA and then as a cashier with the Pennsylvania Railroad (Cushing 1889:544). In 1866, he married Virginia Anne McLaughlin. McLaughlin was the daughter of John McLaughlin and great-granddaughter of William McLaughlin, both prominent landowners in Sewickley, PA. Myers settled in Bellevue, PA before moving to 209 Allegheny Avenue (later renumbered as 1103 Allegheny Avenue), Allegheny City ca. 1890 (Diffenbacher 1891; Hopkins 1890).

In 1872, Myers accepted the position of cashier with Hostetter & Smith, whose business was the manufacture and distribution of Hostetter's "Celebrated" Bitters, a popular nostrum (Cushing 1889:544; NPS 2012). He served as cashier until 1885 when partner J.W. Smith died. Myers was offered a partnership position in the renamed Hostetter & Company. Shortly after the death of J.W. Smith, company founder David Hostetter died in 1888. Myers was elected secretary and treasurer of the again-renamed Hostetter Company. He held these positions until his death on November 7, 1892 (Bower 1892:35). Upon his death, Myers willed his real estate holdings to his wife, Virginia; granting her the ability to either retain or dispose of the property (ACDB 3371:329; ACWB 43:88). Virginia retained the four rowhouses at 1212-1218 Brighton Road until her death in 1929. However, newspaper advertisements do indicate that she attempted to divest herself of the property in 1927, most likely due to a proposed street widening project (Pittsburgh Press 1927b:40).

Published in September 1921, A Major Street Plan for Pittsburgh was the second report of the Citizens Committee on City Plan of Pittsburgh (CCCP). Among the many proposed changes to City of Pittsburgh's configuration of streets, the CCCP advocated for "…a new diagonal connection from Irwin Avenue into Brighton Road…" (CCCP 1921:20). The idea took root in December 1925 when the Northside Chamber of Commerce endorsed the widening of Irwin Avenue (Pittsburgh Gazette-Times 1925:2; Pittsburgh Press 1925:28). On May 18, 1926, the city held a referendum on numerous civic improvement projects. Known

as the People's Bond Issue, the proposed improvements were spurred in part by the work of the CCCP. Included in this referendum was the proposal to increase the city's indebtedness by $690,000.00 so that Irwin Avenue could be widened, improved, and connected to Brighton Road (Pittsburgh Press 1926:12; Pittsburgh Daily Post 1926:24; Pittsburgh Press 1927a:8). The proposal included widening the roadway to 38ft and installing two 10ft sidewalks on either side (Pittsburgh Gazette Times 1926:16). This expanded the total right-of-way from 33ft to 58ft. The referendum was successful; however, discussions on how to best accomplish the street improvements proved contentious.

Members of the Northside Chamber of Commerce urged engineers to condemn property only on the west side of Irwin Avenue, stating, "…the taking of property containing frame buildings on the west side of the thoroughfare… would remove the necessity of cutting off the fronts of modern brick buildings on the east side," (Pittsburgh Press 1927a:8). However, only taking property from the west side of Irwin Avenue would have failed to address the much-needed realignment of the intersection at Irwin Avenue and W. North Avenue. It also would have resulted in the taking of a 14ft wide strip of land from a freight yard owned by the Pennsylvania Railroad, to which the railroad strenuously objected (Pittsburgh Gazette Times 1927a:4). The city acquiesced, agreeing to take land from both sides of the Irwin Avenue and acquire the necessary land to realign the intersection of Irwin Avenue and W. North Avenue (Pittsburgh Gazette Times 1927a:4). From W. North Avenue to Pennsylvania Avenue, this decision resulted in a 4ft loss of land for the railroad and an approximately 21ft loss of land on the east side, accounting for the subtle, present-day jog in roadway alignment.

Property owners within the project boundary were given the option to move their buildings or permit condemnation by the city; the condemned buildings most often becoming the property of the demolition contractors (Pittsburgh Press 1928:21). Several property owners chose to move their building, including the Fifth United Presbyterian Church, a three-story, brick dwelling at 1517 Irwin Avenue, and the Union Hotel (Pittsburgh Gazette Times 1927c:15; Pittsburgh Daily Post 1927c:16). At least 32 others chose condemnation and demolition as evidenced by wrecking company advertisements (Pittsburgh Gazette Times 1927b:39). From descriptions of project boundaries, Hopkins maps, Sanborn maps, aerial photography, and confirmation that the neighboring Union Hotel was moved, it can be ascertained that 1212-1218 Irwin Avenue (Brighton Road) were also among those properties moved (Hopkins 1890; Sanborn 1893; Hopkins 1925).

On January 11, 1929, Virginia Myers died, bequeathing 1212-1218 Brighton Road to her daughters, Mary Myers Norton, Louise M. Philips, and Olive M. Herd (ACWB 207:285). The sisters held the property in joint tenancy, each retained a one-third interest. On September 11, 1941, Olive M. Herd died, willing her one-third interest in the properties to her sister, Mary Myers Norton (ACWB 256:259). In 1952, the remaining Myers heiresses decided to sell 1212-1218 Brighton Road.

The Myers heiresses conveyed all four houses to William and Martha Shove for a total consideration of $27,200.00 (ACDB 3371:329). William H. Schove was president of the W.H. Schove Company, a northside real estate and insurance agency (Pittsburgh Post-Gazette 1958b:9). William Shove died on November 25, 1958 (Daily Republican 1958:1). Following Schove's death, his wife, Martha Schove, began selling

1212-1218 Brighton Road piecemeal. Both 1212 and 1214 Brighton Road were sold in 1959 to Margaret L. Opalko and Alice Phelps, respectively (ACDB 3721:599; ACDB 3805:122). In 1960, Schove sold 1216 Brighton Road to Marie G. Pucilla (ACDB 3826:746). Finally, in 1961, Schove sold 1218 Brighton Road to Walter R. Skorput (ACDB 3920:80). Throughout the 1960s, 1214-1218 Brighton Road cycled through both individual and corporate ownership. 1212 Brighton Road was the only property to remain under individual ownership.

After Schove's transfer of the properties to individual owners, 1214-1218 Brighton Road were all subsequently sold at sheriff's sale; the first in 1964, the second in 1966, and the third in 1969 (ACDB 4100:595; ACDB 4243:131; ACDB 4509:578). Beginning in 1964, Roy E. Metzler and Anne E. Metzler began acquiring the properties piecemeal; purchasing 1218 Brighton Road for $7,500.00 in 1964 (ACDB 4133:98), 1216 Brighton Road for $7,700.00 in 1968 (ACDB 4468:13), and 1214 Brighton Road for $4,750.00 in 1969 (ACDB 4509:578). The Metzlers retained ownership of 1214-1218 Brighton Road until the 1986 when they began divesting themselves of the properties. In 1986, they sold both 1214 and 1216 Brighton Road to S. James Wallace (ACDB 7298:240). Wallace retained both properties until 1999 when he sold them to current owner, Ellyn, Inc. (ACDB 40464:38). In 1988, the Metzlers sold 1218 Brighton Road to Richard Cuda (ACDB 7787:182). Dennis Vodzak purchased 1218 Brighton Road from Cuda in 2013, subsequently restoring the property and selling to current owner, James Stanley Johnston (ACDB 15402:593; ACBD 16303:435).

From 1959 until her death in 1978, Margaret Opalko retained ownership of 1212 Brighton Road. Wayne O. Klaus and Maryann G. Klaus purchased the property from Opalko's estate, retaining ownership until 1989 (ACDB 6001:195). Keith Sarver acquired the property from Wayne and Maryann Klaus and retained ownership until the property was sold at sheriff's sale to current owner James R. Lawrence in 2005 (ACDB 8045:516; ACDB 12519:498).

1212 Brighton Road (0023-N-00025)

Date	Consideration	Grantor	Grantee	Source Location	Notes
7/18/2005	$6,100.00	Sheriff (for Keith Sarver)	James R. Lawrence	Allegheny County Deeds 12519:498	No building description given
6/29/1989	$18,000.00	Wayne O. Klaus; Maryann G. Klaus	Keith Sarver	Allegheny County Deeds 8045:516	Lot 226 and the northerly 5 feet of Lot 227 in the William Robinson, Jr. plan of lots. Having constructed thereon a three-story brick dwelling
8/19/1978	$7,800.00	Elizabeth Polito, Administratrix for the Estate of Margaret L. Opalko	Wayne O. Klaus; Maryann G. Klaus	Allegheny County Deeds 8045:516	Three-story brick dwelling house.
3/31/1959	$6,500.00	Martha Lou, Schove, widow	Margaret L. Opalko	Allegheny County Deeds 3721:599	Three-story brick dwelling known as 1212 Brighton Road
12/10/1952	$27,200.00	Mary Myers Norton, widow; Louise M. Philips and William Wirt Philips (husband)	Williams E. Schove; Martha L. Schove	Allegheny County Deeds 3371:329	Four three-story brick dwelling houses
1929	N/A	Virginia Myers	Mary Myers Norton; Louise M. Philips; Olive M. Herd, sisters	Allegheny County Will Book 207:285	Acquired by inheritance at time of mother's death. Olive M. Herd dies testate 9/11/1941, leaving her 1/3 interest in

Date	Consideration	Grantor	Grantee	Source Location	Notes
					the properties to sister, Mary Myers Norton, ACWB 256:259
12/2/1892	N/A	Milton L. Myers	Virginia Myers	Allegheny County Will Book 43:88	Acquired by inheritance at time of husband's death
2/1/1890	$2,562.50	Martin Prenter, et ux	Milton L. Myers	Allegheny County Deeds 676:548	All that ground… 115 North of Ellsworth Street, 25 feet along Irwin Avenue, 110 Feet to Drovers Alley. No buildings described.
3/1/1888	$4,500.00	William Macrum, Tustee for the creditors of Allegheny Savings Bank	Martin Prenter	Allegheny County Deeds 596:580	All that land… 90 feet north of Benton Alley, 50 feet Along Irwin Avenue, 1101 Feet to Drovers Alley
1/3/1879	None listed	James L. Graham, Trustee for Allegheny Savings Bank	Malcolm Hay, Trustee for the creditors of Allegheny Savings Bank	Allegheny County Deeds 390:147	Sale pursuant to 8/30/1878 resolution of stockholders of Allegheny Savings Bank. Bank filed a petition of bankruptcy on 10/80/1877.
9/5/1877	$12,232.28 plus $100 costs	R.H. Fife, Sheriff (for Moritz Kraus)	James L. Graham, Trustee for	Allegheny County Deeds 367:657	Conveys 2 tracts in addition to

Date	Consideration	Grantor	Grantee	Source Location	Notes
			Allegheny Savings Bank		the 50x110ft lot on Brighton Road.
4/29/1865	$1,600	G.W. Evans et ux.	Jacob Haas & Moritz Kraus	Allegheny County Deeds 187:462	Lots 226, 227, and north half lot 228 (50x110ft). After Jacob Haas' death, his widow conveyed her one-half interest in the property to Moritz Kraus (see ACDB 218:449)
8/27/1859	$1,100	William Veach et ux.	George W. Evans	Allegheny County Deeds 171:237	Lots 226, 227, and north half lot 228 (50x110ft).
5/13/1856	$1,250	William Robinson Jr.	William N. Veach	Allegheny County Deeds 130:543	Lots 226-230 in Wm. Robinson Plan (110x228ft). Note: Wm. Veach also purchased adjoining lots 188-193 to the east from Wm. Robinson on March 1, 1856 for $1,500.
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at time of father's death
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes

Date	Consideration	Grantor	Grantee	Source Location	Notes
					Reserve tract lot 179.

1214 Brighton Road (0023-N-00026)

Date	Consideration	Grantor	Grantee	Source Location	Notes
4/19/1999	$10,000.00	S. James Wallace	Ellyn Inc.	Allegheny County Deeds 10464:38	Part of Lots 224 and 225 of Robinson Plan. Three story brick dwelling. Sale includes 1216 Brighton Road
4/14/1986	$25,000.00	Roy E. Metzler; Anna E. Metzler	James Wallace	Allegheny County Deeds 7298:240	Three story brick dwelling house
10/8/1969	$4,750.00	Martha Lou Schove, widow	Roy E. Metzler; Anna E; Metzler	Allegheny County Deeds 4509:578	Three story brick dwelling house
8/8/1969	N/A	William H. Davis, Sheriff (for Alice Phelps)	Martha Lou Schove	By reference in above deed	No volume or page number given for sheriff's deed book.
7/31/1959	$6,500.00	Martha Lou Schove, widow	Alice Phelps	Allegheny County Deeds 3805:122	Three story brick dwelling house known as 1214 Brighton Road
12/10/1952	$27,200.00	Mary Myers Norton, widow; Louise M. Philips and William Wirt Philips (husband)	Williams E. Schove; Martha L. Schove	Allegheny County Deeds 3371:329	Four three-story brick dwelling houses
1929	N/A	Virginia Myers	Mary Myers Norton; Louise M. Philips; Olive	Allegheny County Will Book 207:285	Acquired by inheritance at time of mother's death. Olive

Date	Consideration	Grantor	Grantee	Source Location	Notes
			M. Herd, sisters		M. Herd dies testate 9/11/1941, leaving her 1/3 interest in the properties to sister, Mary Myers Norton, ACWB 256:259
1892	N/A	Milton L. Myers	Virginia Myers	Allegheny County Will Book 43:88	Acquired by inheritance at time of husband's death
2/1/1890	$2,562.50	Martin Prenter, et ux	Milton L. Myers	Allegheny County Deeds 676:548	All that ground… 115 North of Ellsworth Street, 25 feet along Irwin Avenue, 110 Feet to Drovers Alley. No buildings described.
3/1/1888	$4,500.00	William Macrum, Tustee for the creditors of Allegheny Savings Bank	Martin Prenter	Allegheny County Deeds 596:580	All that land… 90 feet north of Benton Alley, 50 feet Along Irwin Avenue, 1101 Feet to Drovers Alley
1/3/1879	None listed	James L. Graham, Trustee for Allegheny Savings Bank	Malcolm Hay, Trustee for the creditors of Allegheny Savings Bank	Allegheny County Deeds 390:147	Sale pursuant to 8/30/1878 resolution of stockholders of Allegheny Savings Bank. Bank filed a petition of bankruptcy on 10/80/1877.

Date	Consideration	Grantor	Grantee	Source Location	Notes
9/5/1877	$12,232.28 plus $100 costs	R.H. Fife, Sheriff (for Moritz Kraus)	James L. Graham, Trustee for Allegheny Savings Bank	Allegheny County Deeds 367:657	Conveys 2 tracts in addition to the 50x110ft lot on Brighton Road.
4/29/1865	$1,600	G.W. Evans et ux.	Jacob Haas & Moritz Kraus	Allegheny County Deeds 187:462	Lots 226, 227, and north half lot 228 (50x110ft). After Jacob Haas' death, his widow conveyed her one-half interest in the property to Moritz Kraus (see ACDB 218:449)
8/27/1859	$1,100	William Veach et ux.	George W. Evans	Allegheny County Deeds 171:237	Lots 226, 227, and north half lot 228 (50x110ft).
5/13/1856	$1,250	William Robinson Jr.	William N. Veach	Allegheny County Deeds 130:543	Lots 226-230 in Wm. Robinson Plan (110x228ft). Note: Wm. Veach also purchased adjoining lots 188-193 to the east from Wm. Robinson on March 1, 1856 for $1,500.
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at time of father's death

Date	Consideration	Grantor	Grantee	Source Location	Notes
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes Reserve tract lot 179.

1216 Brighton Road (0023-N-00027-000A)

Date	Consideration	Grantor	Grantee	Source Location	Notes
4/30/1999	$10,000.00	S. James Wallace	Ellyn Inc	Allegheny County Deeds 10464:38	Part of Lots 224 and 225 of Robinson Plan. Three story brick dwelling. Sale includes 1216 Brighton Road
4/14/1986	$25,000.00	Roy E. Metzler; Anna E. Metzler	James Wallace	Allegheny County Deeds 7298:240	Three story brick dwelling house.
2/15/1968	$7,700.00	Ingram Corporation	Roy E. Metzler; Anna E. Metzler	Allegheny County Deeds 4468:13	Three story brick dwelling house.
12/9/1966	$7,000.00	William H. Davis, Sheriff (for Marie G. Pucilla)	Ingram Corporation	Allegheny County Deeds 4243:131	Three story brick dwelling house.
8/25/1960	$6,500.00	Martha Lou Schove, widow	Marie G. Pucilla, widow	Allegheny County Deeds 3826:746	Three story brick dwelling house.
12/10/1952	$27,200.00	Mary Myers Norton, widow; Louise M. Philips and William Wirt Philips (husband)	Williams E. Schove; Martha L. Schove	Allegheny County Deeds 3371:329	Four three-story brick dwelling houses
1929	N/A	Virginia Myers	Mary Myers Norton; Louise M. Philips; Olive	Allegheny County Will Book 207:285	Acquired by inheritance at time of mother's

Date	Consideration	Grantor	Grantee	Source Location	Notes
			M. Herd, sisters		death. Olive M. Herd dies testate 9/11/1941, leaving her 1/3 interest in the properties to sister, Mary Myers Norton, ACWB 256:259
1892	N/A	Milton L. Myers	Virginia Myers	Allegheny County Will Book 43:88	Acquired by inheritance at time of husband's death
2/1/1890	$4,100.00	George S. South; Sarah Jane South	Milton L. Myers	Allegheny County Deeds 676:555	Lots 224 and 225 in the Robinson Plan of Lots. 140 Feet north from Ellsworth Street, east 110 feet to Drovers Alley, 40 feet along Drovers Alley
3/21/1889	$5,000.00	Jacob Joseph; Lina Joseph	George S. South, et ux	Allegheny County Deeds 646:562	Lot 224: 20 feet along Pasture Lane/Irwin Avenue. Dimension of lot: 20'x110'x19'x 110'. Lot 225: (328' north of North Commons) 20'x110'x19'x 110'
2/8/1870		Joseph Myers	Jacob Joseph; Lina Joseph	Allegheny County Deeds 253:57	

Date	Consideration	Grantor	Grantee	Source Location	Notes
12/24/1868	n/a	Lewis Myers, Sarah Myers	Joseph Myers	Allegheny County Deeds 240:188	Lots 224 and 225
5/29/1862	$1000.00	Asher Guckenheimer	Lewis Myers, Sarah Myers	Allegheny County Deeds 236:400	Lots 224 and 225
11/21/1856	$200.00; $250.00	Joseph B. Huff; William Robinson, Jr.	Asher Guckenheimer	Allegheny County Deeds 126:294	Lot 224 conveyed by Huff; Lot 225 conveyed by Robinson
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at time of father's death
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes Reserve tract lot 179.

1218 Brighton Road (0023-N-00027)

2/29/2016	$315,000.00	Dennis M. Vodzak	James Stanley Johnston	Allegheny County Deeds 16303:435	Three story brick dwelling. Lot 224 of the Robinson Plan
9/30/2013	$38,000.00	Janet A Cuda, POA for Richard P. Cuda	Dennis M. Vodzak	Allegheny County Deeds 15402:593	Deed states that plan of lots is "erroneously stated as Buena Vista Plan of Lots" in previous deed.
5/20/1988	$50,000.00	Roy E. Metzler; Anna E. Metzler	Richard P. Cuda	Allegheny County Deeds 7787:182	Sale and deed includes 1220 Brighton Road (23-N-29) (Demolished). References three-story

					brick dwelling known as 1218 Brighton Road
7/22/1964	$7,500.00	Oakhurst Realty Corp	Roy E. Metzler; Anna E. Metzler	Allegheny County Deeds 4133:98	Brick dwelling with common party wall shared with 1216 Brighton Road; known as 1218 Brighton Road
5/9/1964	N/A	William H. Davis, Sheriff (for Walter R. Skorput)	Oakhurst Realty Corp	Allegheny County Deeds 4100:595	Brick dwelling house
8/1/1961	$6,500.00	Martha Lou Schove, widow	Walter R. Skorput	Allegheny County Deeds 3920:80	
8/25/1960	$6,500.00	Martha Lou Schove, widow	Marie G. Pucilla, widow	Allegheny County Deeds 3826:746	Three story brick dwelling house.
12/10/1952	$27,200.00	Mary Myers Norton, widow; Louise M. Philips and William Wirt Philips (husband)	Williams E. Schove; Martha L. Schove	Allegheny County Deeds 3371:329	Four three-story brick dwelling houses
1929	N/A	Virginia Myers	Mary Myers Norton; Louise M. Philips; Olive M. Herd, sisters	Allegheny County Will Book 207:285	Acquired by inheritance at time of mother's death. Olive M. Herd dies testate 9/11/1941, leaving her 1/3 interest in the properties to sister, Mary Myers Norton, ACWB 256:259
1892	N/A	Milton L. Myers	Virginia Myers	Allegheny County Will Book 43:88	Acquired by inheritance at time of

					husband's death
2/1/1890	$4,100.00	George S. South; Sarah Jane South	Milton L. Myers	Allegheny County Deeds 676:555	Lots 224 and 225 in the Robinson Plan of Lots. 140 Feet north from Ellsworth Street, east 110 feet to Drovers Alley, 40 feet along Drovers Alley
3/21/1889	$5,000.00	Jacob Joseph; Lina Joseph	George S. South, et ux	Allegheny County Deeds 646:562	Lot 224: 20 feet along Pasture Lane/Irwin Avenue. Dimension of lot: 20'x110'x19'x 110'. Lot 225: (328' north of North Commons) 20'x110'x19'x 110'
2/8/1870	n/a	Joseph Myers	Jacob Joseph; Lina Joseph	Allegheny County Deeds 253:57	
12/24/1868	n/a	Lewis Myers, Sarah Myers	Joseph Myers	Allegheny County Deeds 240:188	Lots 224 and 225
5/29/1862	$1000.00	Asher Guckenheimer	Lewis Myers, Sarah Myers	Allegheny County Deeds 236:400	Lots 224 and 225
11/21/1856	$200.00; $250.00	Joseph B. Huff; William Robinson, Jr.	Asher Guckenheimer	Allegheny County Deeds 126:294	Deed conveys both lot 224 (Huff, Grantor) and lot 225 (Robinson, Grantor)
1814	n/a	James Robinson, father	William Robinson, Jr., son	By reference in above deed	Acquired by inheritance at

					time of father's death
3/1/1797	n/a	Commonwealth of Pennsylvania	James Robinson	By reference in above deed	Exact amount of land not known; includes Reserve tract lot 179.

Significance

This property is recommended *not eligible* for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of history, and it is not associated with the lives of significant persons. Though the property is a representative example of a Queen Anne style rowhouse with a moderate degree of integrity, there are numerous local examples of this style and type of building, and the subject building is not individually distinguished for its design or high artistic values. No archaeological investigations have occurred at the property, and it is not being evaluated for significance under Criterion D at the present time.

The property is recommended **eligible** as a contributing element of a potentially-eligible boundary increase area of the Mexican War Streets Historic District, encompassing properties at 1204 to 1218 Brighton Road. The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975, under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates). In 2008, the district was enlarged to include an additional 61 buildings along two blocks of Monterey and Armandale streets, and 256 buildings along Sherman Avenue, Veto and Arch streets. The 2008 boundary increase area was listed on the NRHP under Criterion C, with significance as a cohesive concentration of residential buildings constructed in a variety of architectural styles that reflect the architectural taste of the community over the district's eighty-year period of significance. The district's period of significance begins in 1848, when land in the district was first subdivided to allow for construction of houses, and it extends until the district was completely built-up ca. 1930.

The proposed Mexican War Streets Historic District boundary increase area shares in the significance of the original district and the 2008 boundary increase area. It is recommended eligible under Criteria A and C. In terms of events, this increase area is significant in the area of urban planning, as it was included in William Robinson, Jr.'s plan of lots that became known as the Mexican War Streets. In terms of architecture, the area is part of the "cohesive concentration of residential buildings" that comprise the existing historic district. One of the buildings within this increase area, the Union Hotel, was constructed at the beginning of the period of significance, and is one of the earliest buildings in the neighborhood. This building reflects the earliest stages of development for the district, as well as early industry and commerce. The remaining five buildings in the proposed increase area reflect a later period of development, evidenced through their late Victorian, Queen Anne sensibility. Because residential

development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, these houses are reflective of later phases of development within the neighborhood (still within the period of significance). These properties contribute to the architectural significance of the Mexican War Streets Historic district as an example ca. 1891 Queen Anne rowhouses with moderate integrity.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Mexican War Streets

CURRENT/COMMON NAME Mexican War Streets (Boundary Increase)

OWNER NAME/ADDRESS Multiple

TOTAL NUMBER OF RESOURCES 6

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION Bounded by Brighton Road and Drover's Way, north of Eloise Street and south of Riversea Road.

STREET ADDRESS 1204-1218 Brighton Road **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ■ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Business	Tavern/Hotel
Domestic	Domestic - Single Dwelling	

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Restaurant	
Domestic	Domestic - Single Dwelling	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Detached garage		

Acreage (round to nearest tenth) 0.4

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Queen Anne

Vernacular

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Stone	
Walls	Brick	Aluminum
Roof	Asphalt	
Other		
Structural System	Masonry	Timber-Light Frame

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** 3

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1857 ☐ Circa **Year Completed** 1891 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☐ Documentary ☐ Physical

Explain Building permit, newspaper articles, city directories, historical mapping.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) N/A

Associated Event(s) N/A

Architect(s) Unknown

Builder(s) Unknown

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain The district is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☐ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historian

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key #

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance

Criteria Considerations Period of Significance 1848-1930

■ Contributes to Potential or Eligible District District Name Mexican War Streets (Boundary Increase)

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
1	Streetscape view, looking toward the rowhouses and the restaurant	NE
2	Union Hotel, northwest (side) and southwest (front) façades.	E
3	Union Hotel, northeast (rear) and northwest (side) façades.	SW
4	1210 Brighton Road, southwest (front) and southeast (side) façades.	NE
5	1210 Brighton Road, southeast (side) and northeast (rear) façades.	W
6	1212-1218 Brighton Road, southwest (front) façades.	NE
7	1212 Brighton Road, southwest (front) façade.	SE
8	1212 Brighton Road, northeast (rear) façade.	SW
9	1214 Brighton Road, southwest (front) façade.	SE
10	1214 Brighton Road, northeast (rear) and southeast (rear wing, side) façade.	NW
11	1216 Brighton Road, southwest (front) façade.	NE
12	1216 Brighton Road, northeast (rear) façade.	SW
13	1218 Brighton Road, southwest (front) and northwest (side) façades.	SE
14	1218 Brighton Road, NE (rear) and SE (rear wing, side) façades.	W
15	Streetscape view, looking SE toward the rowhouses and the tavern	SE
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #_____

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

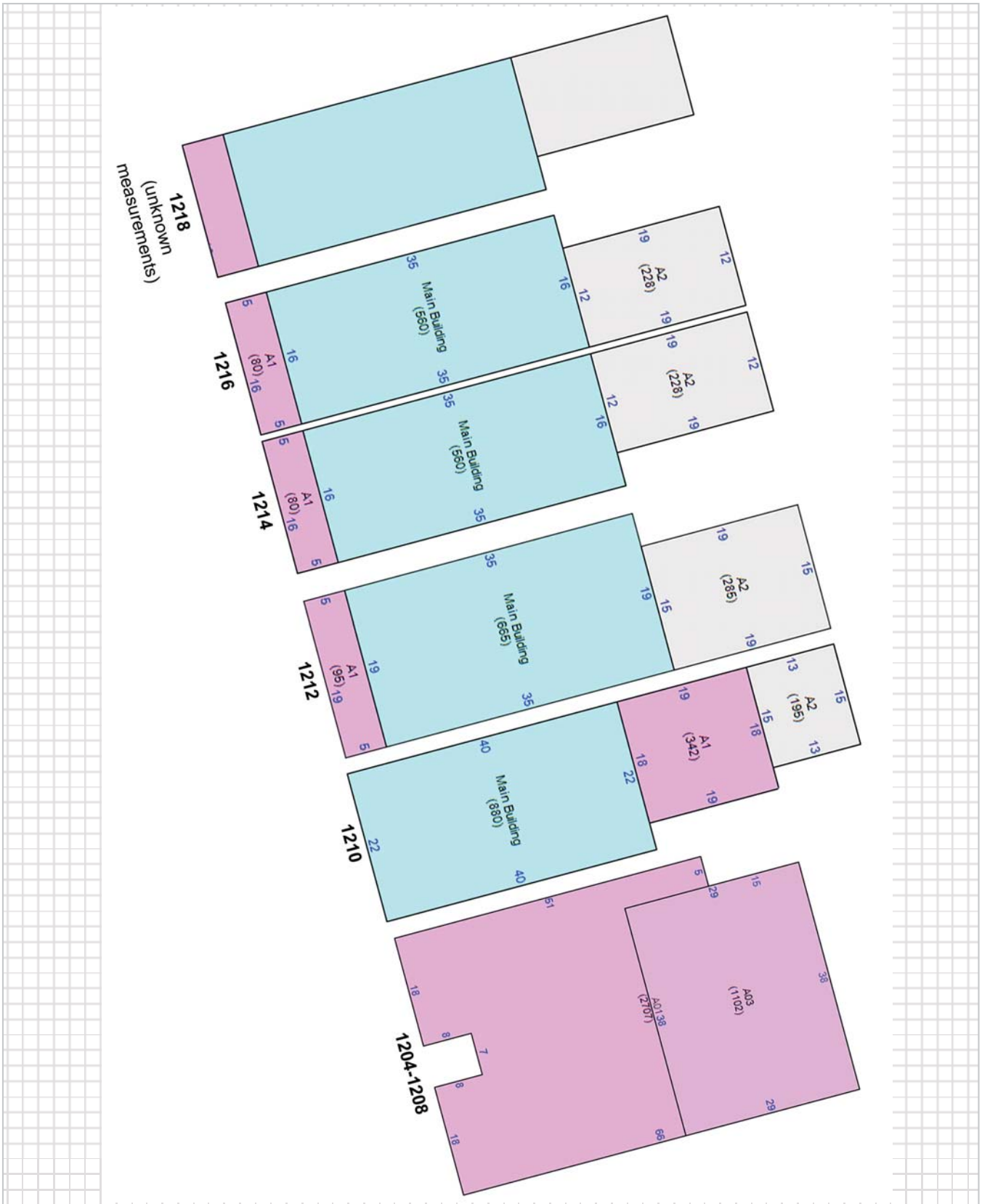


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

Eversmeyer, Michael
2008 "The Mexican War Streets Historic District (Boundary Increase)," National Register of Historic Places Nomination Form. Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.
1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.
1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh History & Landmarks Foundation
1975 "The Mexican War Streets," National Register of Historic Places Nomination Form. Pittsburgh, Pennsylvania.

Sanborn Map Company
1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.
1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.
1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

U.S. Geological Survey (USGS)
1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.
1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.
1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Streetscape view, looking northeast toward the rowhouses and the former tavern.



Photo 2: Union Hotel, northwest (side) and southwest (front) façades, facing east.



Photo 3: Union Hotel, northeast (rear) and northwest (side) façades, facing southwest.



Photo 4: 1210 Brighton Road, southwest (front) and southeast (side) façades, facing northeast.



Photo 5: 1210 Brighton Road, southeast (side) and northeast (rear) façades, facing west.

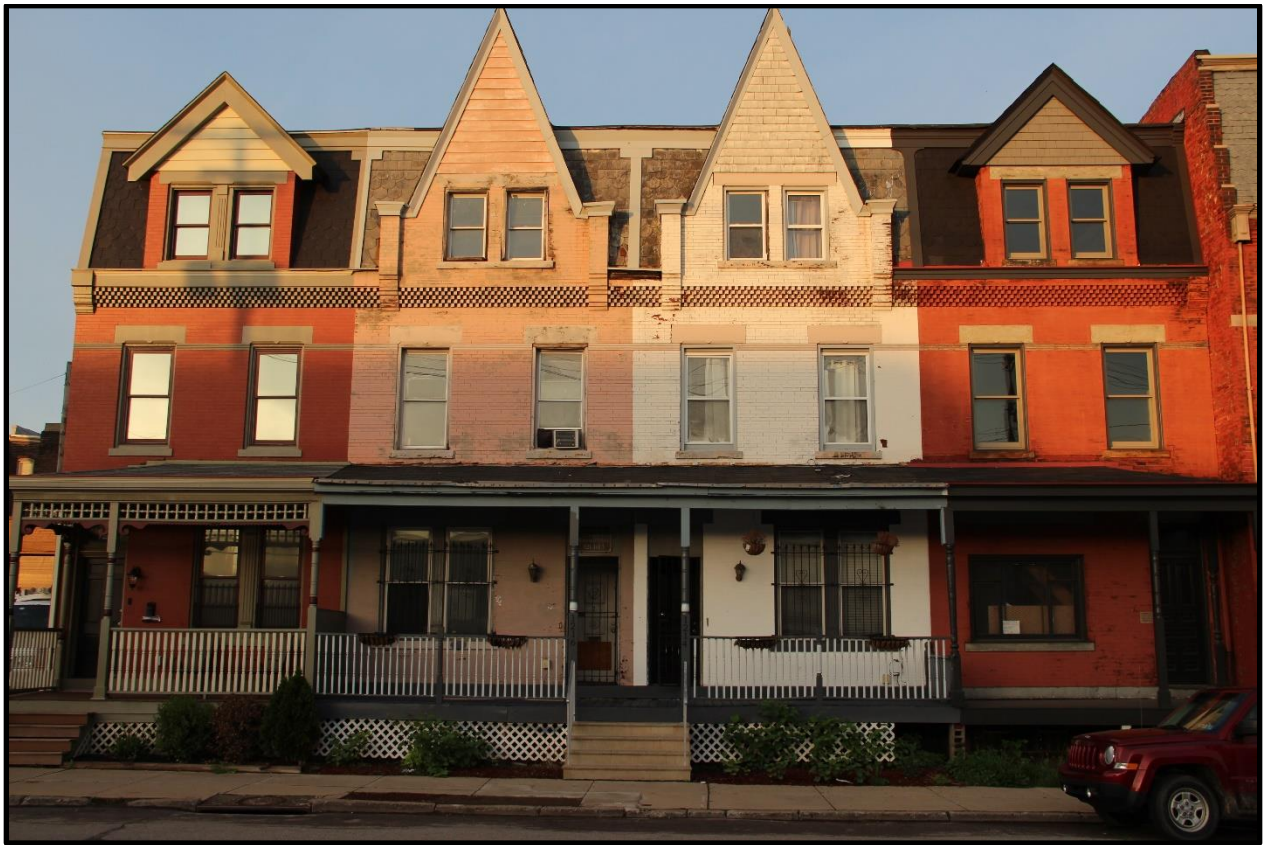


Photo 6: 1212-1218 Brighton Road, southwest (front) façades, camera facing northeast.



Photo 7: 1212 Brighton Road, southwest (front) façade, camera facing southeast.



Photo 8: 1212 Brighton Road, northeast (rear) façade, camera facing southwest.



Photo 9: 1214 Brighton Road, southwest (front) façade, camera facing southeast.



Photo 10: 1214 Brighton Road, northeast (rear) and southeast (rear wing, side) façade, camera facing northwest.



Photo 11: 1216 Brighton Road, southwest (front) façade, camera facing northeast.

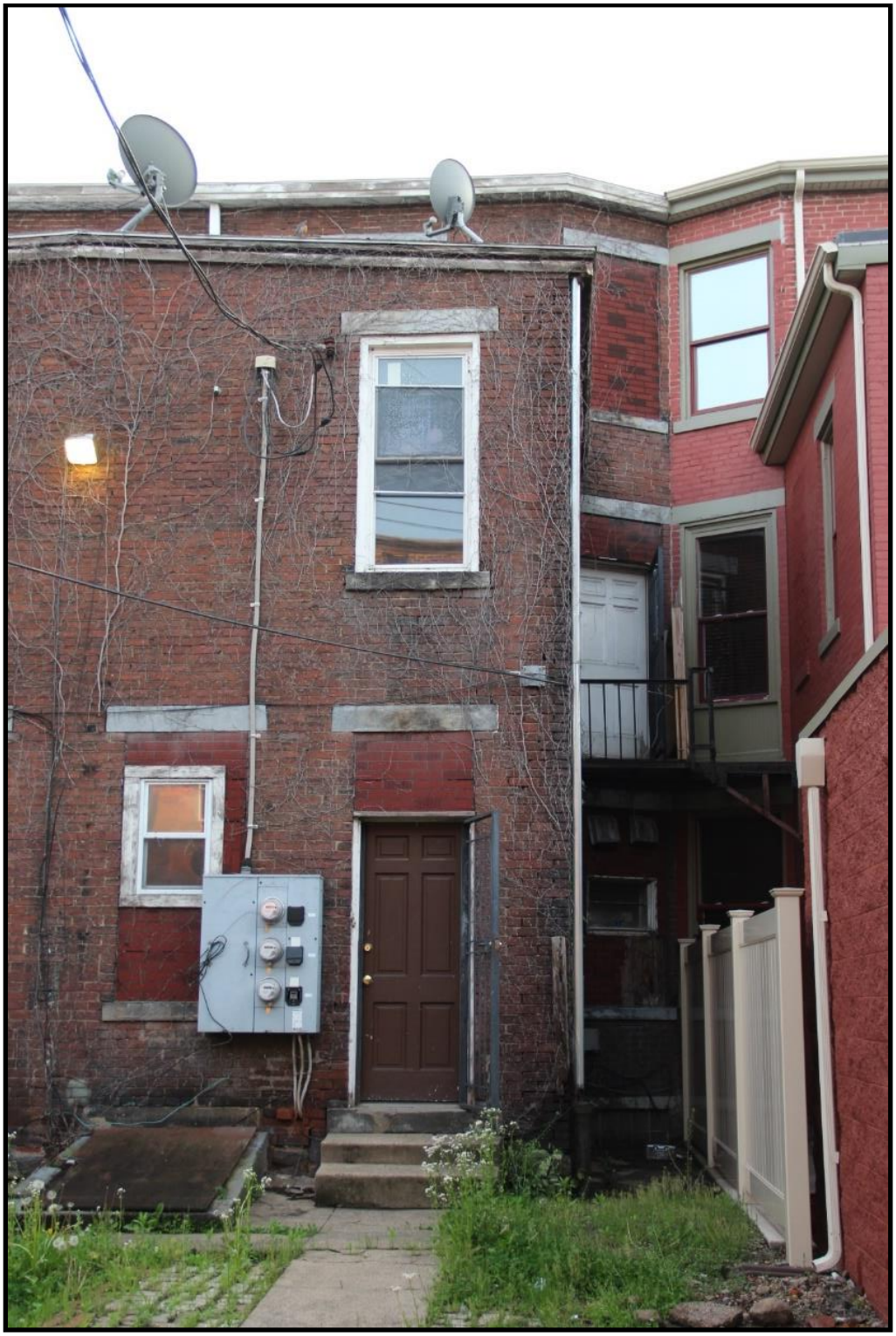


Photo 12: 1216 Brighton Road, northeast (rear) façade, camera facing southwest.

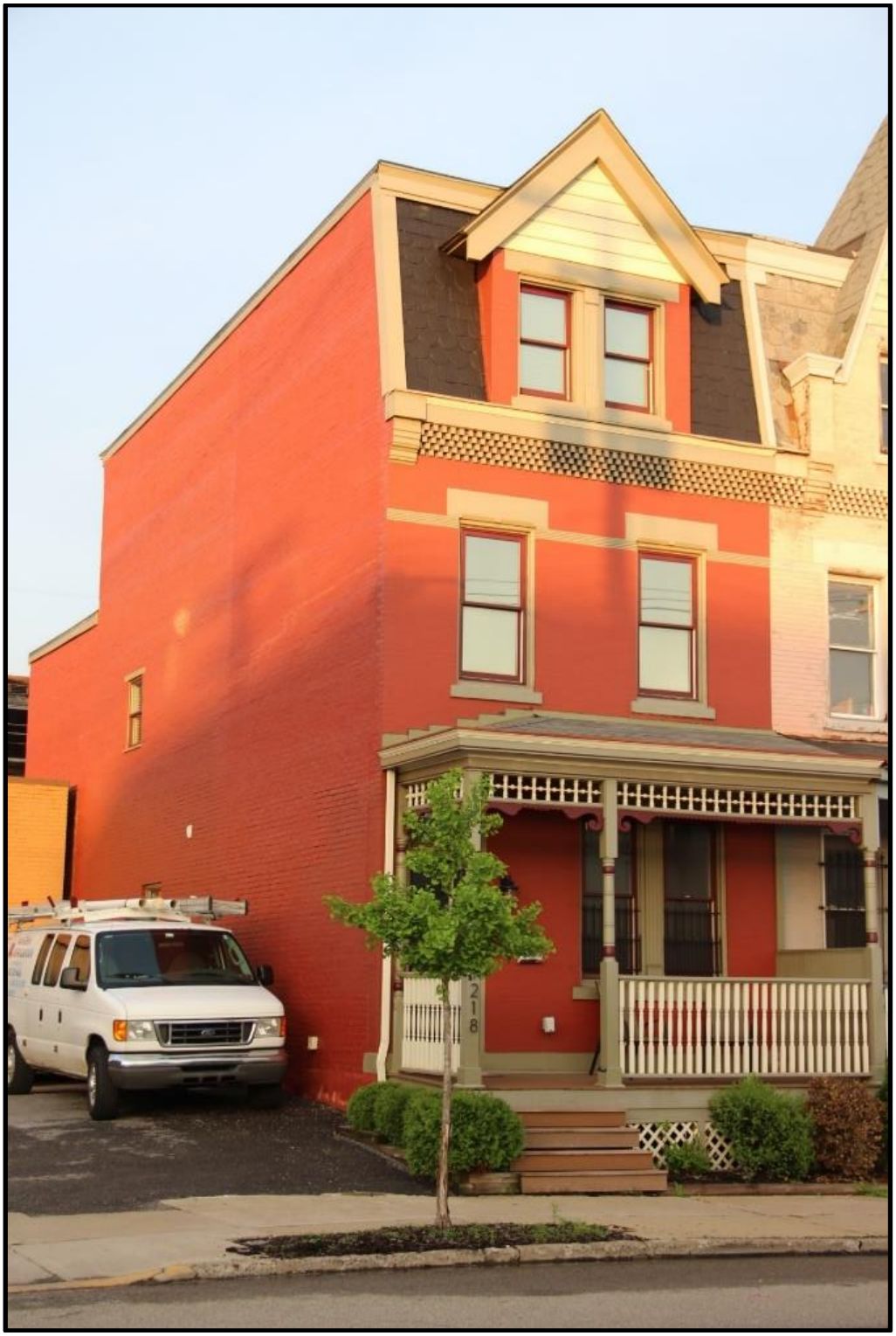


Photo 13: 1218 Brighton Road, southwest (front) and northwest (side) façades, camera facing southeast.

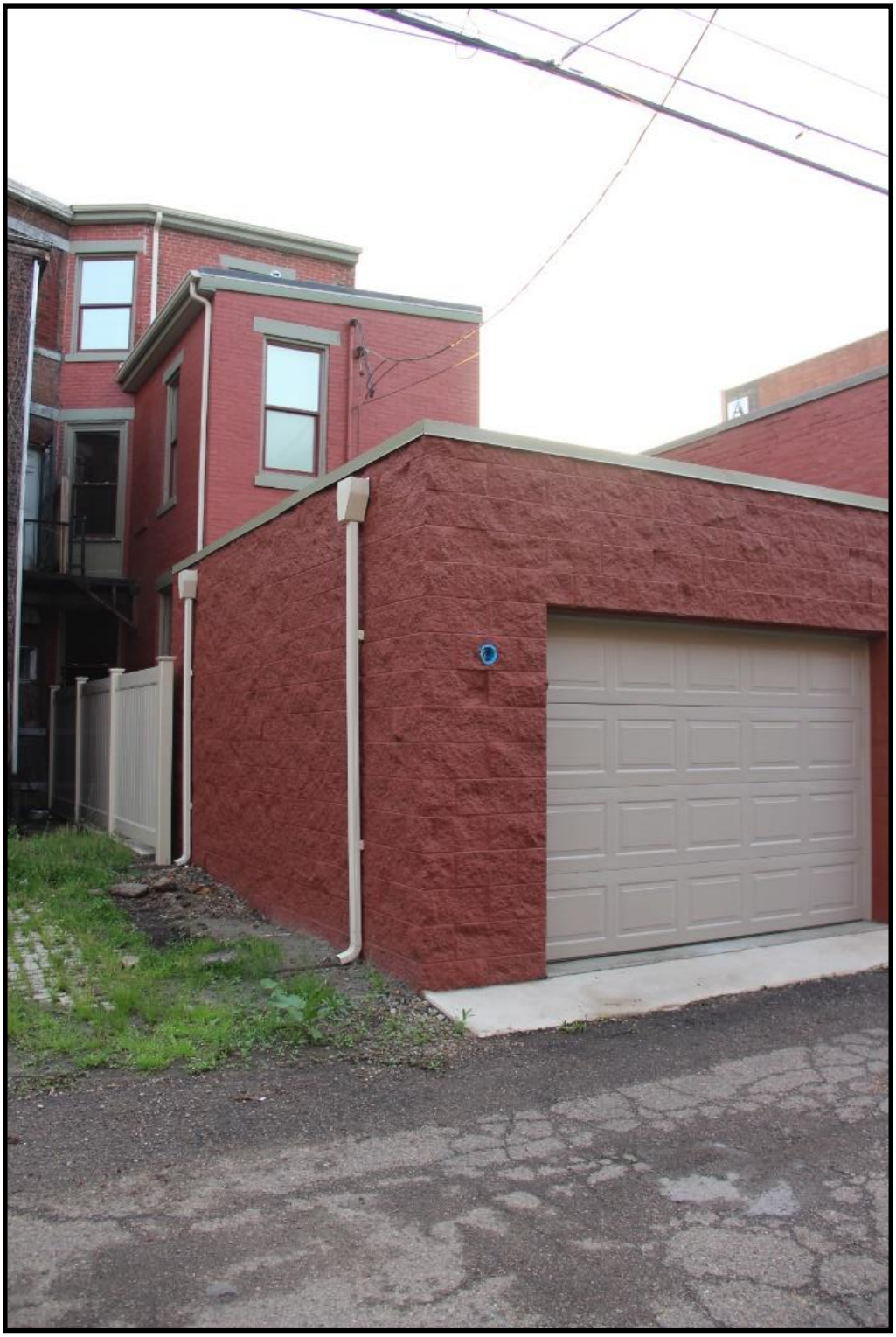
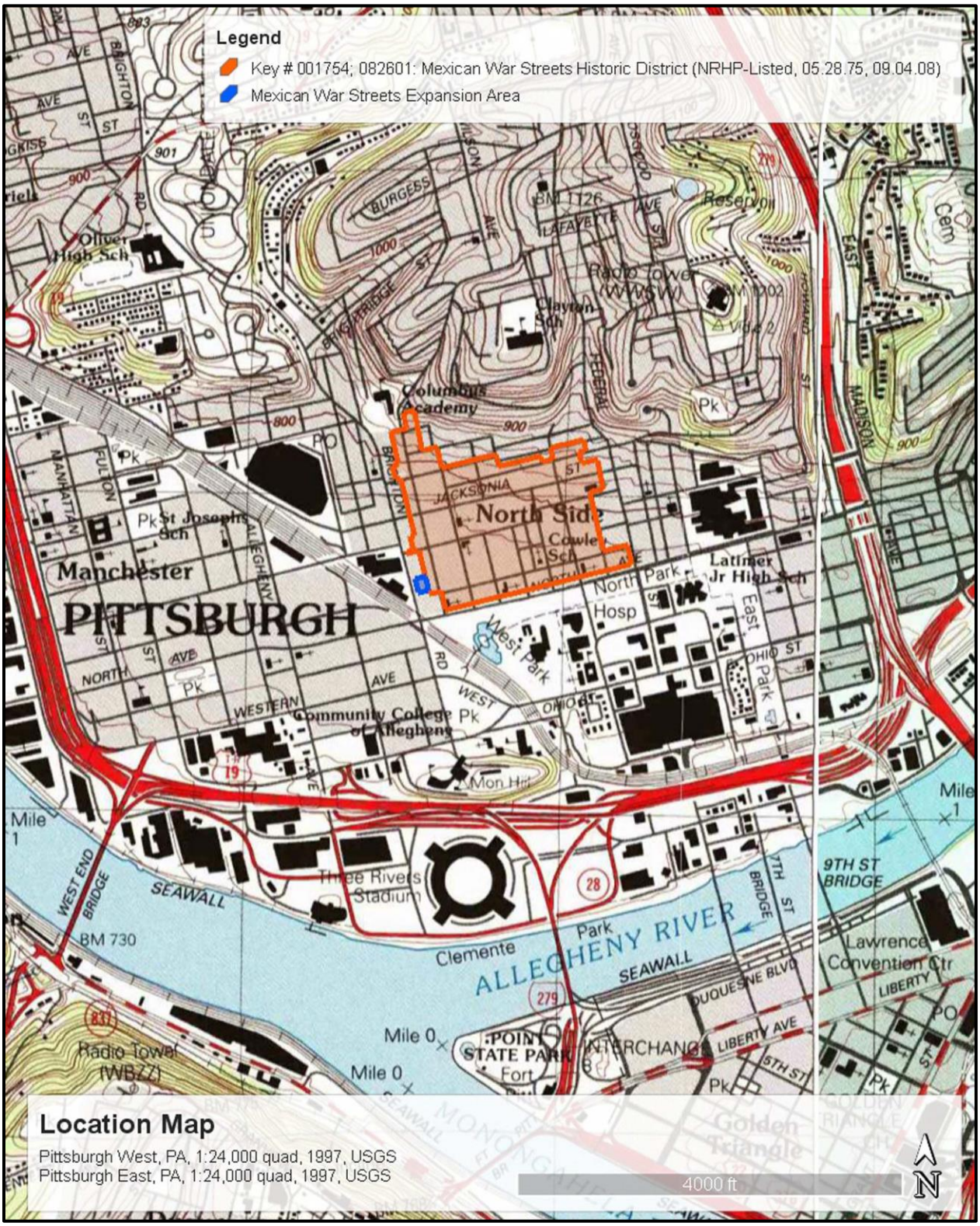


Photo 14: 1218 Brighton Road, northeast (rear) and southeast (rear wing, side) façades, camera facing west.

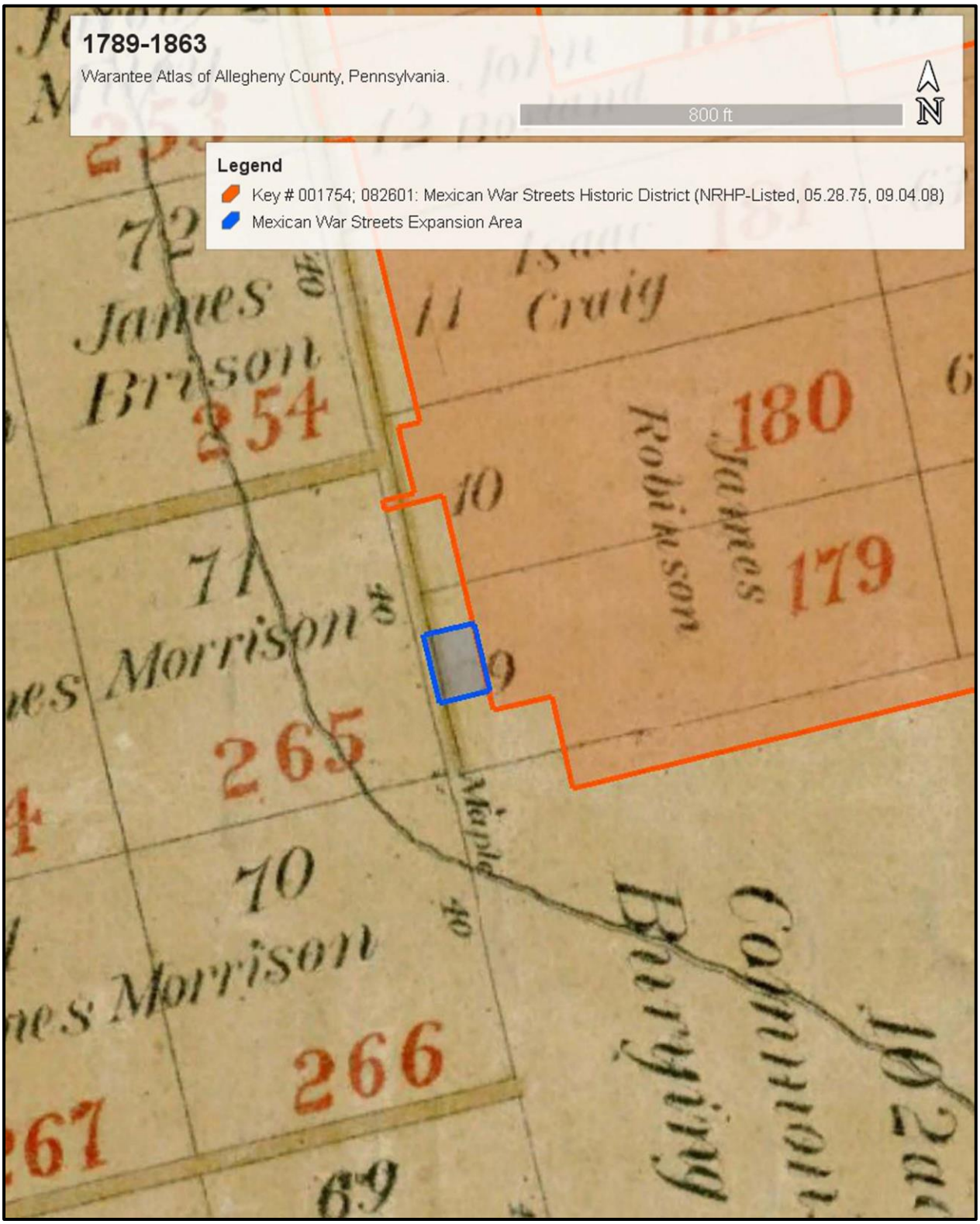


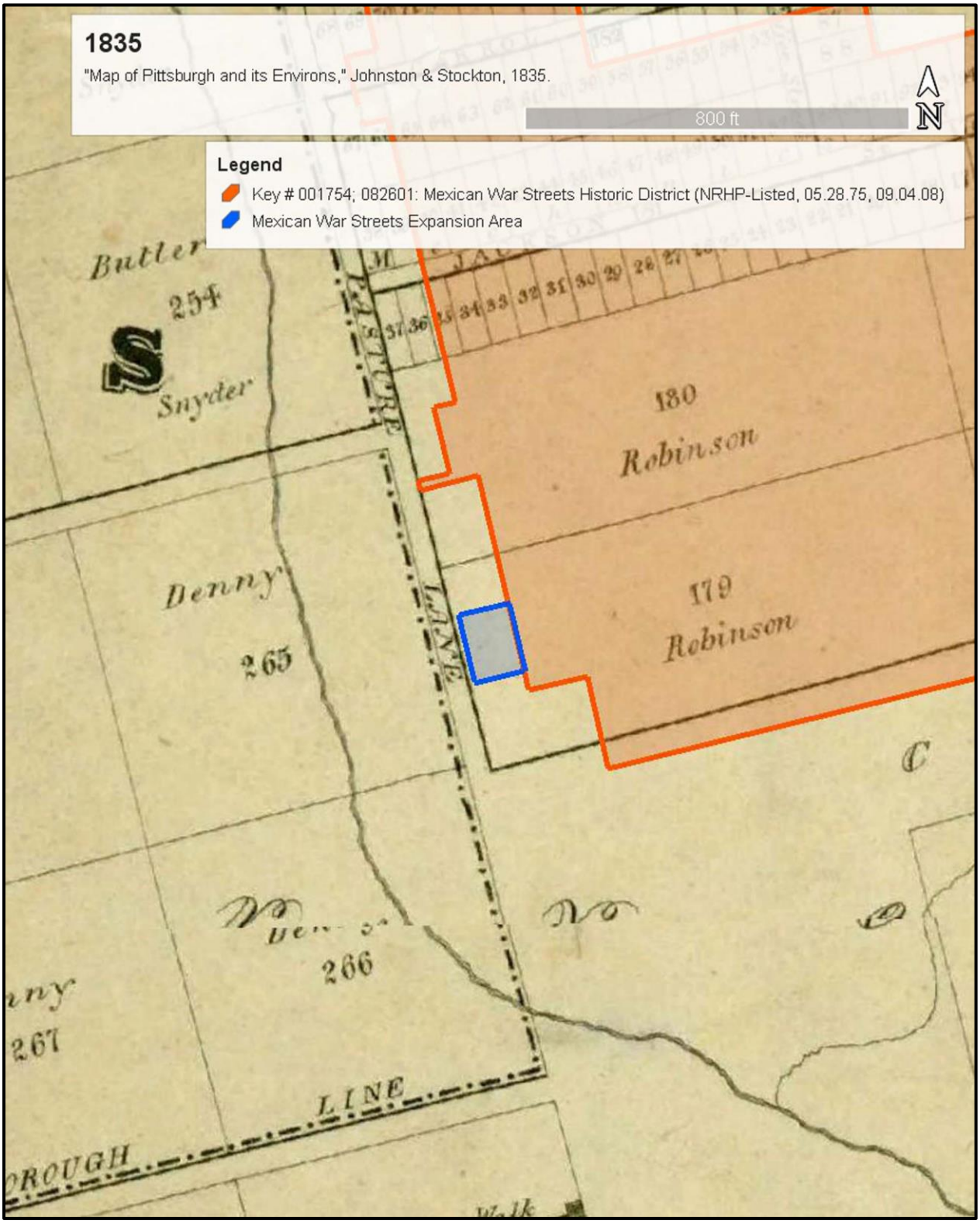
Photo 15: Streetscape view, looking southeast toward the rowhouses and the former tavern.

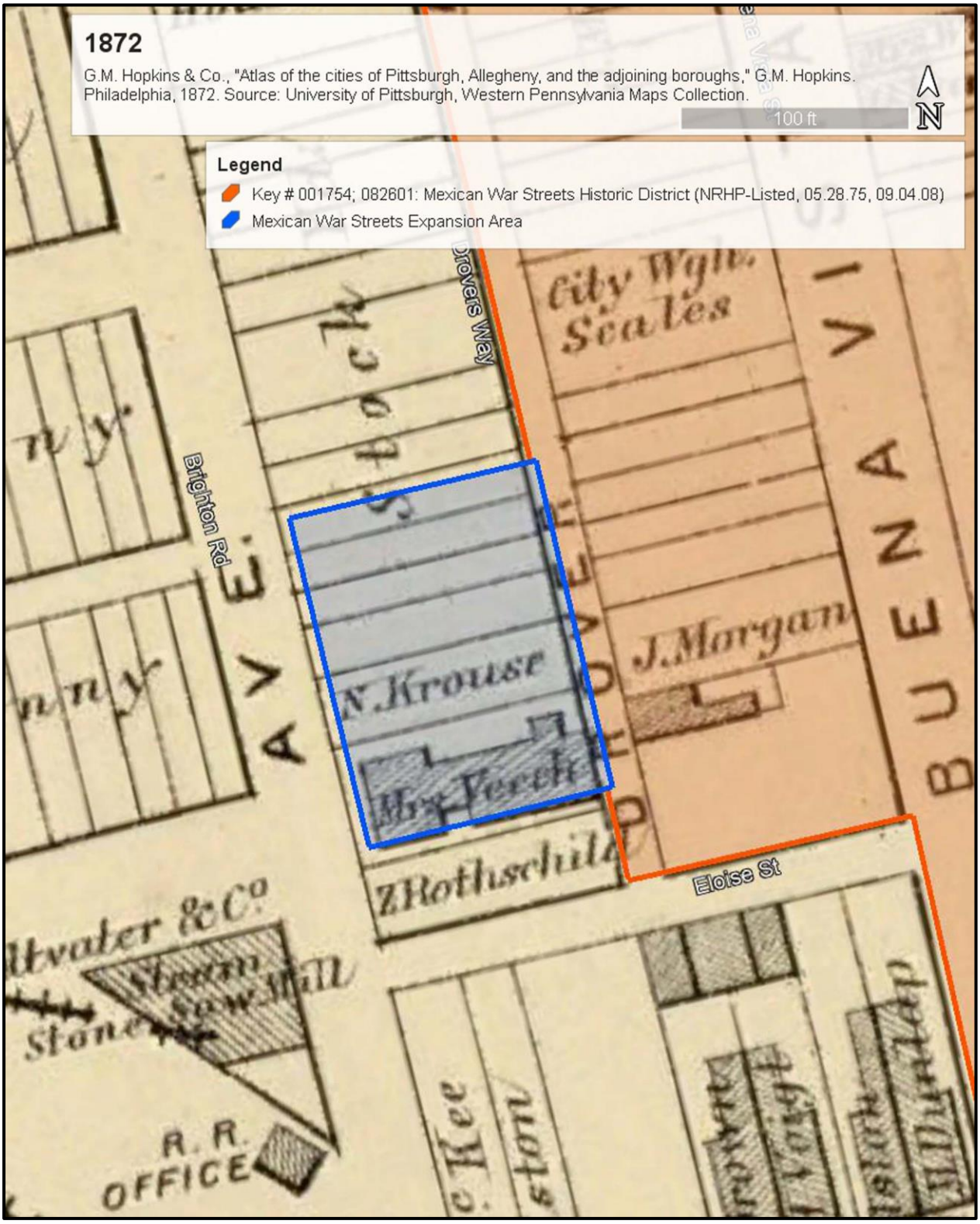
USGS Map (Item 36)

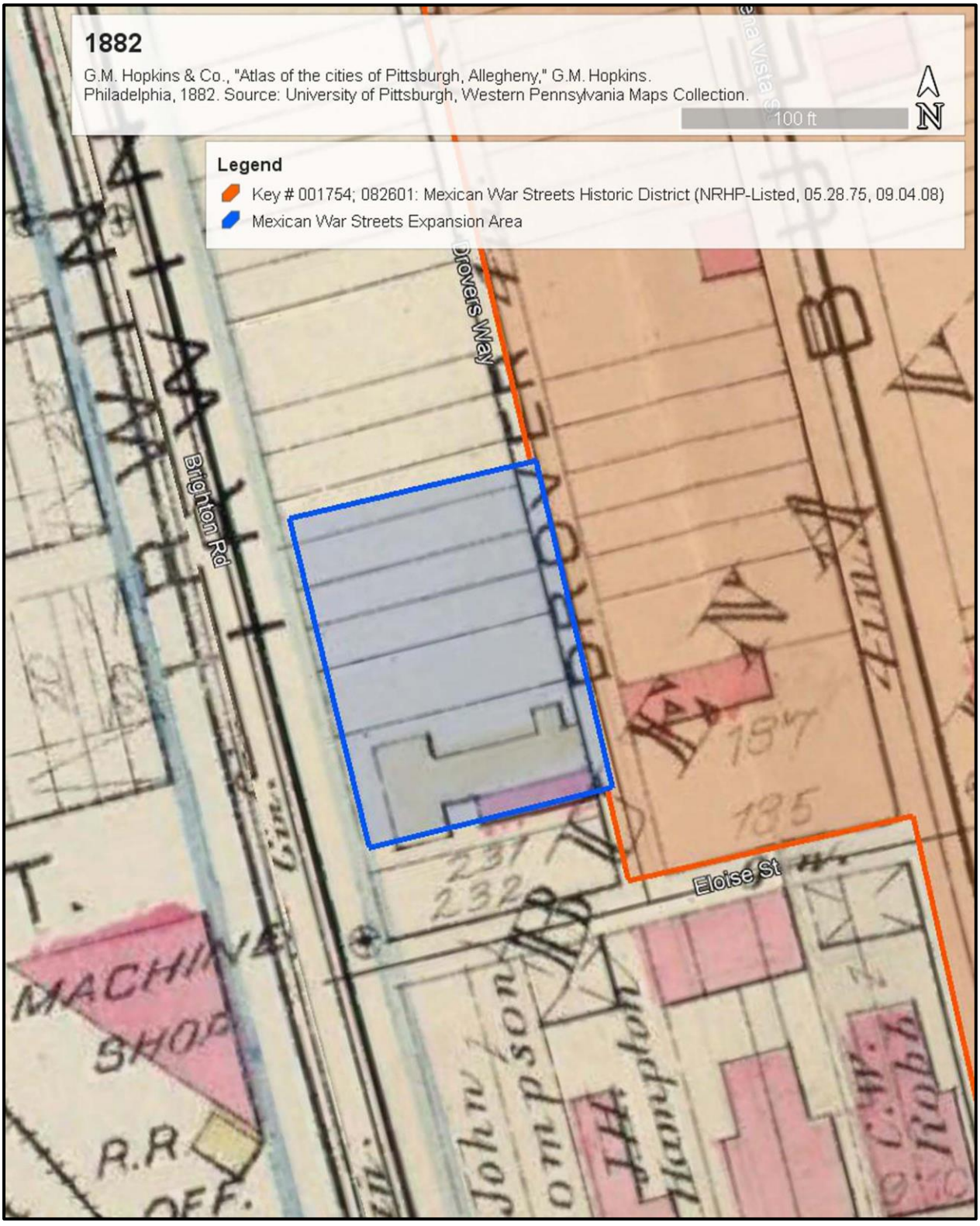


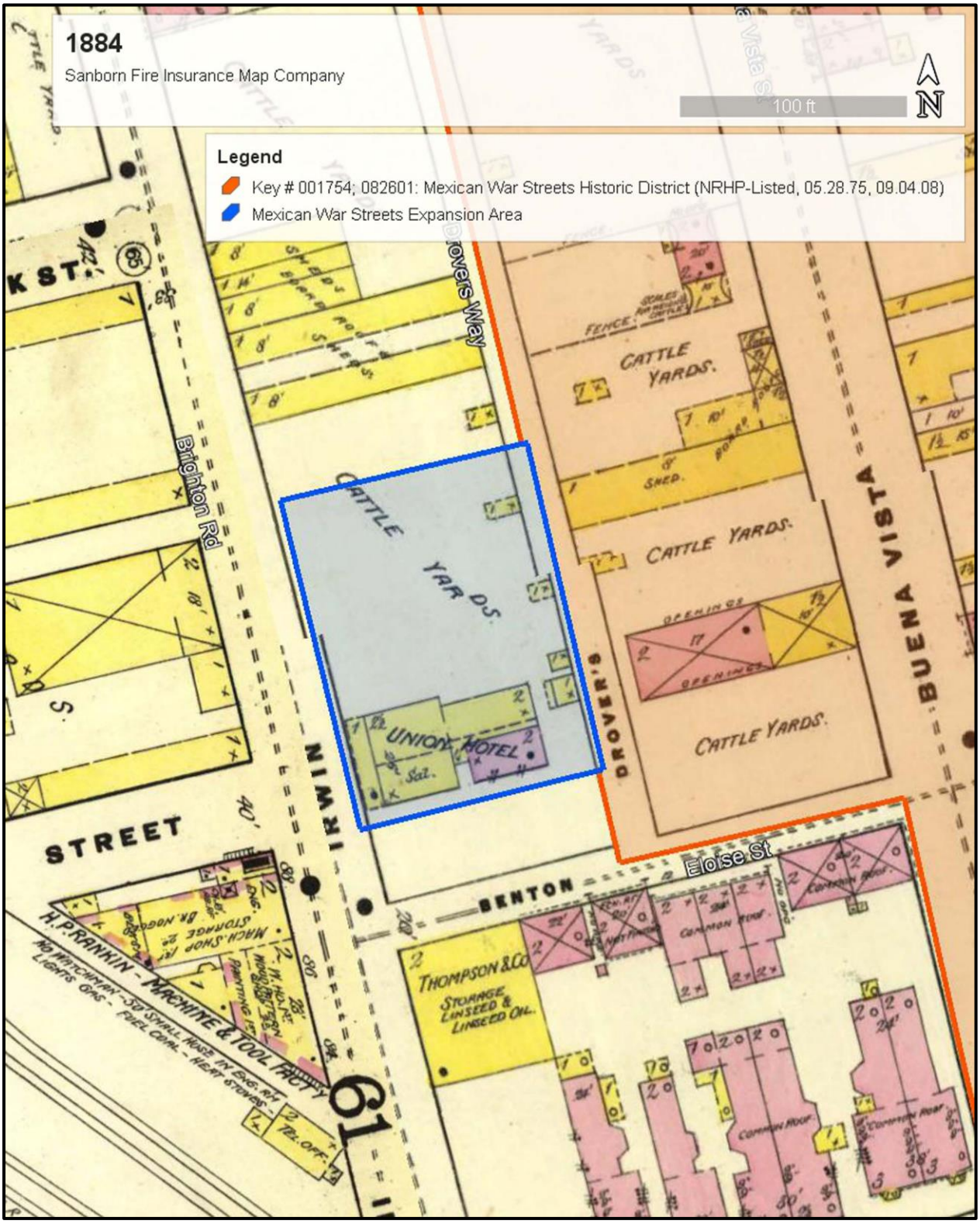
Historical Maps (Optional Attachment, Item 37)

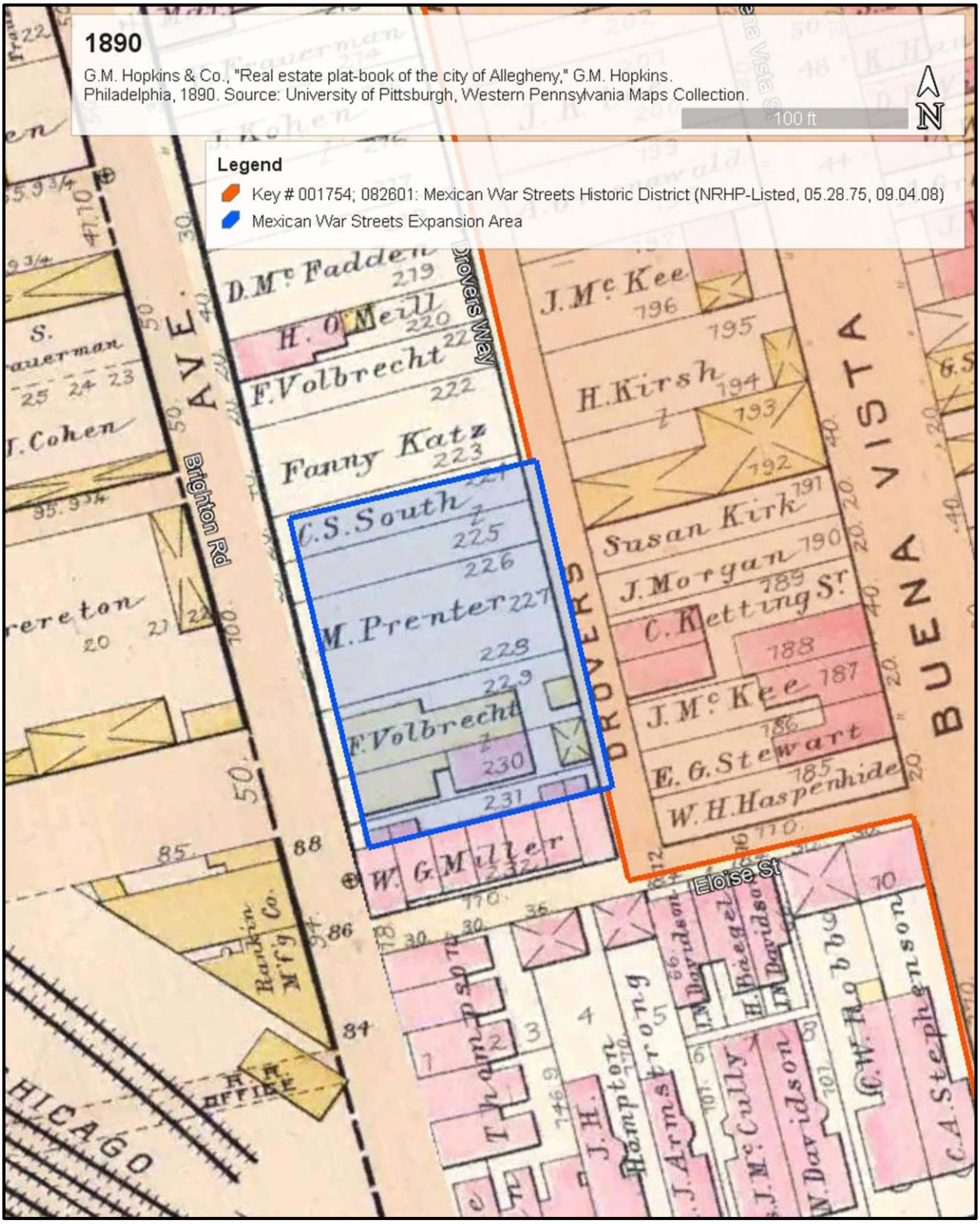


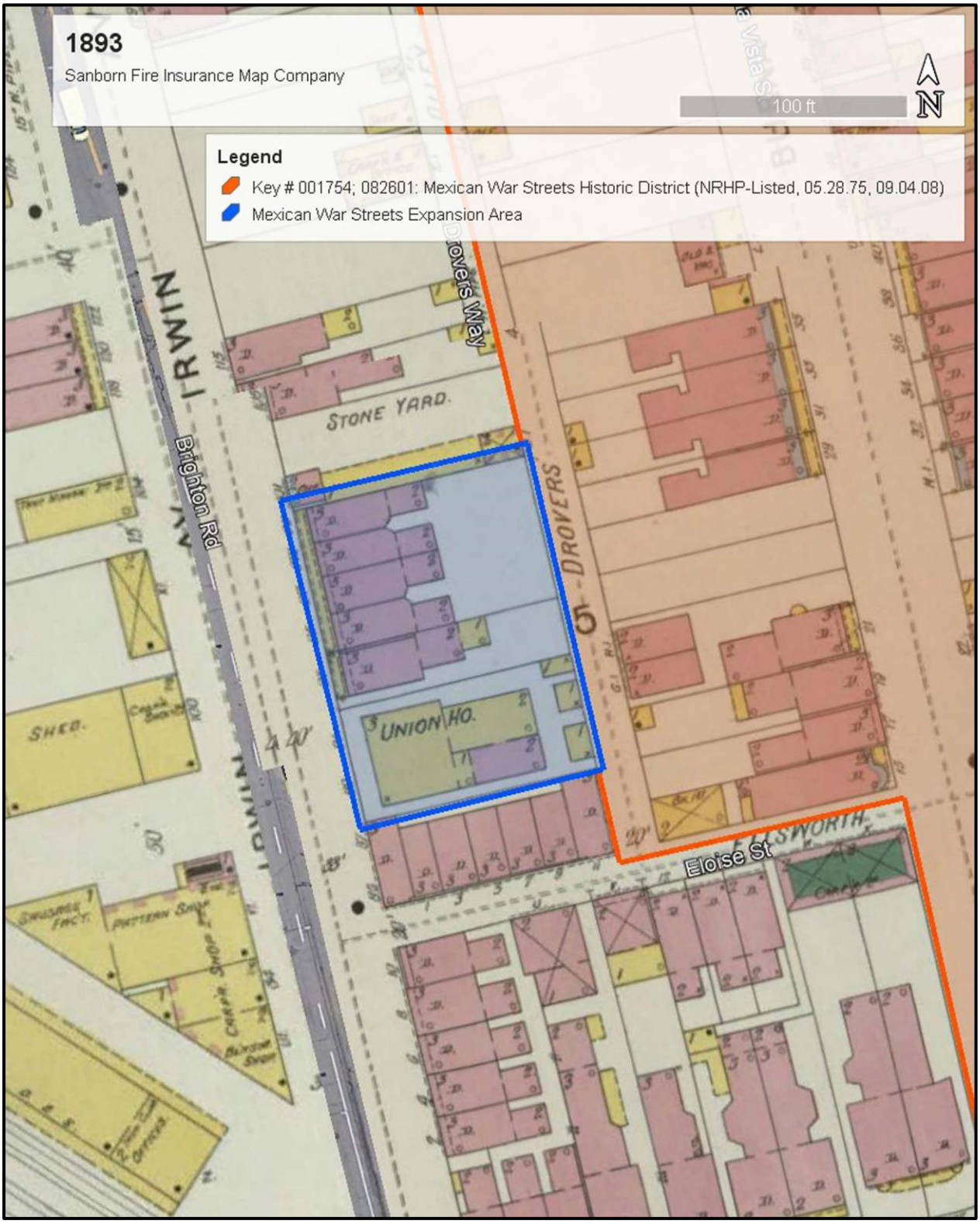

1835
"Map of Pittsburgh and its Environs," Johnston & Stockton, 1835.
800 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Butler
254
Snyder
180
Robinson
179
Robinson
Denny
265
LANE
266
267
LINE

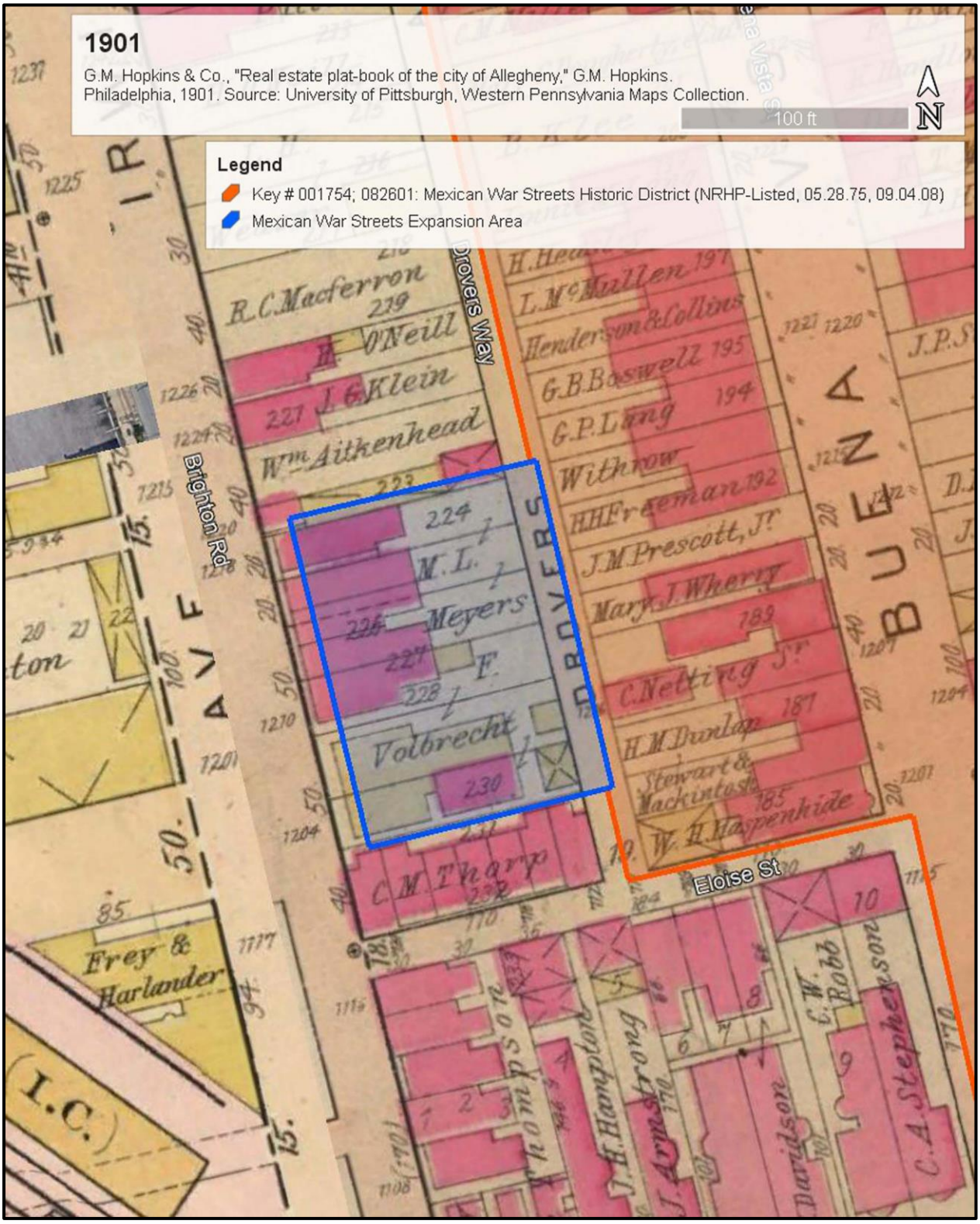

1872
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd
Brovers Way
City Wgh. Scales
J.Morgan
N.Krouse
Mrs Perch
Z.Rothschild
Eloise St
Stone
R. R. OFFICE

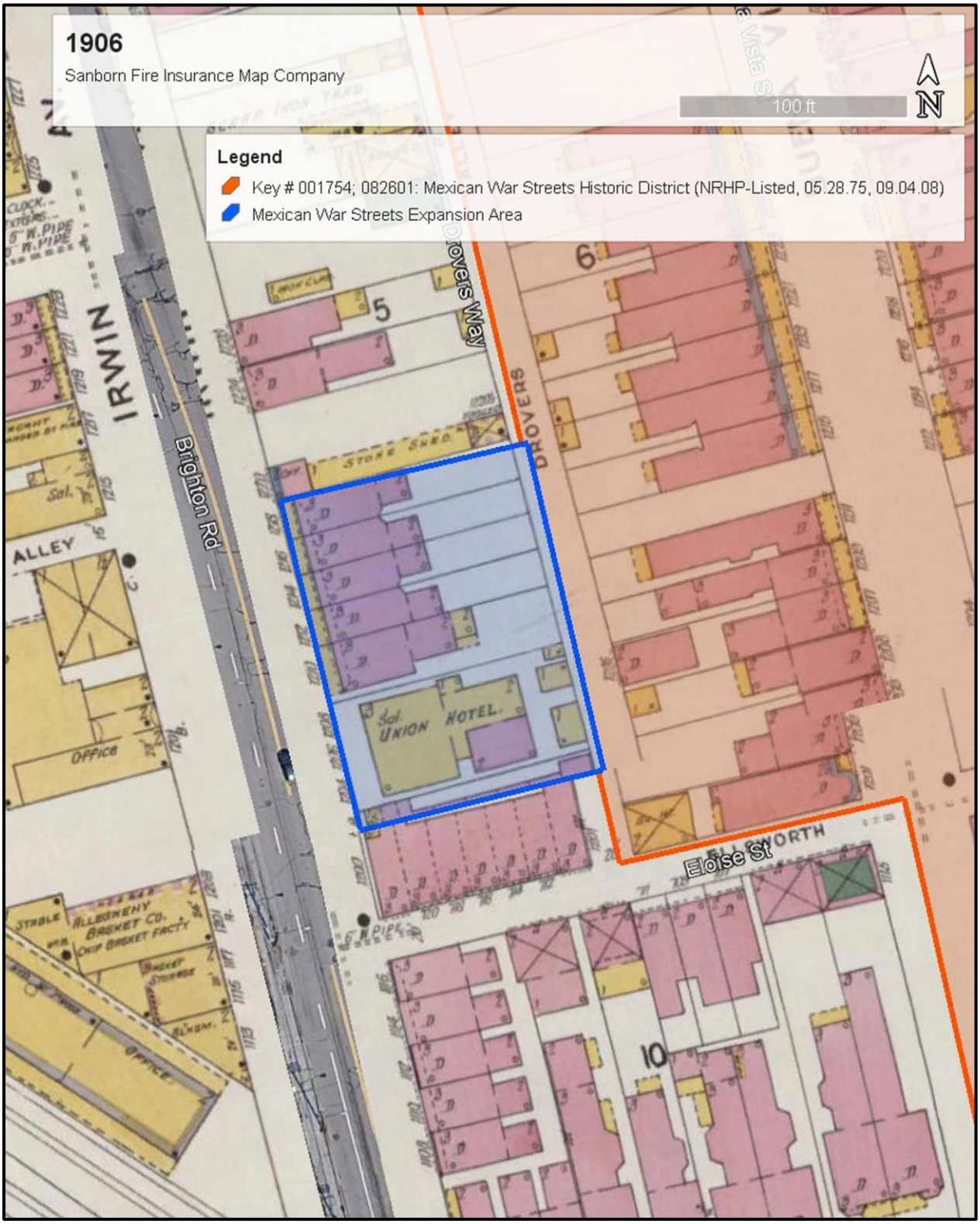

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G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd
Eloise St
187
185
231
232
MACHINE
SHOP
R.R

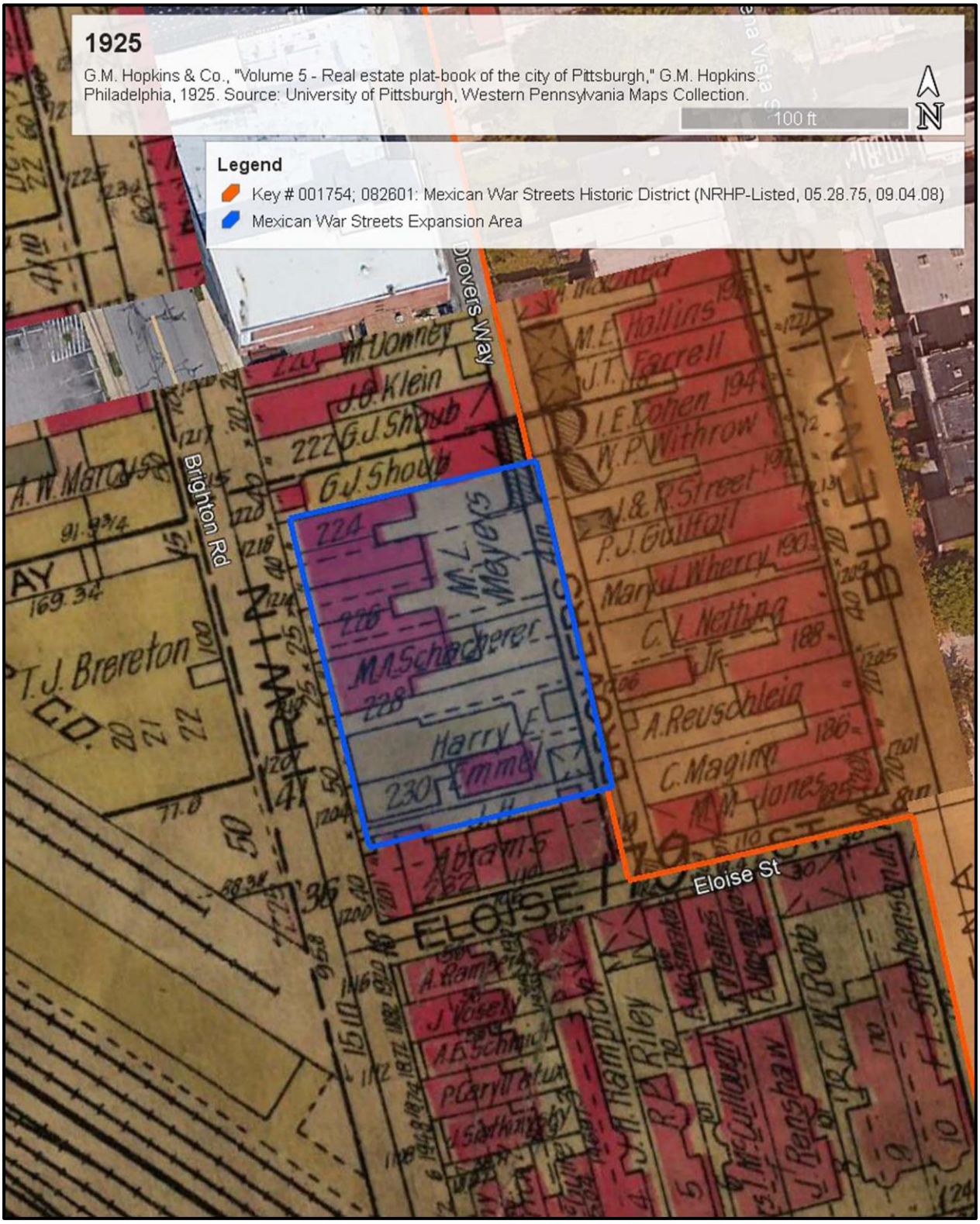

1884
Sanborn Fire Insurance Map Company
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
K ST.
Brighton Rd
Irwin
Drovers Way
Buena Vista
Eloise St
Benton
CATTLE YARDS.
UNION HOTEL
THOMPSON & Co
H. P. RANKIN - MACHINE & TOOL FACTORY
61

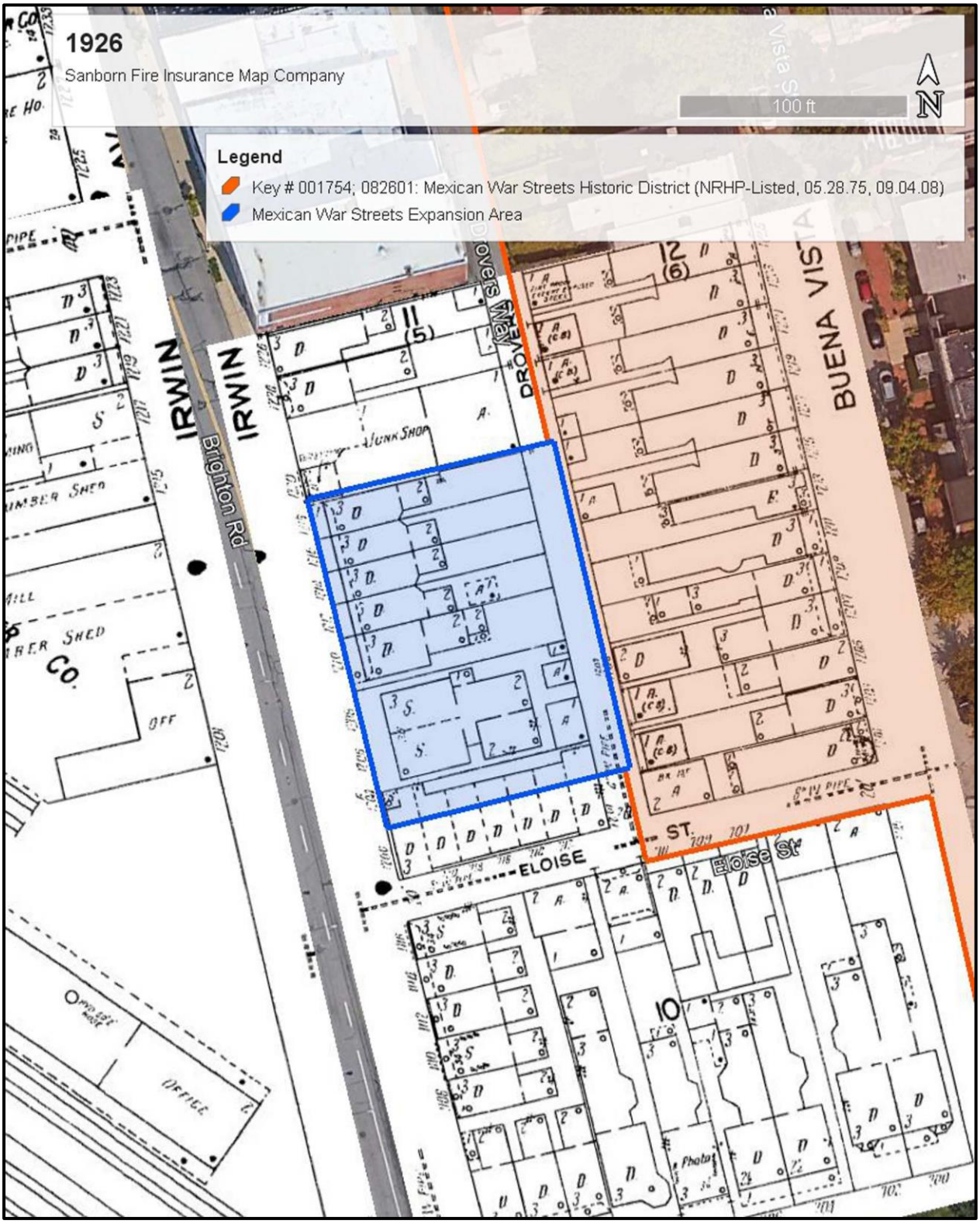

1890
G.M. Hopkins & Co., "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1890. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd
AVE.
Brovers Way
DROVERS
BUENA VISTA
Eloise St
D.Mc Fadden
H. O'Neill
F.Volbrecht
Fanny Katz
C.S.South
M.Prenter
F.Volbrecht
W.G.Muller
J.Mc Kee
H.Kirsh
Susan Kirk
J.Morgan
C.Ketting St
J.Mc Kee
E.G.Stewart
W.H.Haspenhide
Rankin Co. Mfg
J.Cohen
S.
Thompson
J.H. Hampton
J.Armstrong
J.Mc Cully
W.Davidson
C.A.Stephenson
CHICAGO


1893
Sanborn Fire Insurance Map Company
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
IRWIN
Brighton Rd
Drovers Way
DROVERS
STONE YARD.
UNION HO.
SHED.
Eloise St
WORTH

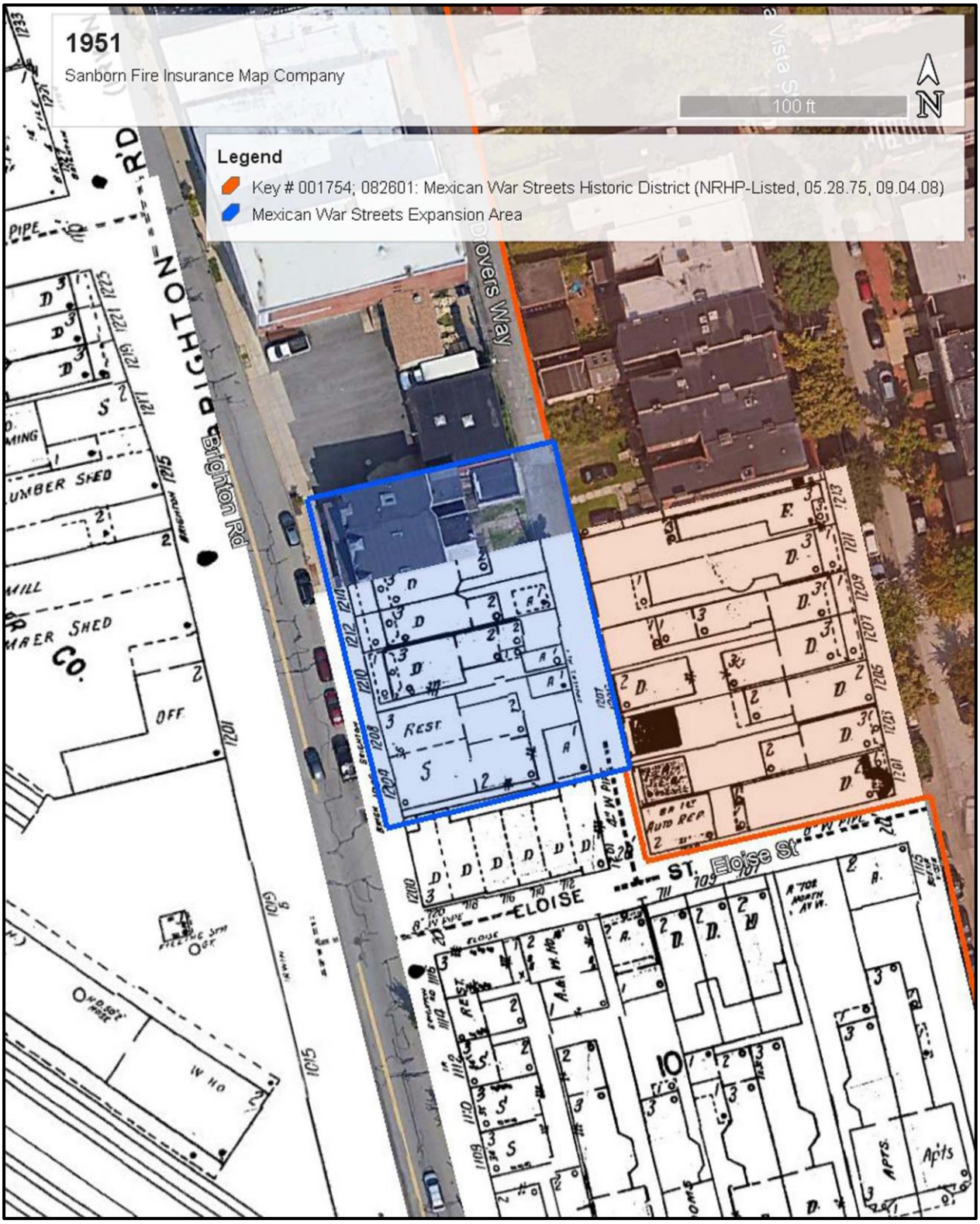

1901
G.M. Hopkins & Co., "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd.
Rovers Way
Eloise St
R.C.Macferron
O'Neill
J.G.Klein
Wm.Aitkenhead
M.L. Meyers
F. Volbrecht
C.M.Tharp
Frey & Harlander
I.C.
Henderson&Collins
G.B.Boswell
G.P.Ling
Withrow
R.H.Freeman
J.M.Prescott, Jr.
Mary J.Wherry
C.Nelting Jr.
H.M.Dunlap
Stewart & Mackintosh
W.H.Haspenhide
J.H.Hampton
J.Armstrong
C.W.Robb
C.A.Stephenson


1906
Sanborn Fire Insurance Map Company
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
IRWIN
Brighton Rd
Drovers Way
DROVERS
ALLEY
Sol. UNION HOTEL
Eloise St
NORTH
OFFICE
STABLE
ALLEGHENY BASKET CO.
5
6
10

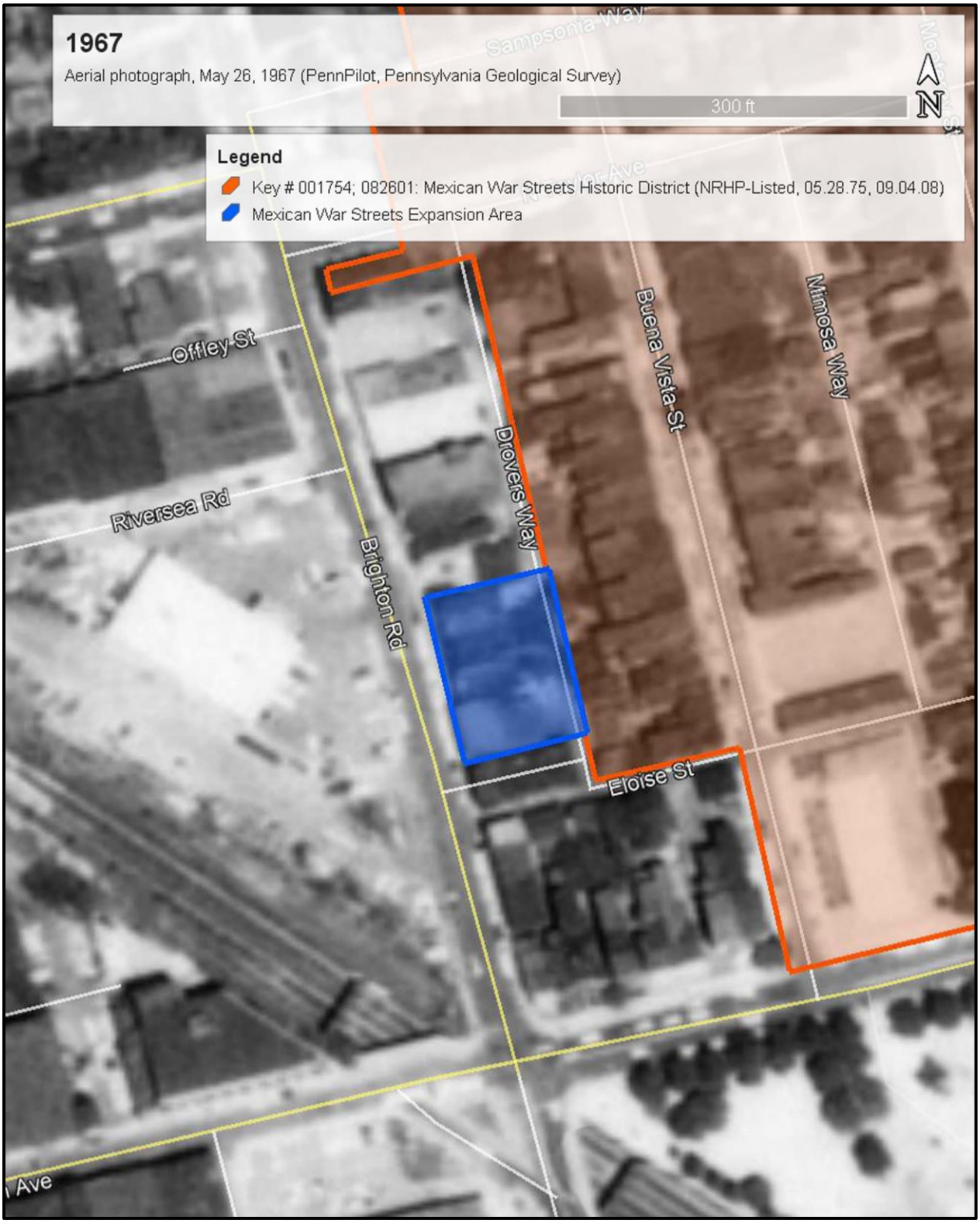

1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins, Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd
Grovers Way
Eloise St
M. Vonney
J.O. Klein
G.J. Shoub
M. Meyers
M.A. Schaeberer
Harry E. Emmel
T.J. Brereton
M.E. Hollins
J.T. Farrell
I.E. Cohen
W.P. Withrow
J. & R. Street
P.J. Gulfoil
C.L. Nettina
A. Reuschlein
C. Magini
M.M. Jones
A. Ramberg
J. Vosely
P. Carroll
R.J. Riley
J. Renshaw


1926
Sanborn Fire Insurance Map Company
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
IRWIN
IRWIN
Brighton Rd
BUENA VISTA
ELOISE
ST.
Rose St
JUNK SHOP
LUMBER SHED
OFFICE


1939
Aerial photograph, May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
N Taylor Ave
Offley St
Riversea Rd
Brighton Rd
Drovers Way
Buena Vista St
Mimosa Way
Eloise St


1951
Sanborn Fire Insurance Map Company
100 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Brighton Rd
Overs Way
ELOISE
ST. Eloise St
Apts


1957
Aerial photograph, May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Offley St
Riversea Rd
Brighton Rd
Drovers Way
Buena Vista St
Mimosa Way
Eloise St


1967
Aerial photograph, May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N
Legend
Key # 001754; 082601: Mexican War Streets Historic District (NRHP-Listed, 05.28.75, 09.04.08)
Mexican War Streets Expansion Area
Offley St
Riversea Rd
Brighton Rd
Drovers Way
Buena Vista St
Mimosa Way
Eloise St

Physical Description and Integrity (Item 38)

Physical Description

The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975 under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates). The initial NRHP district contained 575 buildings and encompassed 27 acres. Houses in this district were first constructed in 1846-47. The area was largely built-up by 1882 (as per the Hopkins plat map). Due to the length of this period, "architectural styles vary from Greek Revival, Italianate, Second Empire Mansards, [Queen Anne,] Richardsonian Romanesque, and early 20th Century retardataire styles of the previous century" (PHLF 1975). The NRHP nomination form noted that the scale of the houses, common bay patterns, setbacks, and materials were important to the character of the district.

On September 4, 2008, the district boundary was expanded to encompass an additional 288 contributing buildings and 29 non-contributing buildings, nearly doubling the land area by adding 25.7 acres. The Mexican War Streets Historic District expansion is significant under NRHP Criterion C (architecture) and has a period of significance of 1848 to ca. 1930. The district is comprised of "rowhouses, or closely-built detached houses, constructed predominantly in the second half of the nineteenth century in the architectural styles fashionable in that period." These buildings are primarily brick or stone, two to three stories in height, two to three bays wide, and constructed with zero setback. Their roofs are gabled, with slate or asphalt shingles, though there is a large number of mansard roofs (Eversmeyer 2008).

The buildings within the proposed district boundary increase area match the character of the existing district. Located along the northeast side of Brighton Road in the block bounded by Brighton Road, N. Taylor Avenue, Drovers Way, and Eloise Street, the relatively small proposed district boundary-increase area adds six buildings (0.4 acres) to the western edge of the existing district. The existing district is primarily residential in character, with several commercial and religious buildings interspersed throughout. The proposed boundary increase shares this character: of the six (6) buildings, five (5) are used for residential purposes. The sixth building is a restaurant/bar, a commercial use which perpetuates the building's historic use as a tavern. The five residential buildings also match the composition the district, in terms of materials, height, massing, and setback.

1210-1218 Brighton Road is a grouping of five rowhouses, constructed in 1890 and 1891. The buildings are three-story, brick, single-family dwellings constructed in the Queen Anne style. Each building is two bays wide; the exception being 1210 Brighton Road, which is three bays wide. The group exemplifies the late-nineteenth-century rowhouse typology. Each rowhouse plan consists of a double-pile, full-width front section with narrower rear wings. The façades of each of the four rowhouses are similar, but not identical. The zero-setback houses have mansard roofs accentuated with large dormers.

The sixth building, 1204-1208 Brighton Road, was constructed in 1856, close to the beginning of the district's period of significance. The former Union Hotel building is a three-story, light-timber-frame

commercial building constructed in a vernacular style. Now stripped of ornament, historical imagery indicates that the building was once stylistically Italianate. Six pairs of tall cornice brackets extended upward from third floor window sills. The building consists of a rectangular main section measuring five bays wide by two bays deep, a two-story, brick rear wing measuring two bays wide by two bays deep, and a two-story, light-timber-frame rear wing measuring two bays wide by three bays deep. The building is constructed on a continuous rubble-stone foundation.

Table 1: Attributes of Resources within the Potential Boundary Increase Area

Age of Resources	Count	Height of Buildings	Count	Historic Use (original use)	Count	Contributing Status	Count
1850-1894	6	1 story	0	Industry/ Processing/ Extraction	0	Contributing	6
1894-1910	0	2-2.5 stories	0	Commerce/ Trade	1	Contributing, and Determined Eligible	0
1910-1926	0	3 stories	6	Domestic	5	Non-Contributing	0
1926-1968	0	4 stories	0	Religion	0		
Total	**6**		**6**		**6**		**6**

Integrity

The proposed Mexican War Streets boundary increase area contains six contributing properties that collectively retain a moderately-high level of integrity.

The proposed boundary increase area retains integrity of location. Ca. 1927, the buildings were moved by approximately 20 ft to the east due to the widening of Irwin Avenue, now Brighton Road. However, the buildings were all moved at approximately the same time and during the period of significance. They were also only moved a short distance, remaining on their respective lots. As such, the buildings retain the ability to convey integrity of location.

The proposed boundary increase area retains a moderate level of integrity of setting. The proposed boundary increase area abuts the existing historic district to the east, which is an area of dense, nineteenth-century housing. To the north and south of the proposed boundary increase area, however, vacant lots and infill construction detract from the integrity of setting. The area to the west, across Brighton Road, does not detract from the potential boundary increase area's integrity of setting, as this lot was used for industrial and railroad purposes during the period of significance. The existing warehouse buildings and open spaces are not unlike what was present in the historic setting.

The proposed Mexican War Streets boundary increase retains a moderate level of integrity of design and materials. The integrity of design of the five residential buildings is relatively high, despite the removal of the front porch at 1210 Brighton Road and the modification of first floor windows at 1212 Brighton Road.

These properties retain many of the character-defining features that convey their Queen Anne styling, including features such as brick corbelling, slate roofing, geometric terra cotta detailing, and others. Many key exterior building materials (brick, stone, terra cotta, wooden trim elements) are intact. At 1204 Brighton Road, the commercial property, the basic design as a mid-nineteenth century hotel is evident in its form, massing, and second and third floor fenestration, but the new the storefront materials and changes dating to the mid-twentieth century decrease integrity of design. Integrity of materials has been compromised at all six properties by installation of replacement windows and doors, though 1204 Brighton Road also exhibits replacement siding and aluminum awnings.

Overall, the proposed Mexican War Streets boundary increase retains a moderate level of integrity of workmanship. Each house has been altered to varying degrees, but collectively, the decorative brickwork elements, including the two-part cornice and stepped, molded brick corbels, and the houses' stone and wood elements contribute to the retention of integrity. Workmanship is not intact at the commercial property, 1204 Brighton Road.

The boundary increase area possesses integrity of feeling. 1212-1218 Brighton Road retain the physical features necessary to convey historic character as an example of Queen Anne-influenced late nineteenth century residential construction. While 1204 Brighton Road does not convey the feeling of a mid-nineteenth-century tavern, its current use as a lounge/restaurant helps to convey that feeling.

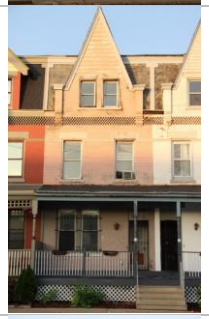
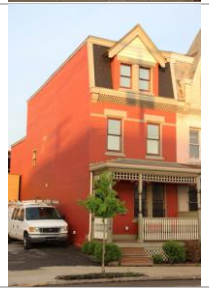
Finally, the proposed boundary increase area retains integrity of association, as it is directly linked with the subdivision of the Mexican War Streets in 1847, and with the mid-to-late-nineteenth-century residential expansion of Allegheny City, exemplifying the typical pattern of development in the Mexican War Streets and Central North Side neighborhoods.

Building Complex Form

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	1, 2, 3, 15	Union Hotel Riggs Restaurant & Lounge	1204-1208	Brighton Road	Building	1856	3	Sandstone/ Brownstone; Aluminum; Asphalt	Mid-19th Century	Domestic, Hotel Commerce/ Trade	Commerce/ Trade, Restaurant	Yes
	1, 4, 5, 15	Volbrecht, Frederick House	1210	Brighton Road	Building	1890	3	Sandstone/ Brownstone; Brick; Slate; Masonry	Queen Anne	Domestic, Single Dwelling	Domestic, Single Dwelling	Yes
	1, 6, 7, 8, 15	House	1212	Brighton Road	Building	1891	3	Sandstone/ Brownstone; Brick; Slate; Masonry	Queen Anne	Domestic, Single Dwelling	Vacant, Not in Use	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	1, 6, 9, 10, 15	House	1214	Brighton Road	Building	1891	3	Sandstone/ Brownstone; Brick; Slate; Masonry	Queen Anne	Domestic, Single Dwelling	Domestic, Multiple Dwelling	Yes
	1, 6, 11, 12, 15	House	1216	Brighton Road	Building	1891	3	Sandstone/ Brownstone; Brick; Slate; Masonry	Queen Anne	Domestic, Single Dwelling	Domestic, Multiple Dwelling	Yes
	1, 6, 13, 14, 15	House	1218	Brighton Road	Building	1891	3	Sandstone/ Brownstone; Brick; Slate; Masonry	Queen Anne	Domestic, Single Dwelling	Domestic, Single Dwelling	Yes

History and Significance (Item 39)

Historical Overview

The six parcels of land in the proposed Mexican War Streets Historic District boundary increase area were originally part of Reserve Tract Lot 179, which was part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Robinson received a patent from the Commonwealth of Pennsylvania for land including Lot 179 on March 1, 1797. Robinson died in 1814, leaving his property to his only son and heir, William Robinson, Jr. (he was called Jr. to distinguish him from his uncle named William). William Robinson, Jr. was a major force in the development of Allegheny and was its first mayor. In 1847, he subdivided Reserve Tracts 179 and 180, thereby laying out the plan for the neighborhood known today as the Mexican War Streets. The proposed boundary increase area includes lots 224, 225, 226, 227, 228, 229, and 230 in Robinson's plan of lots. Robinson's plan of lots was known as "Buena Vista" and was recorded July 17, 1854 (Allegheny County Plan Book 2:61). Robinson, known popularly as "General Robinson," received his rank while serving in the state militia during the Mexican War. The streets in Robinson's plan were named for Mexican War battles.

The historical context for the Mexican War Streets Historic District is narrated in the NRHP nomination forms for the original district listing (PHLF 1975) and in the district expansion form (Eversmeyer 2008). The proposed Mexican War Streets Historic District boundary increase area was part of the original Mexican War Streets plan of lots and shares its developmental history with the existing district. Therefore, the context of the neighborhood need not be recounted here.

Three separate Pennsylvania Historic Resource Survey (PHRS) forms were prepared to evaluate the individual eligibility of 1204-1208 Brighton Road, 1210 Brighton Road, and 1212-1218 Brighton Road. None of these resources was recommended individually eligible for the. Each form contains historic context narratives specific to individual buildings.

Significance

The Mexican War Streets Historic District (Key Nos. 001754; 082601) was listed in the NRHP on May 28, 1975 under Criteria A and C for its significance in architecture, social/humanitarianism, and urban planning, with a period of significance that stretched from the mid-nineteenth to the mid-twentieth centuries (unspecified dates). In 2008, the district was enlarged to include an additional 61 buildings along two blocks of Monterey and Armandale streets, and 256 buildings along Sherman Avenue, Veto Street, and Arch Street. The 2008 boundary increase area was listed on the NRHP under Criterion C, with significance as a cohesive concentration of residential buildings constructed in a variety of architectural styles that reflect the architectural taste of the community over the district's eighty-year period of significance. The district's period of significance begins in 1848 when land in the district was first subdivided to allow for construction of houses. It extends until the district was completely built-up ca. 1930.

The proposed Mexican War Streets Historic District boundary increase area shares in the significance of the original district and the 2008 boundary increase area. It is recommended **eligible** under Criteria A and

C. In terms of events, this increase area is significant in the area of urban planning, as it was included in William Robinson Jr.'s plan of lots that became known as the Mexican War Streets. In terms of architecture, the area is part of the "cohesive concentration of residential buildings" that comprise the existing historic district. One of the buildings within this increase area, the Union Hotel, was constructed at the beginning of the period of significance and is one of the earliest buildings in the neighborhood. This building reflects the earliest stages of development for the district, as well as early industry and commerce in Allegheny City. The remaining five buildings in the proposed increase area reflect a later period of development, evidenced through their late Victorian, Queen Anne sensibility. Because residential development on this block of Brighton Road and the adjacent (1200) block of Buena Vista Street was delayed until the removal of the Second Ward stockyards in 1885, these houses are reflective of later phases of development within the neighborhood (still within the period of significance). These properties contribute to the architectural significance of the Mexican War Streets Historic district as an example ca. 1890-91 Queen Anne rowhouses with moderate integrity.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Alside Supply Company; Buncher Building

CURRENT/COMMON NAME Buncher Building

OWNER NAME/ADDRESS BUNCHER COMPANY / 1300 PENN AVE STE 300 PITTSBURGH , PA 15222-4211

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 1201 Brighton Road, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-N-00187-0000-00/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Warehouse	

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Warehouse	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

N/A		

Acreage (round to nearest tenth) 1.9

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Other

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Brick	Concrete
Roof	Rubber	
Other		
Structural System	Steel Frame	Concrete-General

WIDTH 330 (feet) or 9 (# bays) **DEPTH** 130 (feet) or 1 (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1972 ☐ Circa **Year Completed** ☐ Circa

Date of Major Additions, Alterations ☐ Circa ☐ Circa ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Allegheny County deeds and newspaper reference

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ■ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

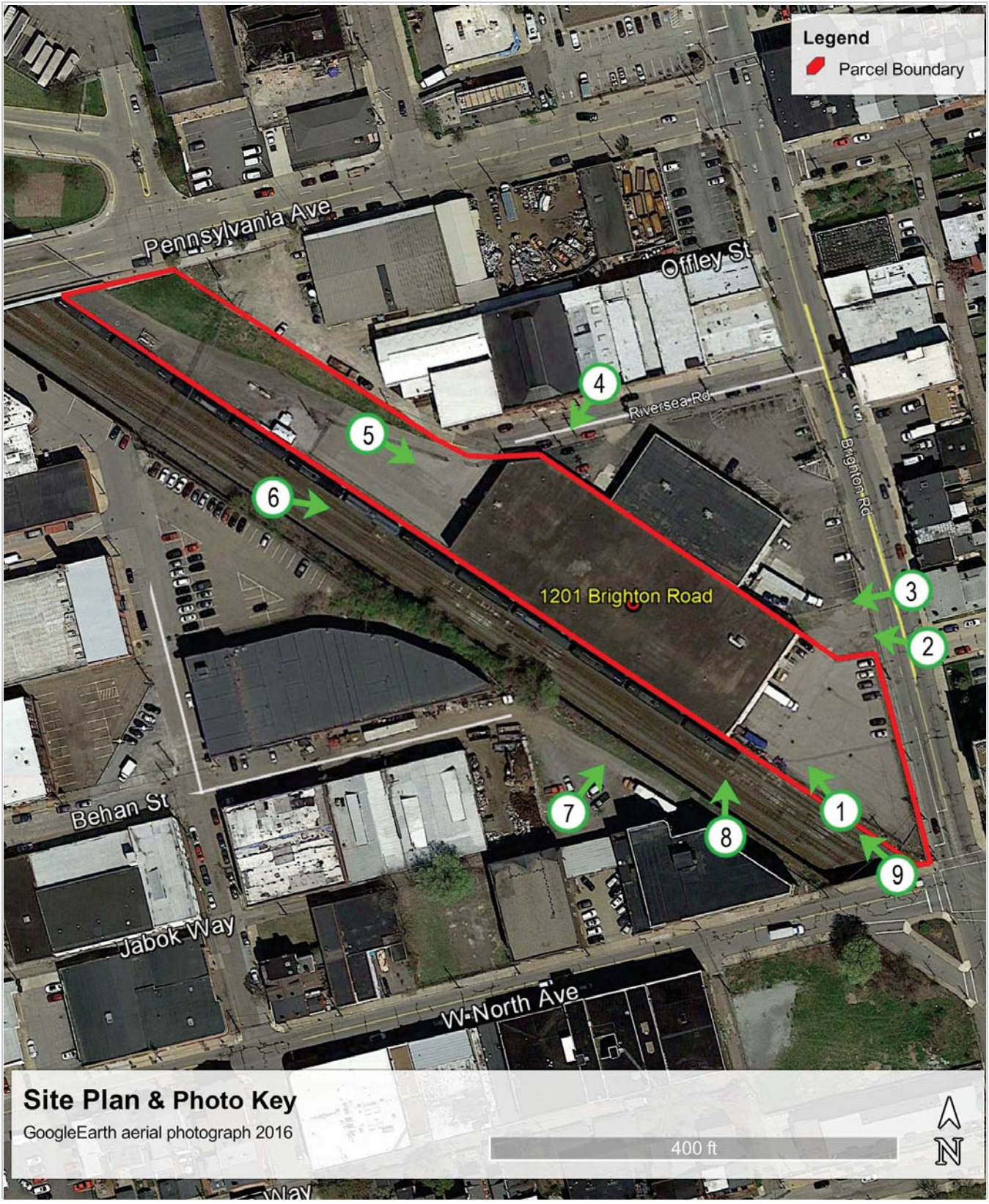
Photo #	Photo Subject/Description	Camera Facing
1	1201 Brighton Road, southeast (front) façade	NW
2	1201 Brighton Road, southeast (front) and northeast (side) façades	NW
3	1201 Brighton Road, southeast (front) and northeast (side) façades	W
4	1201 Brighton Road, portion of northeast (side) façade	SW
5	1201 Brighton Road, northwest (rear) façade	SE
6	1201 Brighton Road, northwest (rear) and southwest (side) façades	E
7	1201 Brighton Road, southwest (side) façade	E
8	1201 Brighton Road, southwest (side) and southeast (front) façades	NW
9	1201 Brighton Road, southwest (side) and southeast (front) façades	NW
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

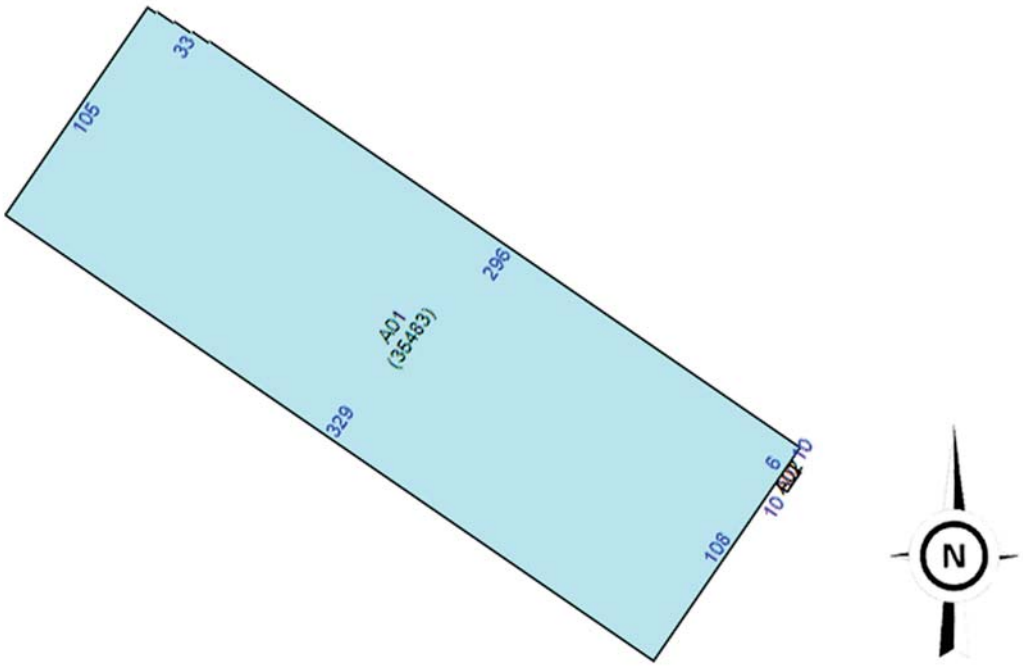


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.
1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.
1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

The Pittsburgh Post-Gazette
1963 "Northside Blaze Laid to 'Winos' or Arson." 30 January:15. Pittsburgh, Pennsylvania.

Sanborn Map Company
1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.
1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.
1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

U.S. Geological Survey (USGS)
1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.
1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.
1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.
1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.
1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.
1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: 1201 Brighton Road, southeast (front) façade, facing northwest.



Photo 2: 1201 Brighton Road, southeast (front) and northeast (side) façades, facing northwest.



Photo 3: 1201 Brighton Road, southeast (front) and northeast (side) façades, facing west.



Photo 4: 1201 Brighton Road, portion of northeast (side) façade, facing southwest.



Photo 5: 1201 Brighton Road, northwest (rear) façade, facing southeast.



Photo 6: 1201 Brighton Road, northwest (rear) and southwest (side) façades, facing east.



Photo 7: 1201 Brighton Road, southwest (side) façade, facing northeast.

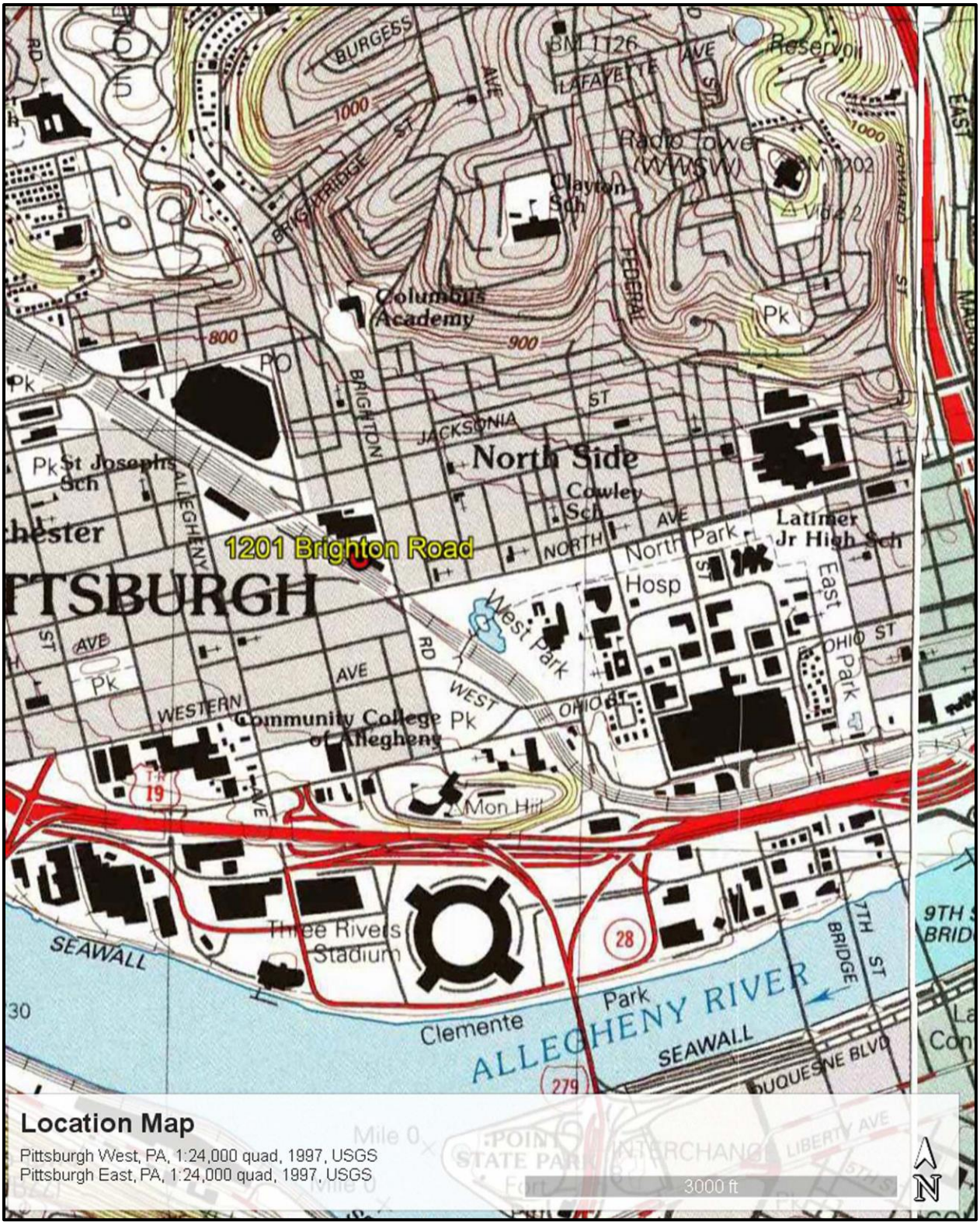


Photo 8: 1201 Brighton Road, southwest (side) and southeast (front) façades, facing northwest.

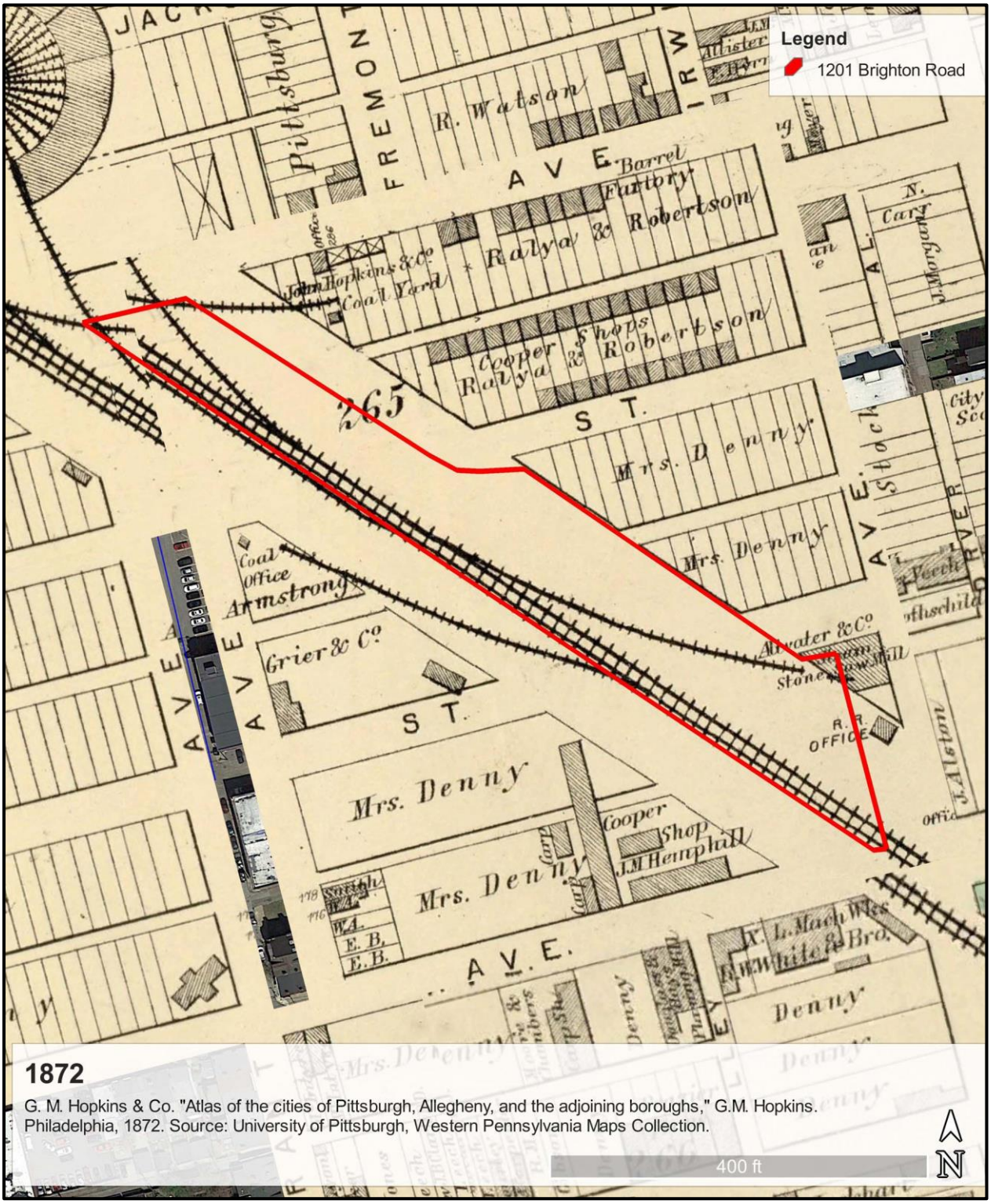


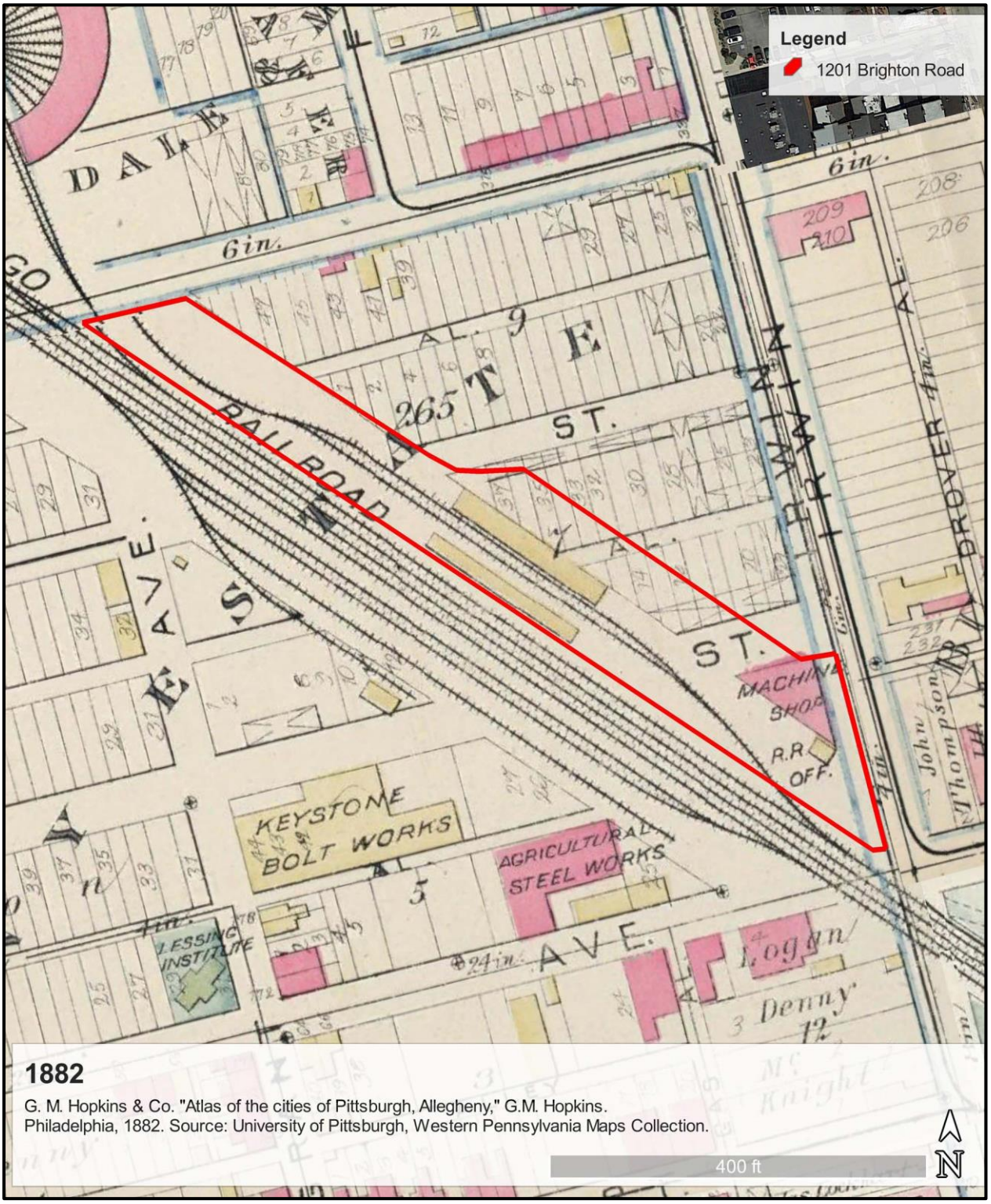
Photo 9: 1201 Brighton Road, southwest (side) and southeast (front) façades, facing northwest.

USGS Map (Item 36)

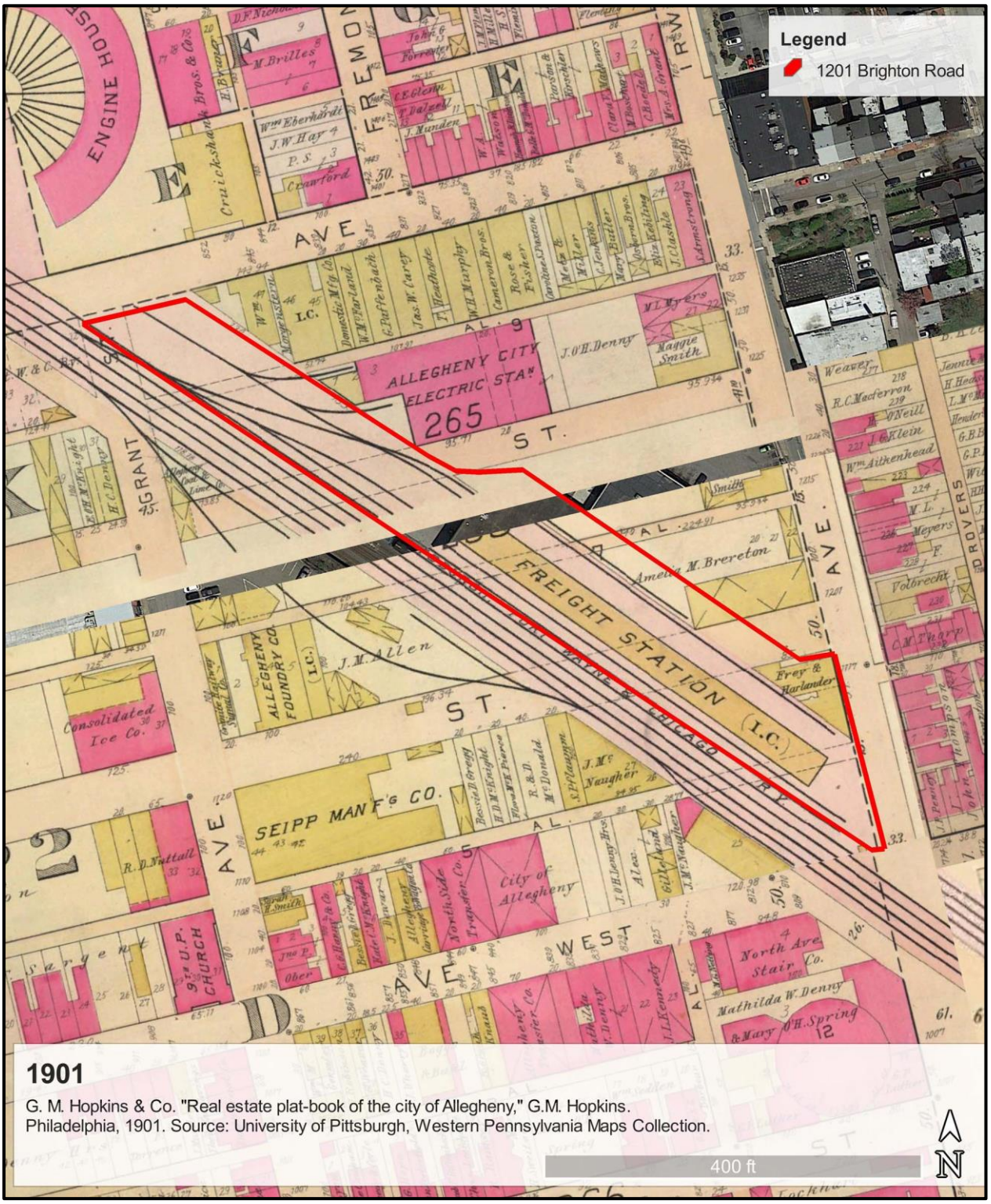


Historical Maps (Optional Attachment, Item 37)

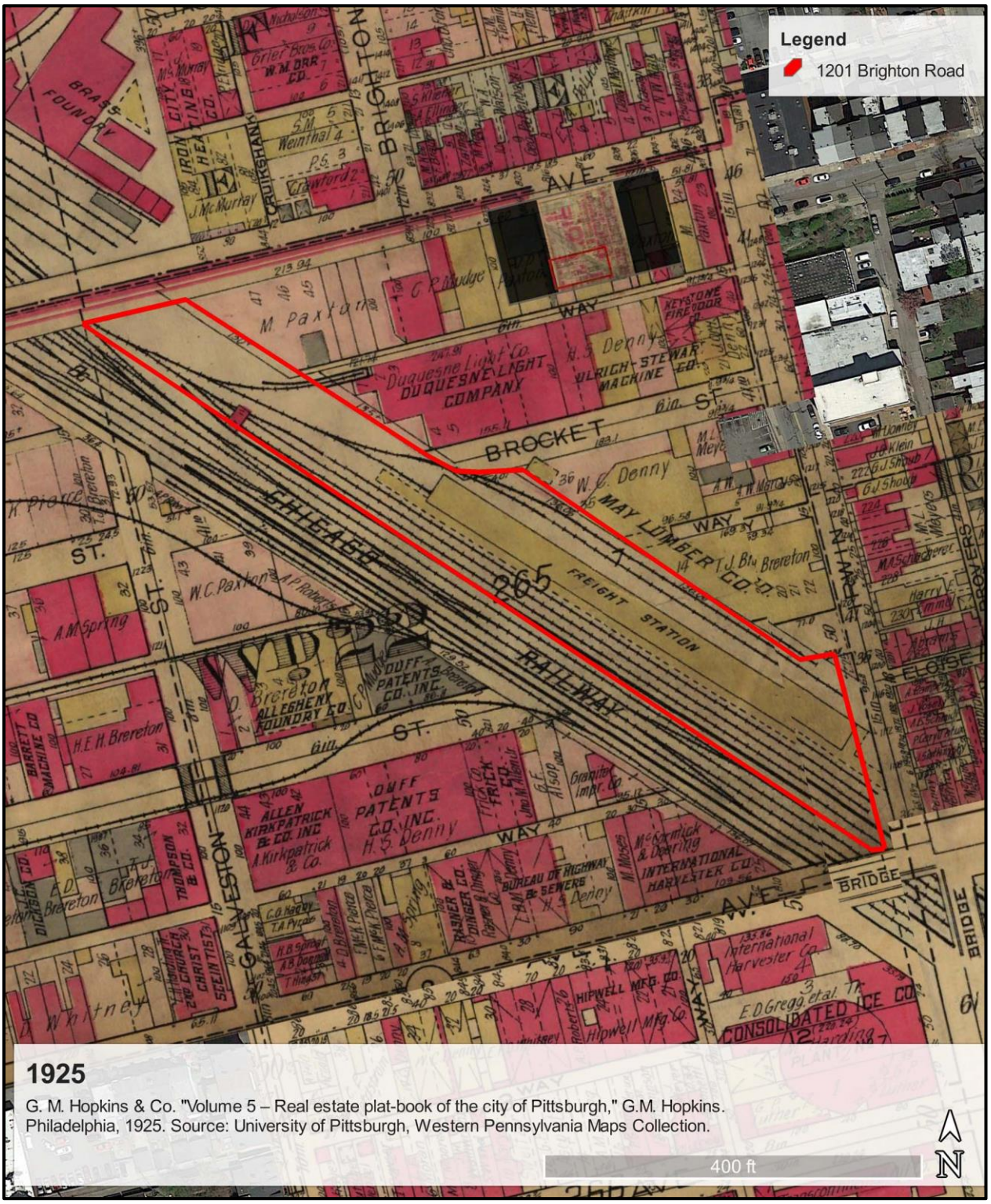



Legend
1201 Brighton Road
DALE
ALLEGHENY AVE.
RAILROAD
265 T
ST.
ALLEGHENY AVE.
DROVER
MACHINE SHOP
R.R OFF.
KEYSTONE BOLT WORKS
AGRICULTURAL STEEL WORKS
LESSING INSTITUTE
24in. AVE.
Logan
Denny
6in.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
400 ft
N


Legend
1201 Brighton Road
PENNSYLVANIA AV.
FREMONT
BRADDOCK
BOQUET
NORTH
ALLEY
OAK
PINE
ST.
AV.
GRANT
DROVERS
P. Ft. W. & C. R. R. FREIGHT STATION
1893
Sanborn Fire Insurance Map
400 ft
N


Legend
1201 Brighton Road
ENGINE HOUSE
FREMONT
AVE
ALLEGHENY CITY ELECTRIC STA'N
265
ST.
GRANT
AVE.
FREIGHT STATION
(I.C.)
ALLEGHENY FOUNDRY CO.
Consolidated Ice Co.
SEIPP MAN'F'G CO.
City of Allegheny
North Ave Stair Co.
WEST
AVE
9TH U.P. CHURCH
ROVERS
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins.
Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
400 ft
N

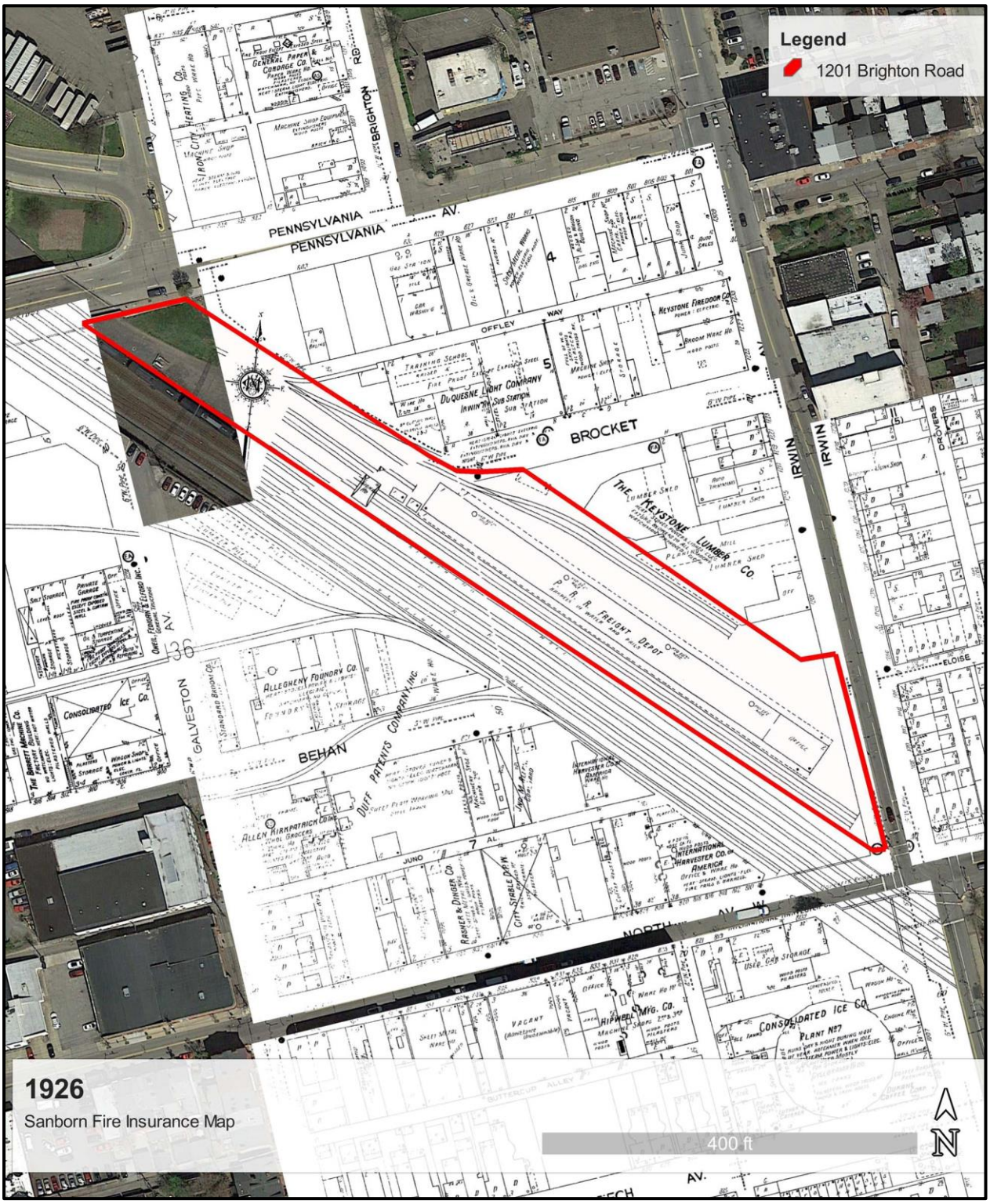

Legend
MB-02: 1201 Brighton Road
PENNSYLVANIA AV.
OAK ALLEY
ALLEGHENY CITY ELECTRIC LIGHT PLANT.
HENRY ULRICH MACHINE SHOP
BRADDOCK
IRWIN AV.
PAXTON ALLEY
PENN. LINES P. FT. W. & C. R.R. FREIGHT DEPOT.
ALLEGHENY FOUNDRY CO.
BOQUET
GRANT AV.
JUNO ALLEY
NORTH AV. W.
1906
Sanborn Fire Insurance Map
300 ft
N


Legend
1201 Brighton Road
BRIGHTON AVE.
BROCKET WAY
MAY LOWER WAY
RAILWAY
FREIGHT STATION
GALVESTON ST.
BRIDGE AVE.
DUFF PATENTS CO. INC.
ALLEGHENY FOUNDRY CO.
DUQUESNE LIGHT COMPANY
ULRICH-STEWART MACHINE CO.
INTERNATIONAL HARVESTER CO.
HIPWELL MFG. CO.
CONSOLIDATED ICE CO.
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
400 ft
N

1201 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003

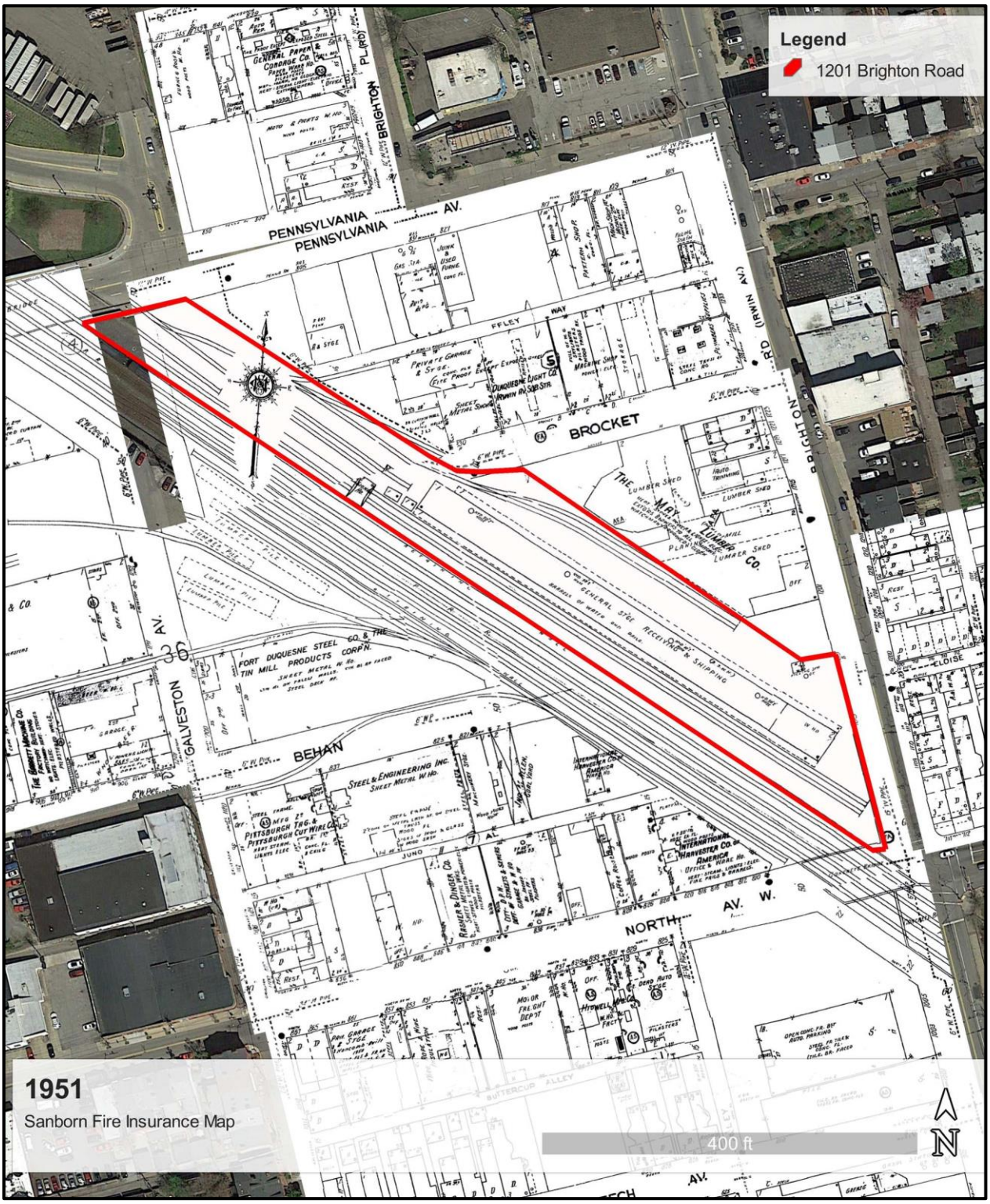



Legend
1201 Brighton Road
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
400 ft
N

1201 Brighton Road
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
1201 Brighton Road
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
400 ft
N


Legend
1201 Brighton Road
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
400 ft
N

Physical Description and Integrity (Item 38)

Physical Description

The Buncher Building is located at 1201 Brighton Road in the block bounded by the Norfolk Southern Railroad corridor, Riversea Road, Brighton Road, and W. North Avenue. The one-story, concrete block building was constructed in 1972, as a commercial warehouse. The rectangular building with a clipped north corner measures ten bays (108 ft) by one bay (329 ft) deep and is constructed on a poured concrete slab foundation. Its exterior walls are constructed of square, plain-face, concrete block; its southeast (front) façade is clad in yellow brick with running bond coursing. The building has a flat roof surrounded by low-parapet walls; the roof is clad in rubber membrane roofing. The building's window openings are fitted with four-light, aluminum frame windows with central two-light pivot sashes.

The southeast (front) façade is clad in brick veneer and is framed by engaged brick corner piers. The ten-bay façade contains five bays fronting the warehouse portion of the building on the left and five bays fronting the office portion of the building on the right. The five warehouse bays (1-5) each contain garage-bay loading docks fitted with retractable metal doors. The office bays (6-10) contain windows and pedestrian doors. Bay 6 contains a pedestrian door fitted with a steel slab door. The doorway is fronted by a concrete stoop with brick veneered sidewalls and metal pipe handrails. Bay 8 contains the main entrance to the office portion of the building. The doorway is fitted with paired, aluminum-frame, glass doors and a fixed transom light. The entry is fronted by a concrete stoop with brick veneered sidewalls and an aluminum handrail. A one-story, flat-roofed, aluminum canopy fronts the entry, and is supported by square aluminum posts. A low brick-clad planter flanks the main entry. Bays 7, 9, and 10 contain single window openings with steel lintels and rowlock brick slip sills. Each is fitted with a four-light, aluminum frame window with a central two-light pivot sash.

The northeast (side) façade is partially obscured by a building at 1215 Brighton Road, which is built very close to the subject building. The façade has no fenestration. The northwest (rear) façade, contains, from left to right, a pedestrian doorway with a one-light steel slab door, a large window opening with a single fixed-light sash, and three garage bay openings with retractable metal garage doors. The southwest (side) façade has two doorways fitted with steel slab doors. The doorways are fronted by concrete stoops with side stairs and metal pipe handrails.

Integrity

The property retains a moderate-to-high level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains integrity of design, as well as material integrity. The building's overall plan has remained unchanged, as has its fenestration pattern. Window and door material is original, though some of the rollup doors in the loading bays have been replaced. This building's setting has remained relatively unchanged since the time of initial construction in 1972. The multi-story apartment building at the northeast corner of West North Avenue and Brighton Road was constructed in 1979, though this change does not significantly detract from the building's integrity of setting. The property retains a low level of integrity of workmanship, resulting from the building's lack of architectural details. The property conveys a sense of feeling, as it expresses the

period of time in which it was built, the 1970s. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 265; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison soon became the first sheriff of Allegheny County. Before long, portions of Morrison's tract were converted to railroad use; the Pittsburgh, Fort Wayne and Chicago Railway was first opened through Allegheny City in 1851. The railroad gradually acquired additional parcels adjacent to the [then] double-tracks, including what later became the subject parcel (1201 Brighton Road).

The subject parcel was transferred to the railroad in four parts on four separate transactions. The first parcel was deeded from Elizabeth Denny in 1853; her children, William C. Denny and Amy Brereton, deeded two additional parcels in 1905. The last portion belonged to the May Lumber Company before it became part of the railroad land in 1905 (Allegheny County Deeds 1966, DB 4361:365).

Plat maps from 1872 show the subject parcel mainly vacant, interrupted only by several short railroad sidings. At the corner of Irwin Avenue (Brighton Road) and W. North Avenue, there was a small railroad office building, and a saw mill was located near the railroad office along Irwin Avenue (Hopkins 1872).

By 1882, the rail yard had expanded, filling the majority of the parcel with new tracks. The saw mill had become a machine shop for the railroad. Two long frame buildings, parallel to the railroad tracks, were used as freight warehouses (Hopkins 1882). The 1893 Sanborn map shows the railroad office building removed, and the two freight warehouses replaced by a large iron-clad building labeled as the Pittsburgh, Fort Wayne and Chicago Railroad Freight Station (Sanborn 1893). The former machine shop was listed as a sausage factory and carpenter shop. The northeastern portion of the current parcel was occupied by a lumber company.

Mapping from 1901 shows the same buildings present, but the building along Irwin Avenue (Brighton Road) belonged to Frey and Harlander (Hopkins 1901). In 1906, it was used by the Allegheny Basket Company (a portion used as a stable). The 1925 Hopkins and 1926 Sanborn plat maps show the Irwin Avenue buildings removed, but the freight depot extant, as were siding used by the May Lumber Company. The iron-clad freight depot remained standing until 1963, when a fire destroyed the buildings on the block bounded by the railroad tracks, Brighton Road and Brockett Street (now Riversea Road). At that time, the building was vacant, and the damage was suspected to be arson (Post-Gazette, 30 January 1963:1).

The Pennsylvania Railroad conveyed the subject parcel to Jack G. Buncher in 1966 for $84,500 (Allegheny County Deeds 1966, DB 4361:365). Jack Buncher transferred the property to the Buncher Company in 1970. No buildings are mentioned in any of the deeds. Buncher constructed the existing building in 1972.

It housed Alside Supply Company, a division of Alside Incorporated, which was a subsidiary of the US Steel Corporation (Pittsburgh Press, 2 April 1972:45). The building is currently used as a warehouse and administrative offices for CORT Furniture Rental, and as a warehouse for Super Laundry Equipment.

Date	Consideration	Grantor	Grantee	Source Location	Notes
10/1/1970	$114,156.33	Jack G. Buncher	The Buncher Company	Allegheny County Deeds 4950:671	No buildings mentioned in any deeds
8/3/1966	$84,500	Pittsburgh Fort Wayne and Chicago Railroad Company	Jack G. Buncher	Allegheny County Deeds 4361:365	Made up of land deeded to the RR by Elizabeth F. Denny (2/17/1853), William C. Denny (5/15/1905), Amy Brereton (5/2/1905) and The May Lumber Company (5/15/1905)

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Keystone Plumbing Company

CURRENT/COMMON NAME Family Dollar

OWNER NAME/ADDRESS FDPITT LLC / P O BOX 5540 JOHNSTOWN PA 15904

TOTAL NUMBER OF RESOURCES _____

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION _____

STREET ADDRESS 1215 Brighton Road, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-N-00010-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Warehouse	

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Specialty Store	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 1.2

Key # _____

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Other _____ _____

_____ _____

_____ _____

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Concrete	Metal
Roof	Asphalt	
Other		
Structural System	Masonry	

WIDTH 150 (feet) or _____ (# bays) **DEPTH** 80 (feet) or _____ (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1963 ☒ Circa **Year Completed** _____ ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☒ Documentary ☐ Physical

Explain Ca. 1963-1966 (Pittsburgh Press 1966)

Cultural/Ethnic Affiliation(s) _____

Associated Individual(s) _____

Associated Event(s) _____

Architect(s) _____

Builder(s) _____

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☒ Private Development ☐ Other

Explain The building is in the area of potential effects for a bridge replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☒ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historian

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ■ lack of significance and/or ■ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
1	1215 Brighton Road, northeast (front) façade	SW
2	1215 Brighton Road, northwest (side) façade	SE
3	1215 Brighton Road, detail of northeast (side) façade	SE
4	1215 Brighton Road, southeast (side) façade	NW
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

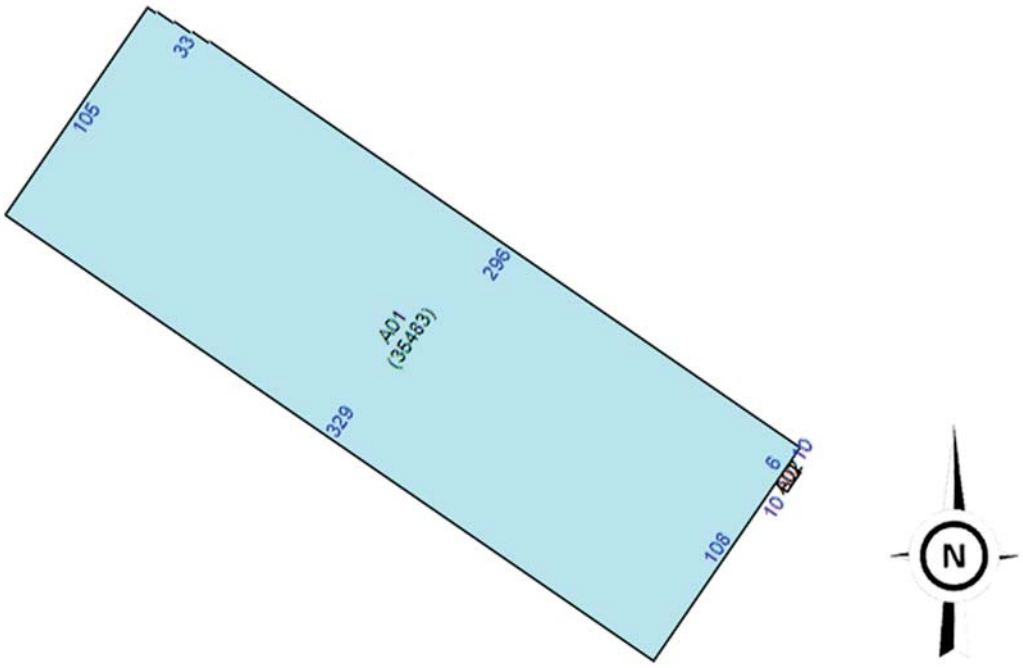


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.
1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.
1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

The Pittsburgh Post-Gazette
1963 *"Northside Blaze Laid to 'Winos' or Arson."* 30 January:15. Pittsburgh, Pennsylvania.

The Pittsburgh Press
1966 *"Male Help Wanted."* 7 April:37. Pittsburgh, Pennsylvania.

Sanborn Map Company
1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.
1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.
1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

Shetler, Charles
1951 James O'Hara's Landholdings in Allegheny County. *Western Pennsylvania History Magazine* 34(1):23-33. Electronic document: *https://journals.psu.edu/wph/article/viewFile/2365/2198.*

U.S. Geological Survey (USGS)
1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.
1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: 1215 Brighton Road, northeast (front) façade, facing southwest.



Photo 2: 1215 Brighton Road, northwest (side) façade, facing southeast.

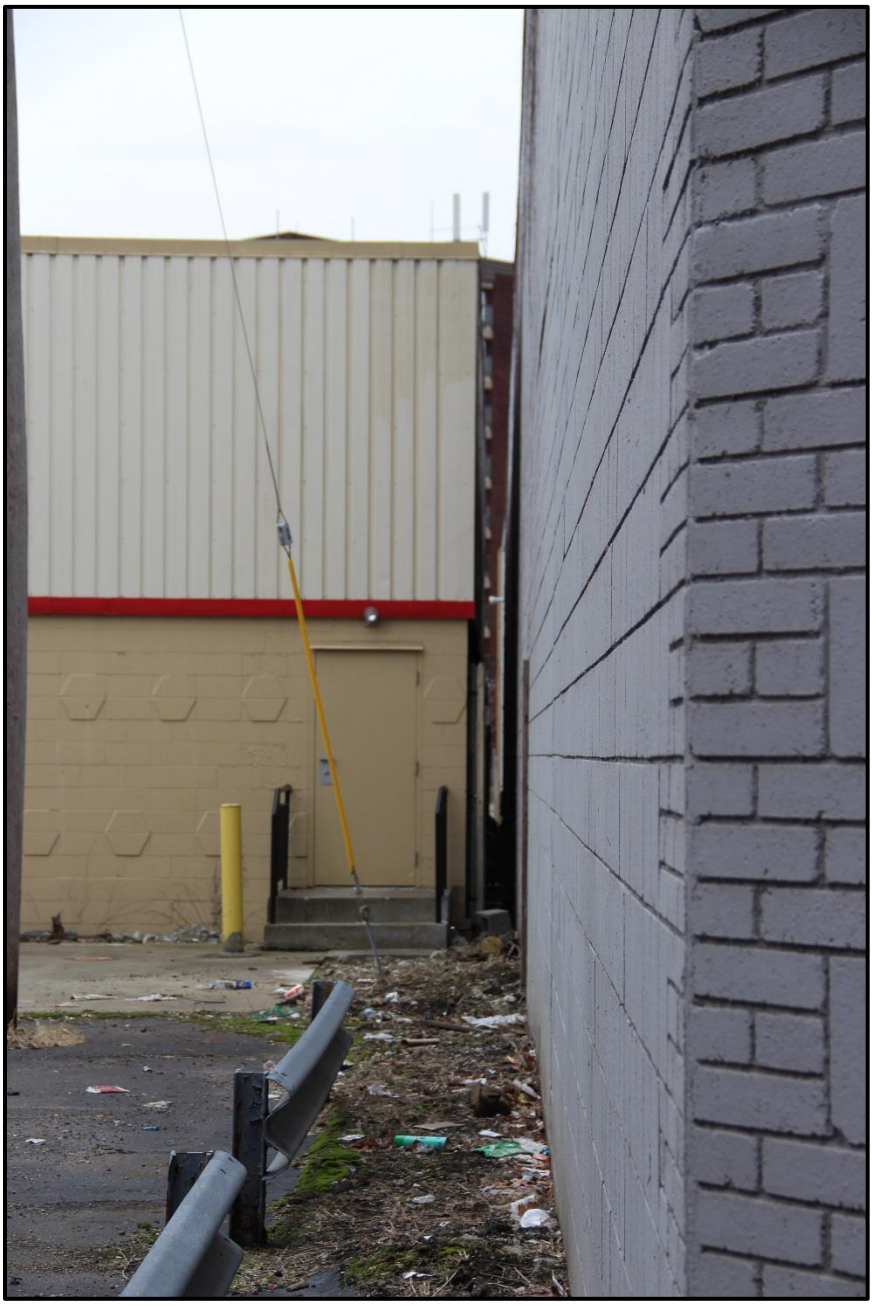
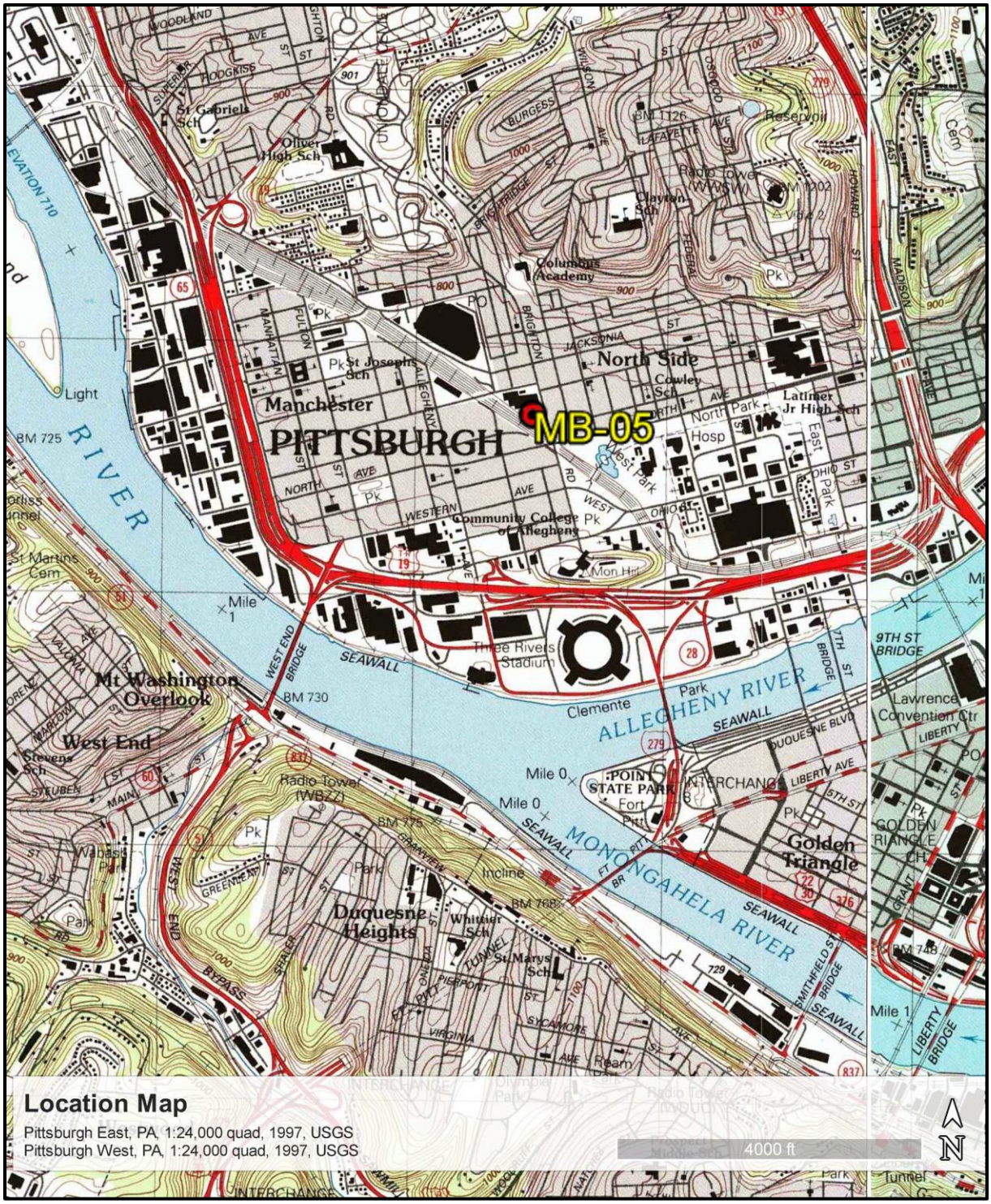


Photo 3: 1215 Brighton Road, detail of northeast (side) façade showing southwest (rear) façade obscured by northeast façade of 1201 Brighton Road.

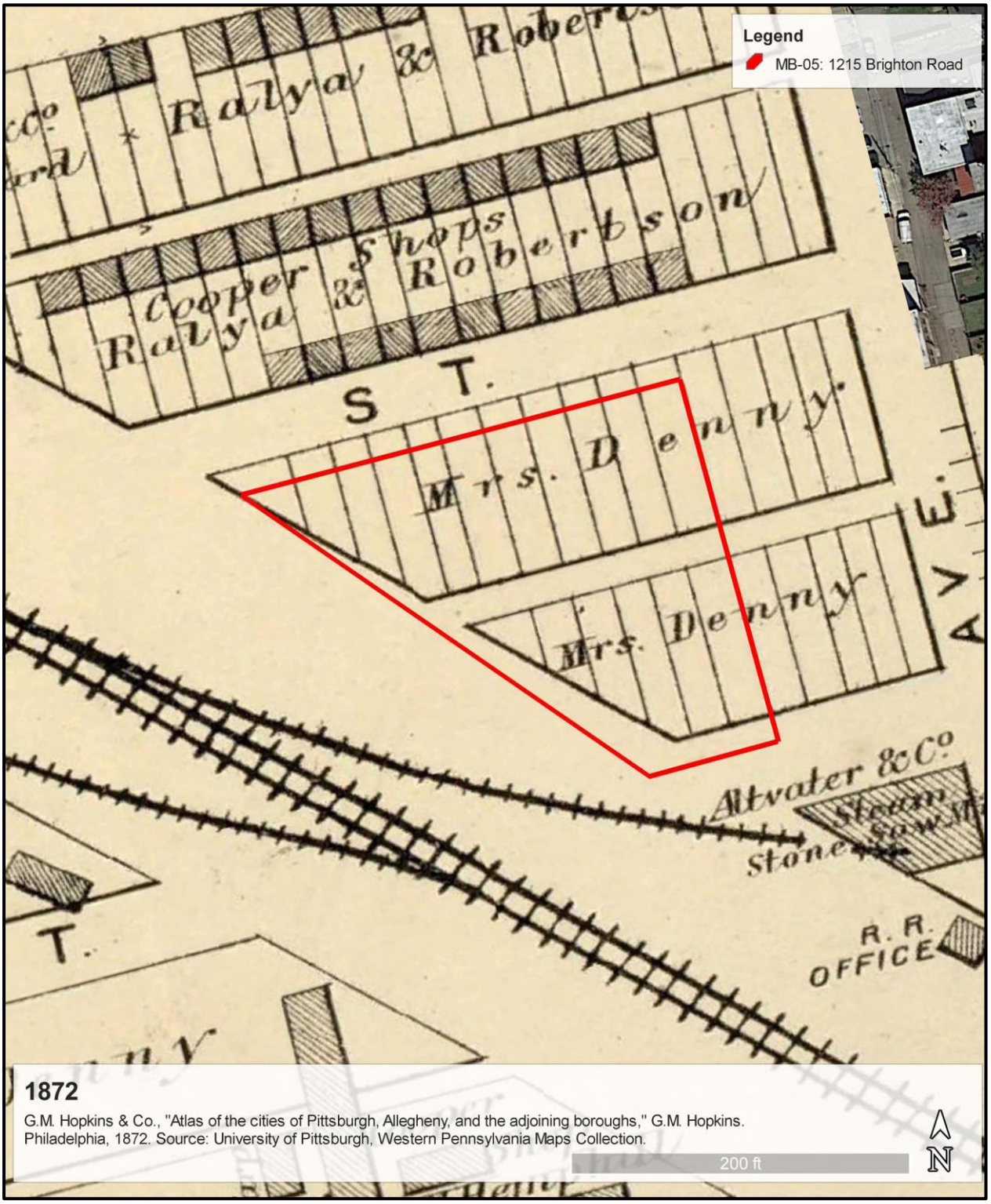


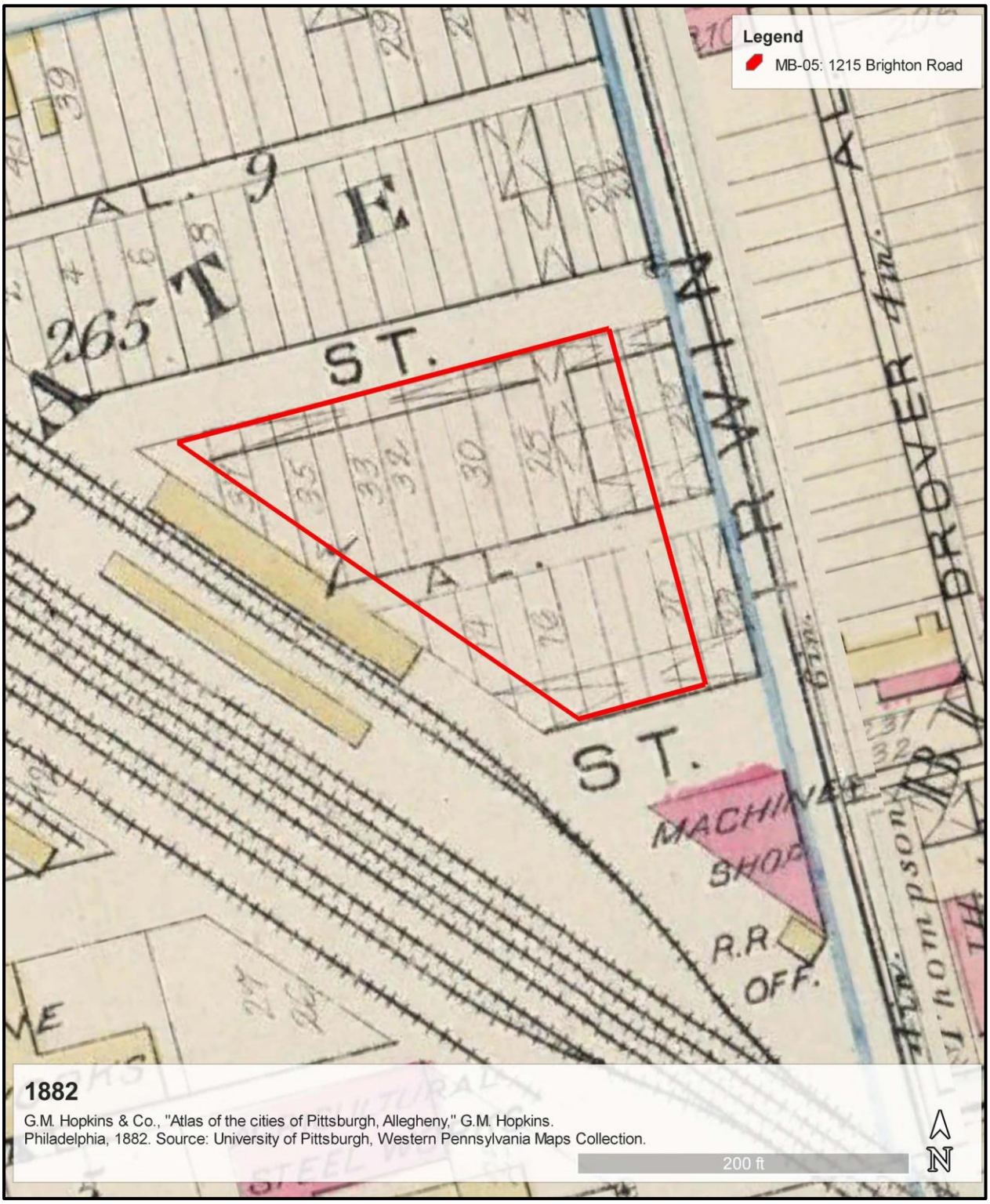
Photo 4: 1215 Brighton Road, southeast (side) façade, facing northwest.

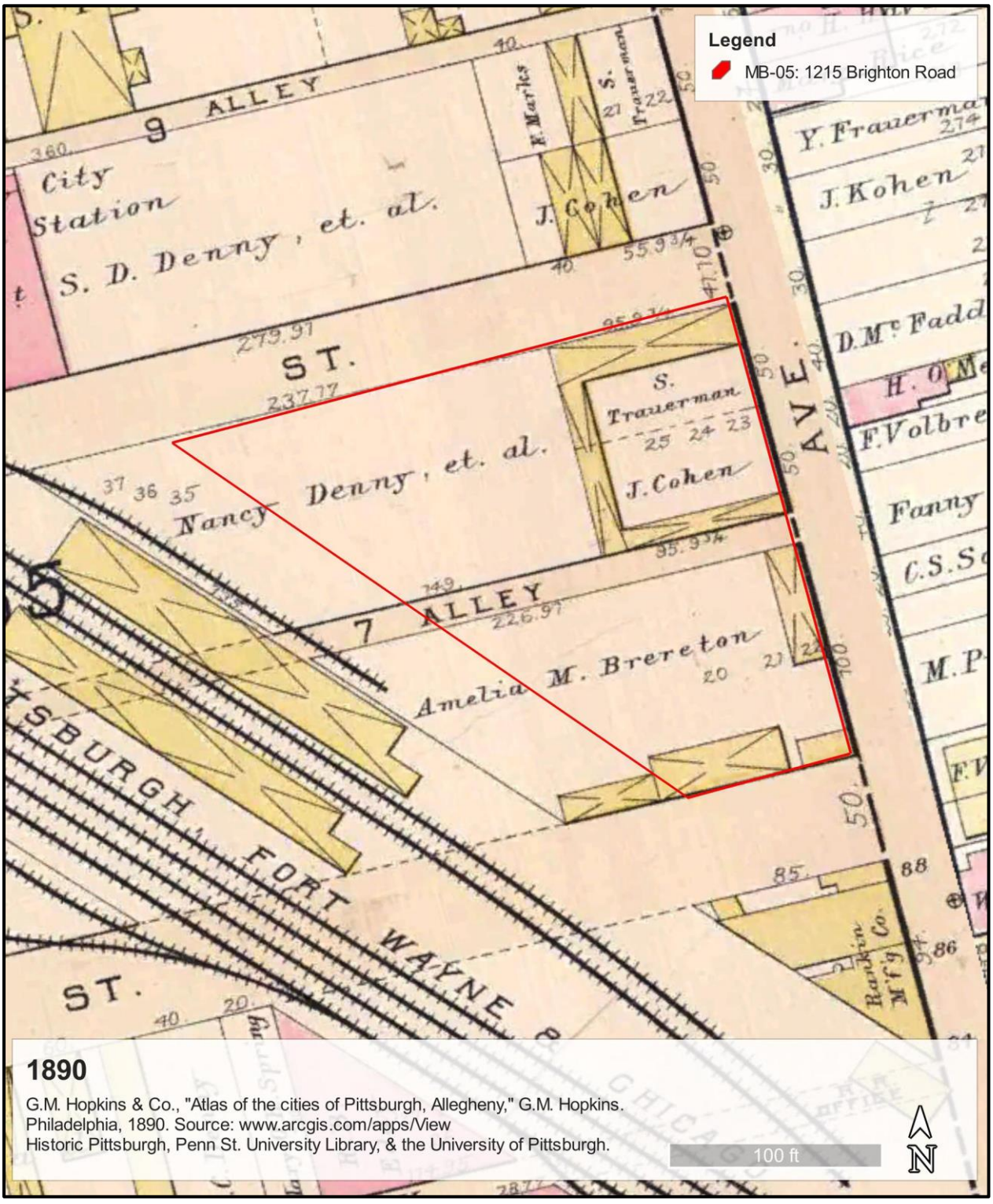
USGS Map (Item 36)

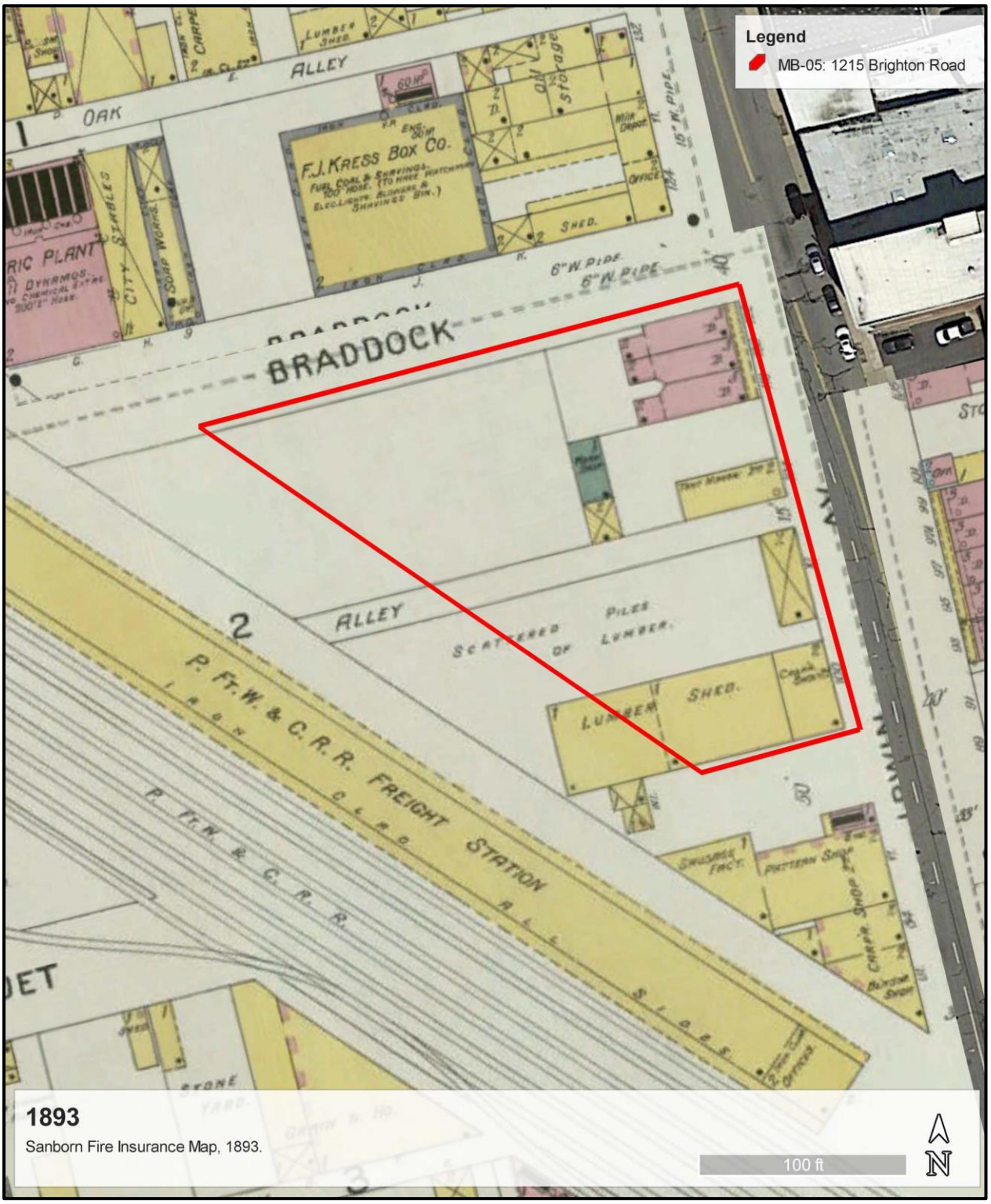


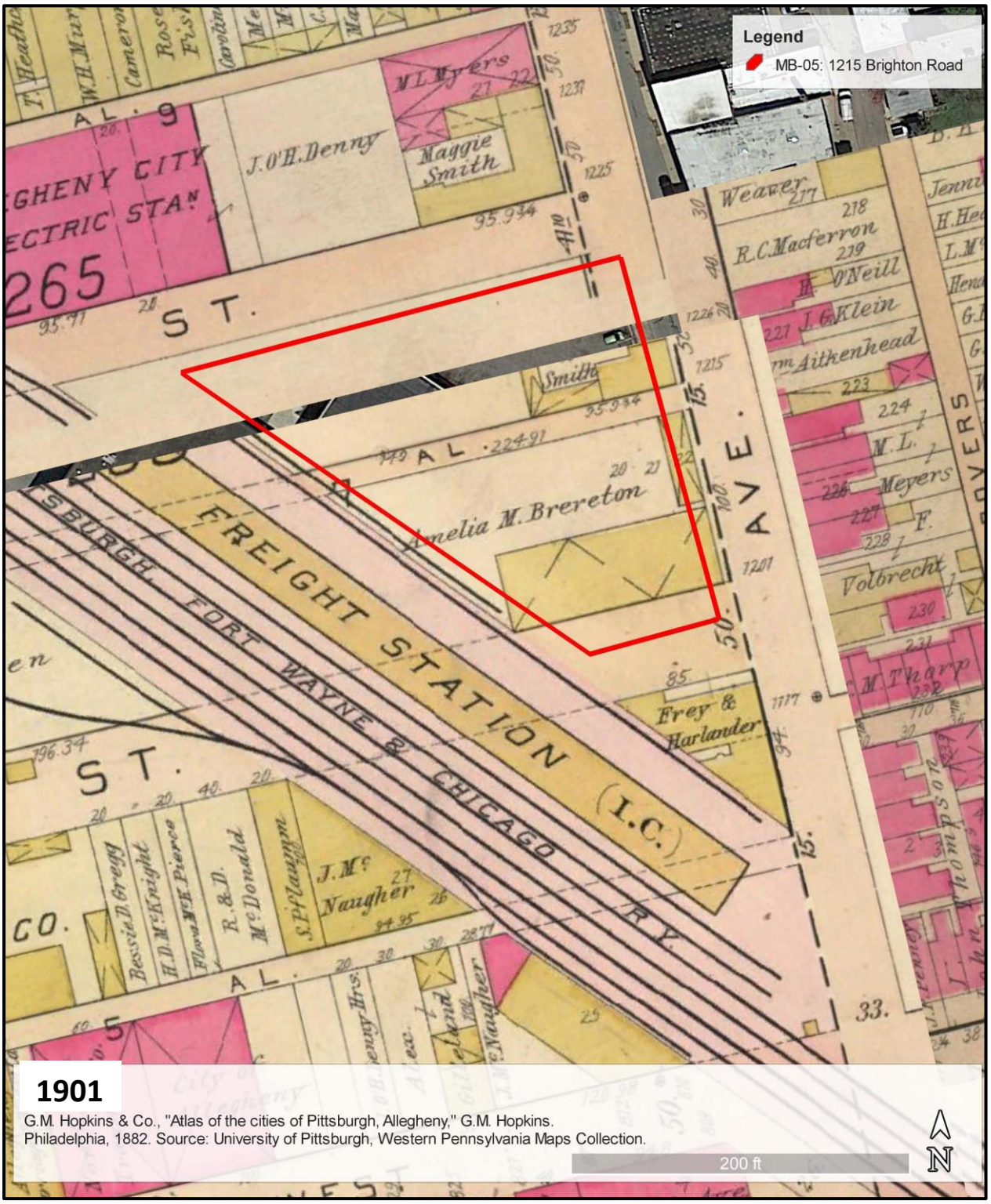
Historical Maps (Optional Attachment, Item 37)




Legend
MB-05: 1215 Brighton Road
ST.
ST.
BROADWAY
MACHINE SHOP
R.R OFF.
1882
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N


Legend
MB-05: 1215 Brighton Road
ALLEY 9
City Station
S. D. Denny, et. al.
J. Cohen
F. Marks
S. Trauerman
ST.
279.91
237.77
Nancy Denny, et. al.
S. Trauerman
J. Cohen
AVE.
Y. Frauerma
J. Kohen
D.M. Fadd
F. Volbre
Fanny
ALLEY 7
226.97
Amelia M. Brereton
FORT WAYNE
ST.
Rankin Co.
1890
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1890. Source: www.arcgis.com/apps/View Historic Pittsburgh, Penn St. University Library, & the University of Pittsburgh.
100 ft
N

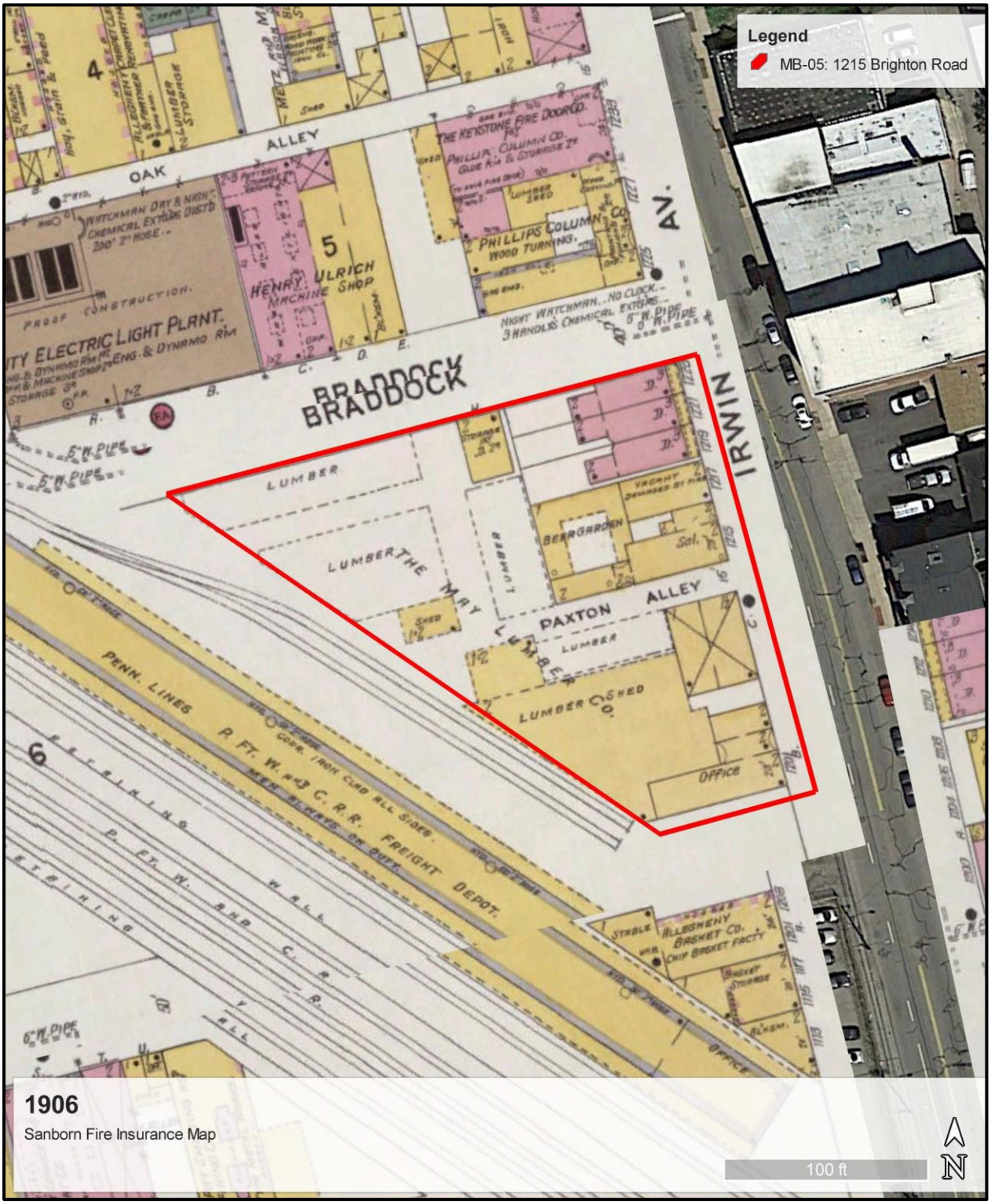

Legend
MB-05: 1215 Brighton Road
ALLEY
OAK
F.J. KRESS BOX CO.
SHED.
BRADDOCK
ALLEY
LUMBER SHED.
P. FT.W. & C. R. R. FREIGHT STATION
P. FT.W. & C. R. R.
1893
Sanborn Fire Insurance Map, 1893.
100 ft
N

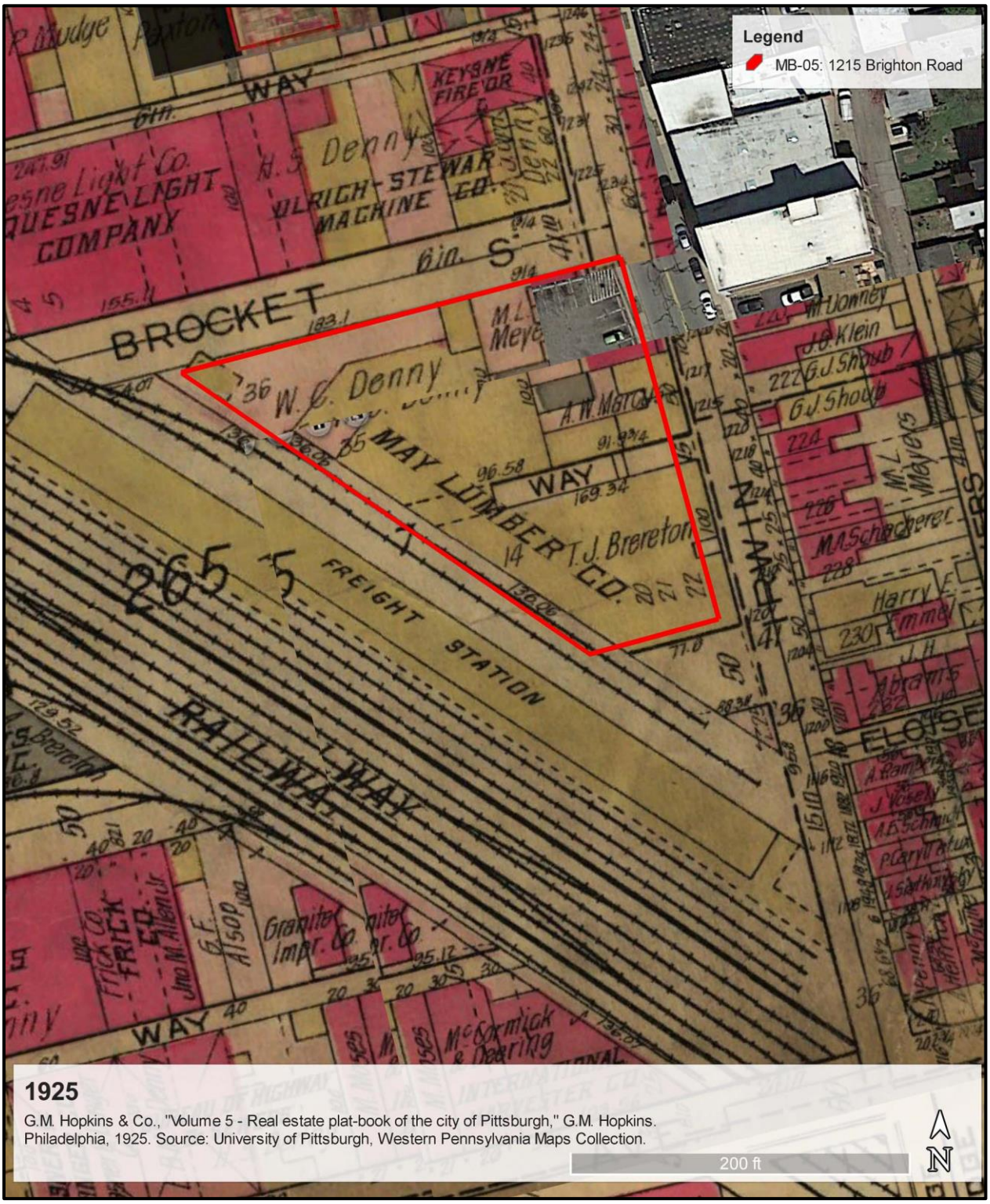

Legend
MB-05: 1215 Brighton Road
J.O'H.Denny
Maggie Smith
M.L.Myers
Weaver
R.C.Macferron
O'Neill
J.G.Klein
Aitkenhead
M.L. Meyers
F.
Volbrecht
M.Tharp
Amelia M.Brereton
Smith
Frey & Harlander
J.Mc Naugher
FREIGHT STATION
FORT WAYNE & CHICAGO
(I.C.)
R.Y.
AVE.
ST.
1901
G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N

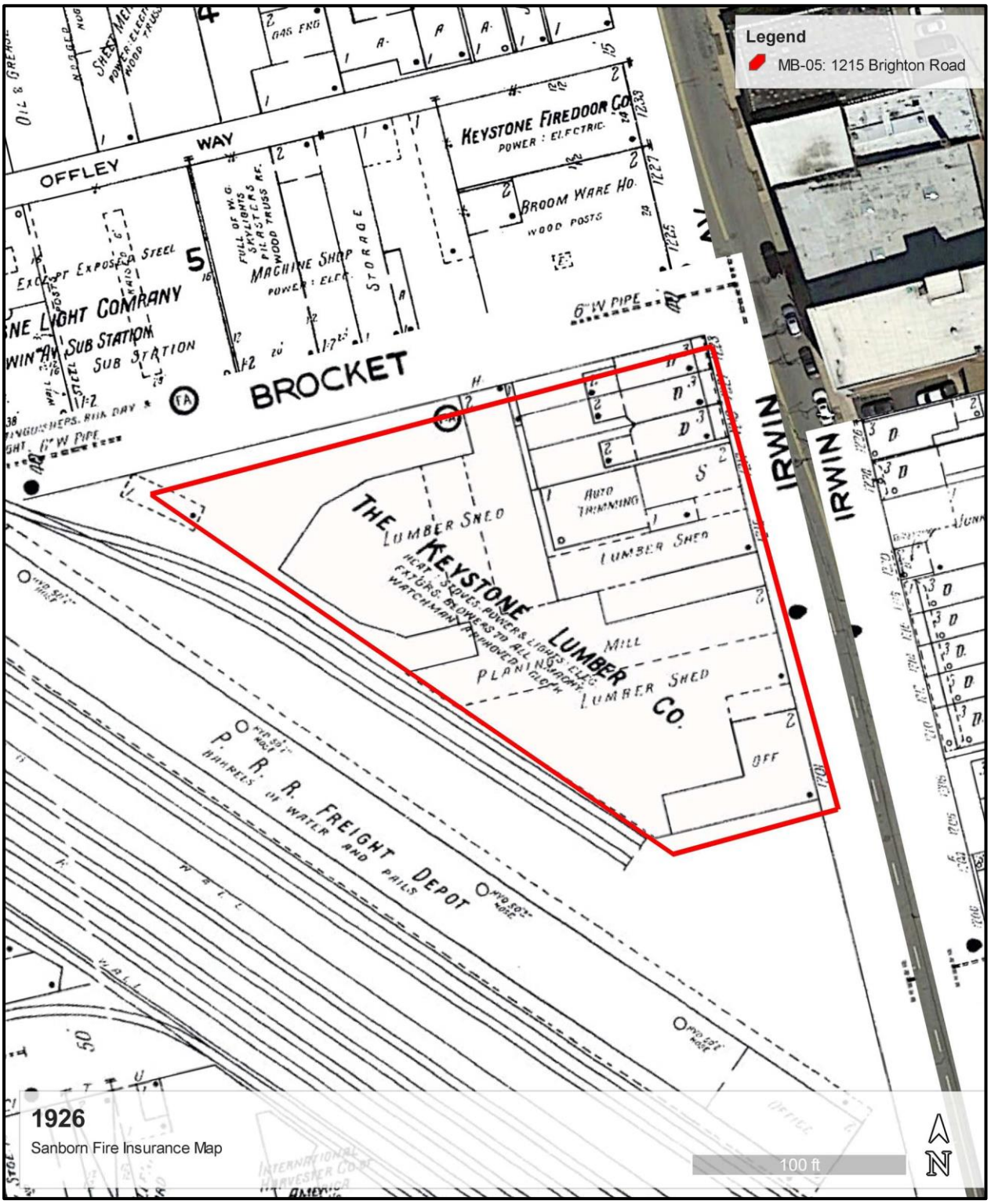
1215 Brighton Road (MB-05)
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
MB-05: 1215 Brighton Road
BROCKET
WAY
W.C. Denny
MAY LUMBER T.J. Brereton CO.
FREIGHT STATION
RAILWAY
WAY
WAY
Duquesne Light Co.
DUQUESNE LIGHT COMPANY
ULRICH-STEWART MACHINE CO.
KEYSTONE FIRE'OR
M. Mooney
J.G. Klein
G.J. Shoub
M.A. Schaecherer
Harry
Emma
1925
G.M. Hopkins & Co., "Volume 5 - Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
200 ft
N

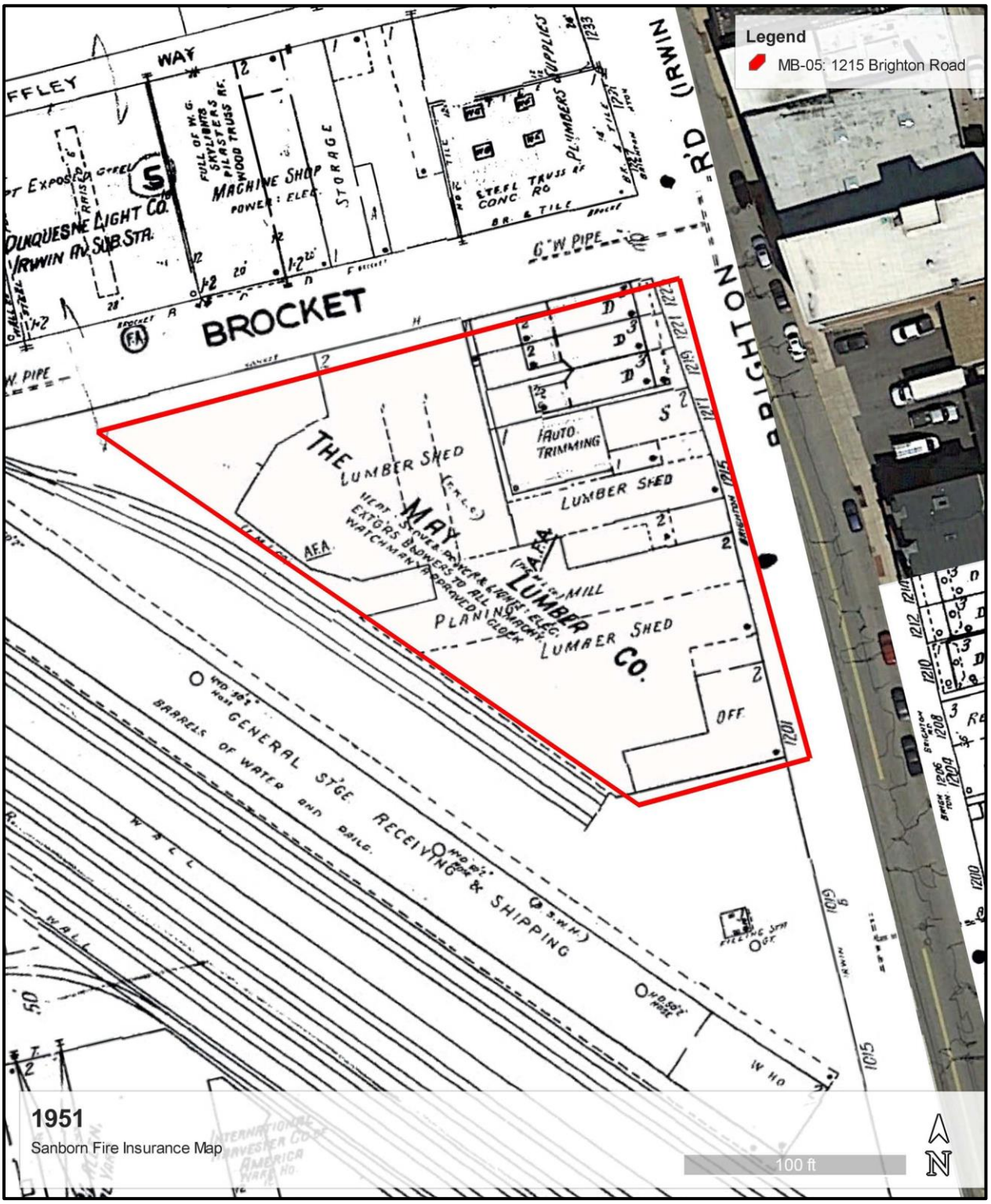

Legend
MB-05: 1215 Brighton Road
OFFLEY WAY
KEYSTONE FIREDOOR CO
POWER : ELECTRIC.
BROOM WARE HO.
WOOD POSTS
MACHINE SHOP
STORAGE
BROCKET
IRWIN
IRWIN
THE KEYSTONE LUMBER CO.
LUMBER SHED
AUTO TRIMMING
MILL
PLANING ROOM
LUMBER SHED
P. R. R. FREIGHT DEPOT
6" W PIPE
SUB STATION
1926
Sanborn Fire Insurance Map
100 ft
N


Legend
MB-05: 1215 Brighton Road
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

1215 Brighton Road (MB-05)
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
MB-05: 1215 Brighton Road
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
MB-05: 1215 Brighton Road
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photos (Optional Attachment, Item 37)



"Water from firemen's hoses froze in sub-zero air, producing bizarre ice sculpture in front of gutted homes" (Post-Gazette, 30 January 1963:15).

Physical Description and Integrity (Item 38)

Physical Description

1215 Brighton Road (MB-05) is sited in the block bounded by the Norfolk Southern rail corridor, W. North Avenue, Brighton Road, and Riversea Road. The building is a one-story, flat-roofed concrete block commercial building measuring three bays (150 ft) wide by three bays (80 ft) deep. It has a concrete slab foundation. Its exterior walls are constructed of a patterned concrete block lower half and a corrugated metal upper half. The building's flat roof is concealed behind a low parapet wall with metal coping and is covered in a synthetic rubber roofing membrane. The building's window openings are limited to two narrow vertical windows flanking the entryway on the northeast (front) façade. The openings are fitted with aluminum-frame, fixed sash windows.

The northeast (front) façade is painted concrete block on the lower half and painted corrugated metal on the top half. The lower concrete block portion has two rows of raised concrete hexagons running its full length. To the southeast of center is a double aluminum frame and glass door with a transom and two sidelights. This entrance has an oversized modern surround and sign band constructed of exterior insulation and finish system (EIFS) that extends above the roofline and is topped by curved metal coping. Tall two-light fixed windows flank the surround.

The southeast (side) façade has the same patterned concrete block on its lower portion with corrugated metal above that is on the front of the building. This façade has three pedestrian doorway openings. The central, oversized doorway opening is fitted with a metal slab door with a suspended metal canopy above. The single flanking doorways are also fitted with metal slab doors. A poured concrete loading dock fronts the left and center doorways and extends to the right with a handicap ramp to ground level. The right pedestrian doorway is fitted with a metal slab door and is fronted by a concrete stoop and a metal open-rail handrail.

The northwest (side) façade mirrors the front of the building in that it has the same patterned concrete block on its lower portion with corrugated metal above. Three former garage bays and a former pedestrian doorway have been infilled with plain-faced concrete block. A pedestrian doorway fitted with a metal slab door is located at the far left of the façade. The doorway is fronted by a concrete stoop with a metal open-rail handrail.

The southwest (rear) façade is obscured by the neighboring building at 1201 Brighton Road.

Integrity

The property retains a low level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains a low level of integrity of design because of the new monolithic entry structure. The property retains a low level of integrity of setting, as a large fire in the 1960s destroyed most of the earlier buildings in this area.

The property's integrity of materials is low, having been compromised by new materials on the entryway. The property retains a low level of integrity of workmanship, as indicated by the lack of architectural

details on this building. The property retains a low level of integrity of feeling to express a historic sense of a particular period of time because it shows no association with the neighboring railroad line. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 265; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison soon became the first sheriff of Allegheny County.

After the Revolutionary War, military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist, James O'Hara (1752-1819) moved back to Pittsburgh where he founded a store and established the Pittsburgh Glassworks and brewery. O'Hara was an Irish immigrant, and also a land speculator; he purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). Much of this property, including 1215 Brighton Road, stayed in the Denny family for many decades.

The Denny's tended to retain ownership of their land but leased it to various enterprises and businesses. No buildings or substantial improvements appeared on the 1872 map for this property, though Mrs. Elizabeth F. Denny's name is on the plat (Hopkins 1872). Because the property was adjacent to the railroad, it is possible the Denny's leased the land out for stock-yard related uses. The Allegheny Union Stock Yards were located in the vicinity, bounded approximately by Jackson (Jacksonia) Street to the north, Monterey Street to the east, Eloise Street to the south, and the Pittsburgh, Fort Wayne, and Chicago Railroad to the west. The stock yards were primarily active between 1856 and 1863, when additional stock yards opened in East Liberty. Still, the industry continued in the North Side through the 1880s.

The 1882 plat shows relatively little development on the parcel, except for a few sheds or outbuildings. It is possible these were related to the stock yard industry or potentially to warehouse railroad goods (Hopkins 1882). The 1884 Sanborn shows the subject parcel heavily built-up with frame buildings used as cattle sheds (Sanborn 1884). By 1890, many of the cattle sheds had been removed, coinciding with the collapse of the Allegheny Union Stock Yard markets. At this time, the plat shows the northwestern 2/5 of the property owned by Nancy Denny, et. al. The northeastern 1/5 of the property was owned by S. Trauerman and J. Cohen, and the southern 2/5 of the property was owned by Amelia M. [Denny] Brereton.

1890 saw some development at the parcel, as the cattle sheds at the northeastern corner (Trauerman and Cohen property) were replaced with brick rowhouses. The Brereton portion of the parcel (southern 2/5) was converted into use by a lumber company (Sanborn 1893). While the Denny family and Amelia Brereton continued to own the land, the May Lumber Company began leasing portions of the lot by 1903-06. A beer garden and saloon also appeared on the mapping at this time (Hopkins 1903-06). This general allocation of use and space persisted through the 1925, 1939, 1951, and 1957 maps, though larger frame sheds appeared on the property used by the May Lumber Company. In 1926, the Sanborn map indicates that the lumber mill was operated by the Keystone Lumber Company.

In January 1963, a massive fire broke out on the property in the early morning hours. Apparently, "wine-drinking vagrants ('winos') shivering in sub-zero weather may have caused a spectacular $500,000 fire that swept through a two-block Northside area…" Arson was another suspected cause (Post-Gazette, 30 January 1963:15). The fire damaged three freight box cars, "caused a four-hour power black-out for about 1,000 customers," injured several firemen, and destroyed seven buildings (including three homes at 1219-1221 Brighton Road) in the block bounded by the railroad tracks, Brighton Road and Brockett Street (now Riversea Road) (Post-Gazette, 30 January 1963:15). At the time, the building at 1215 Brighton Road was occupied by the Brighton Furniture Company and 1217 was used by the Brighton Tire Company.

Within a year, Keystone Plumbing announced plans for a new store at the subject property. The company was forced to relocated because it was displaced for the Allegheny Center urban renewal project. In 1963-64, Keystone Plumbing began acquiring properties for its new construction. The company purchased parcels from Harmar D. Denny, Jr. (Allegheny County 1963, DB 4060:390), the Pittsburgh National Bank (Allegheny County 1963, DB 4079:474), Frank Barczyk (Allegheny County 1964, DB 4111:184), Barbara Wallace, et. al (Allegheny County 1964, DB 4114:651), and a trustee for Charles E. Walker (Allegheny County 1964, DB 4153:337). Ca. 1965, once the larger property was assembled, the Keystone Plumbing Company constructed the existing building.

Keystone Plumbing Sales Company owned the property until 2012, when the company sold it to CE Acquisitions VII, LP (Allegheny County 2012, DB 15007:137). The current owner is FD PITT, LLC, (Family Dollar Stores), which purchased the property in 2017 for $2,960,000 (Allegheny County 2017, DB 16926:211).

1215 Brighton Road

Date	Consideration	Grantor	Grantee	Source Location	Notes
9/21/2017	$2,960,000	CE Acquisitions VII, LP	FD PITT, LLC	Allegheny County Deeds 16926:211	
9/12/2012	$1,200,000	Keystone Plumbing Sales Company	CE Acquisitions VII, LP	Allegheny County Deeds	5 deeds make up this property

Lot A

6/16/1964	$10,950	Charles E. Walker Trustee	Keystone Plumbing Sales Company	Allegheny County Deeds 4153:337	2 deeds make up this property

Lot A1

6/24/1963	$5,500	John A. Waxter	Charles E. Walker Jr.	Allegheny County Deeds 4001:698	
8/6/1953	$10,850	William Stone, et al	Charles W. Walker Jr.	Allegheny County Deeds 3312:85	

Lot A2

8/19/1963		Emil Glenn Hull	Charles E. Walker	Allegheny County Deeds 4059:697	
6/1/1953	$4,500	William H. Schove	Emil Glenn Hull	Allegheny County Deeds 3439:369	

Lot B

6/9/1964	$4,500	Barbara Wallace et al	Keystone Plumbing Sales Company	Allegheny County Deeds 4114:651	

Lot C

1/27/1964	$16,500	Frank Barczyk	Keystone Plumbing Sales Company	Allegheny County Deeds 4111:184	
12/19/1959	$7,000	Anna W. Marcus	Frank Barczyk	Allegheny County Deeds 3814:333	
8/24/1927		JA Aiken and Elizabeth Amen	Anna Marcus	Allegheny County Deeds 2444:739	

Lot D

7/26/1963	$24,000	Pittsburgh National Bank	Keystone Plumbing Sales Company	Allegheny County Deeds 4079:474	Allotted to William Denny in 1883 and left to bank when heirs died

Lot E

7/23/1963	$33,000	Harmar D. Denny Jr.	Keystone Plumbing Sales Company	Allegheny County Deeds 4060:390	

Significance

This property does not meet the National Register Criteria for Evaluation and does not retain adequate integrity. Therefore, it is recommended **not eligible** for listing in the National Register of Historic Places.

The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME N/A

CURRENT/COMMON NAME Allegheny Second Ward Industrial Historic District

OWNER NAME/ADDRESS Multiple

TOTAL NUMBER OF RESOURCES 30

COUNTY Allegheny **MUNICIPALITY** Pittsburgh City

USGS QUAD Pittsburgh West, PA

LOCATION Bounded roughly by Pennsylvania Ave., NSRR Tracks, W. North Ave., and Allegheny Ave.

STREET ADDRESS **ZIP** 15233

CATEGORY OF PROPERTY ☐ **Building** ■ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	
Domestic	Domestic - Single Dwelling	
Commerce/Trade	Commerce/Trade - Business	

Current Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	
Domestic	Domestic - Single Dwelling	
Commerce/Trade	Commerce/Trade - Business	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 21.5

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Mid-19th Century

Vernacular

Commercial Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Stone	Concrete
Walls	Brick	Aluminum
Roof	Asphalt	
Other		
Structural System	Masonry	Timber-Light Frame

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1964 ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ■ Physical

Explain Building permits, newspaper articles, city directories, historical mapping.

Cultural/Ethnic Affiliation(s) N/A

Associated Individual(s) N/A

Associated Event(s)

Architect(s) Robert Swan, John F. McWiliams, Samuel Diescher & Sons, August C. Wilmanns, Joseph M. Anglin

Builder(s) Samuel Hastings, C.H. Bradley, Jr. & Co., Thomas Cummings, R&S Sollitt Co., Kerr & Fox, B.A. Groah, Westinghouse Electric Co.

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations Key Nos. 004023, 004024, 004025, 004027, 004036, 003883, 112372

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The district is in the area of potential effects for a bridge elevation and replacement project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn/Justin P. Greenawalt, Architectural Historian

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key #

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ■ lack of integrity)

■ Eligible Area(s) of Significance Industry, Commerce

Criteria Considerations ____ Period of Significance 1849-1951

☐ Contributes to Potential or Eligible District District Name Allegheny 2nd Ward Industrial Hist. District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

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Key #_____

ER# 2018-1595-003

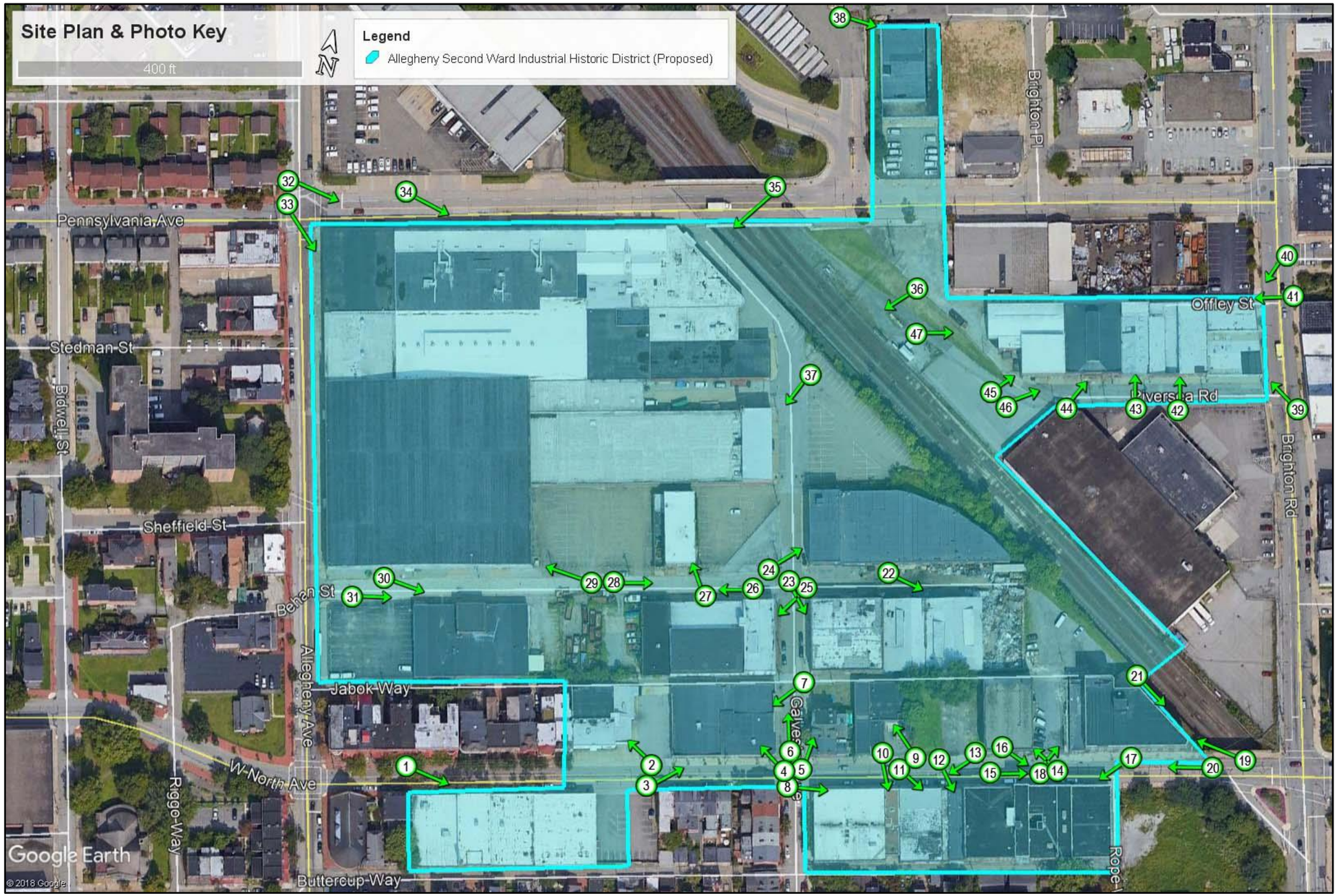


Figure 1: Photo Key, Allegheny Second Ward Industrial Historic District.

Current Photographs (Item 33)

Photo List (Item 33)

Photo 1: 935 W. North Avenue, looking southeast toward the north façade the former Polar Water Company.

Photo 2: 922 W. North Avenue, looking northwest toward the south (front) and east (side) facades of the former automobile paint building.

Photo 3: 900 W. North Avenue, looking northeast toward the west (side) and south (front) façades of the former Abbot Sales & Services car dealership building.

Photo 4: 900 W. North Avenue, looking west toward the south (front) and east (side) façades of the former Abbot Sales & Services car dealership building.

Photo 5: 1100-1104 Galveston Avenue, looking north toward the west (front) and south (side) façades of the brick rowhouses.

Photo 6: Looking northwest along Galveston Avenue from the intersection with W. North Avenue.

Photo 7: 900 W. North Avenue, looking southwest toward the rear portion of the parcel from Galveston Avenue.

Photo 8: 857 W. North Avenue, looking southwest toward the north and west façades of the Harbor Light Center.

Photo 9: 848 (right) and 856 (left) W. North Avenue, looking northwest toward the south (front) and east (side) façades of the former Chase G. Hanny & Co. building (856).

Photo 10: 857 W. North Avenue, looking south toward the north façade of the Harbor Light Center (older portion of the building).

Photo 11: 851 W. North Avenue, looking southeast toward the north (front) façade of the former sheet metal warehouse.

Photo 12: 847 W. North Avenue, looking southeast toward the north (front) façade of the former Duffy Electric Co. building.

Photo 13: Looking southwest along W. North Avenue from 847 W. North Avenue toward Galveston Avenue, showing the south side of the street.

Photo 14: 840 W. North Avenue, looking northwest toward the south (front) and east (side) façades of the former Allegheny City Stables building.

Photo 15: Allegheny Second Ward Industrial Historic District showing 800 block of W. North Avenue, facing northeast.

Photo 16: 825-839 W. North Avenue, Hipwell Buildings “A” through “E” (left to right), looking east toward north (front) façades.

Photo 17: 825-839 W. North Avenue, Hipwell Buildings “A” through “E” (left to right), looking southwest toward the east (side) and north (front) façades, facing southwest.

Photo 18: 828 W. North Avenue, looking northeast toward the west (side) and south (front) façades of the former Katsafanas Coffee Company.

Photo 19: 810 W. North Avenue, looking west toward the south and northeast façades of the former International Harvester Company building.

Photo 20: Allegheny Second Ward Industrial Historic District showing 800 block of W. North Avenue, facing southwest.

Photo 21: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), looking southeast toward the W. North Avenue bridge from 810 W. North Avenue (right side of photograph).

Photo 22: 825 Behan Street, looking southeast toward the north (front) façade of the former Duff Construction Co./Duff Patents Co. building.

Photo 23: 845 Behan Street, looking northeast toward the west and south façades of the former Allen Kirkpatrick Grocery Warehouse.

Photo 24: 1200 Galveston Avenue, looking northeast toward the west (front) and south (side) façades of the former Fort Duquesne Steel Co. building.

Photo 25: 901 Behan Street, looking southwest toward the east and north façades of the former R.D. Nuttall & Co. building.

Photo 26: Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, facing southwest.

Photo 27: 912 Behan Street, looking northwest toward the south (front) and east (side) façades of the former Pittsburgh Concrete Co. building.

Photo 28: Potential Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, facing northeast.

Photo 29: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking northwest toward the south and east façades of the warehouse facing the 900 Block of Behan Street.

Photo 30: 941 Behan Street, looking southeast toward the north (front) and west (side) façades of the former United States Radiator Building.

Photo 31: Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, from Allegheny Avenue, facing northeast.

Photo 32: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southeast toward the north and west façades of the former Bradley Manufacturing Company building.

Photo 33: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southeast toward the north and west façades of the former Williams & Co. Inc. buildings.

Photo 34: 901 Pennsylvania Avenue looking southeast toward the north façade of the former Bradley Manufacturing Company (Williams & Company, Inc.) building.

Photo 35: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southwest toward the north and east façades of the former Bradley Manufacturing Company (Williams & Company, Inc.) building.

Photo 36: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southwest toward the east and north facades of the former Williams & Company, Inc. buildings.

Photo 37: 901 Pennsylvania Avenue (aka 1213 Galveston Avenue), looking southwest toward the north (side) and east (front) façades of the former Williams & Company, Inc. buildings.

Photo 38: 850 Pennsylvania Avenue, looking woutheast toward the north (front) and west (side) façades of the former Cruickshank Bros. Building.

Photo 39: Potential Allegheny Second Ward Industrial Historic District showing 800 block of Riversea Road, from Brighton Road, facing northwest.

Photo 40: 1225 Brighton Road, showing east (front) and north (side) façades of the former M.L. Myers building.

Photo 41: 1225 Brighton Road, looking west along Offley Street (alley), showing the north (side) façade of the former M.L. Myers building.

Photo 42: 810 Riversea Road, looking north toward the south façade of the former Henry Ulrich Machine Shop buildings.

Photo 43: 810 Riversea Road, looking north toward the south façade of the former Henry Ulrich Machine Shop buildings.

Photo 44: 828 Riversea Road, looking northeast toward the south (front) façade of the former Allegheny City Electric Station building.

Photo 45: 870 Riversea Road, looking northeast toward the west (side) and south (front) façades of the former Allegheny City Electric Station building.

Photo 46: Potential Allegheny Second Ward Industrial Historic District showing 800 block of Riversea Road, from west end of Riversea Road (near railroad track), facing northeast.

Photo 47: 870 Riversea Road, looking east toward the west (side) façade of the former Allegheny City Electric Station.



Photo 1: 935 W. North Avenue, looking southeast toward the north façade the former Polar Water Company.



Photo 2: 922 W. North Avenue, looking northwest toward the south (front) and east (side) facades of the former automobile paint building.



Photo 3: *900 W. North Avenue, looking northeast toward the west (side) and south (front) façades of the former Abbot Sales & Services car dealership building.*



Photo 4: *900 W. North Avenue, looking west toward the south (front) and east (side) façades of the former Abbot Sales & Services car dealership building.*



Photo 5: 1100-1104 Galveston Avenue, looking north toward the west (front) and south (side) façades of the brick rowhouses.



Photo 6: Looking northwest along Galveston Avenue from the intersection with W. North Avenue.



Photo 7: 900 W. North Avenue, looking southwest toward the rear portion of the parcel from Galveston Avenue.



Photo 8: 857 W. North Avenue, looking southwest toward the north and west façades of the Harbor Light Center.



Photo 9: 848 (right) and 856 (left) W. North Avenue, looking northwest toward the south (front) and east (side) façades of the former Chase G. Hanny & Co. building (856).

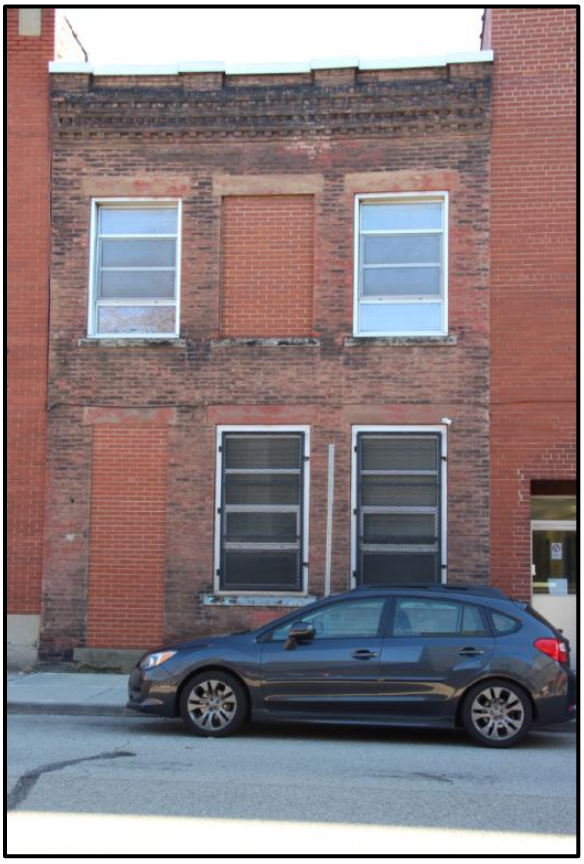


Photo 10: 857 W. North Avenue, looking south toward the north façade of the Harbor Light Center (older portion of the building).



Photo 11: 851 W. North Avenue, looking southeast toward the north (front) façade of the former sheet metal warehouse.

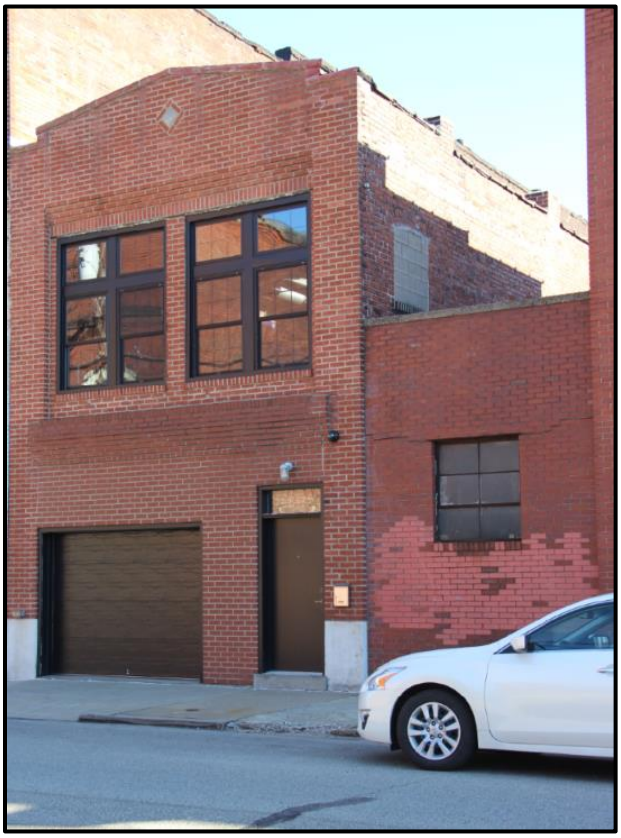


Photo 12: 847 W. North Avenue, looking southeast toward the north (front) façade of the former Duffy Electric Co. building.



Photo 13: Looking southwest along W. North Avenue from 847 W. North Avenue toward Galveston Avenue, showing the south side of the street.



Photo 14: 840 W. North Avenue, looking northwest toward the south (front) and east (side) façades of the former Allegheny City Stables building.



Photo 15: Allegheny Second Ward Industrial Historic District showing 800 block of W. North Avenue, facing northeast.



Photo 16: 825-839 W. North Avenue, Hipwell Buildings "A" through "E" (left to right), looking east toward north (front) façades.



Photo 17: 825-839 W. North Avenue, Hipwell Buildings "A" through "E" (left to right), looking southwest toward the east (side) and north (front) façades, facing southwest.



Photo 18: 828 W. North Avenue, looking northeast toward the west (side) and south (front) façades of the former Katsafanas Coffee Company.



Photo 19: 810 W. North Avenue, looking west toward the south and northeast façades of the former International Harvester Company building.



Photo 20: Allegheny Second Ward Industrial Historic District showing 800 block of W. North Avenue, facing southwest.



Photo 21: Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), looking southeast toward the W. North Avenue bridge from 810 W. North Avenue (right side of photograph).



Photo 22: 825 Behan Street, looking southeast toward the north (front) façade of the former Duff Construction Co./Duff Patents Co. building.



Photo 23: 845 Behan Street, looking northeast toward the west and south façades of the former Allen Kirkpatrick Grocery Warehouse.



Photo 24: 1200 Galveston Avenue, looking northeast toward the west (front) and south (side) façades of the former Fort Duquesne Steel Co. building.



Photo 25: 901 Behan Street, looking southwest toward the east and north façades of the former R.D. Nuttall & Co. building.



Photo 26: Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, facing southwest.



Photo 27: 912 Behan Street, looking northwest toward the south (front) and east (side) façades of the former Pittsburgh Concrete Co. building.



Photo 28: Potential Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, facing northeast.



Photo 29: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking northwest toward the south and east façades of the warehouse facing the 900 Block of Behan Street.



Photo 30: 941 Behan Street, looking southeast toward the north (front) and west (side) façades of the former United States Radiator Building.

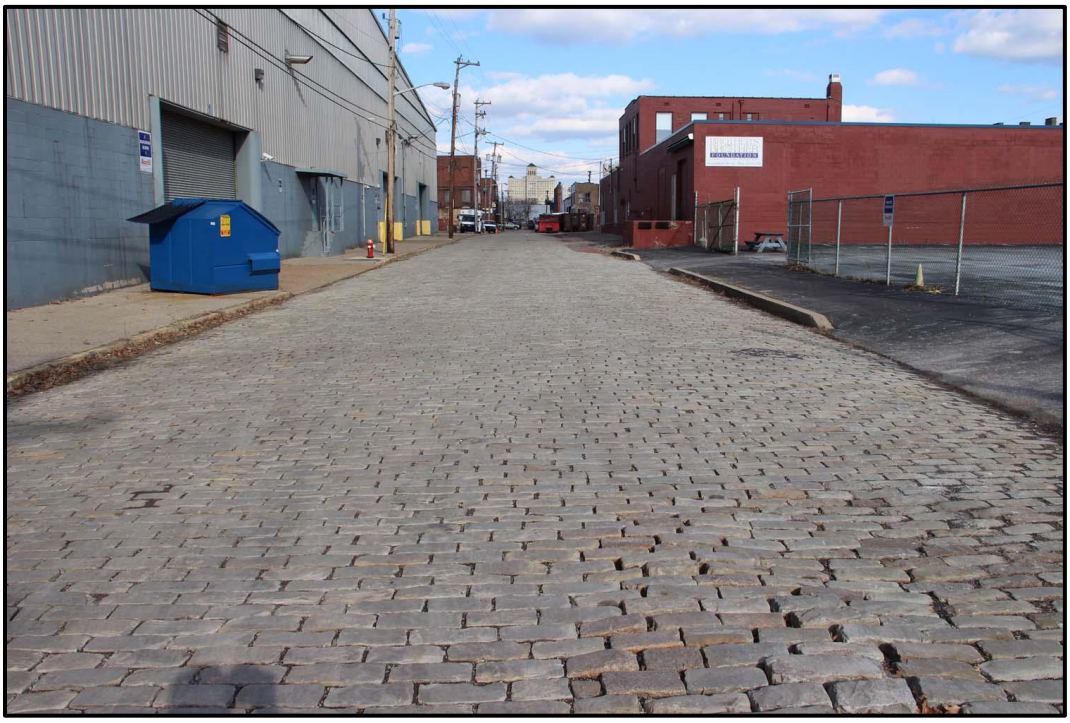


Photo 31: Allegheny Second Ward Industrial Historic District showing 900 block of Behan Street, from Allegheny Avenue, facing northeast.



Photo 32: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southeast toward the north and west façades of the former Bradley Manufacturing Company building.



Photo 33: 901 Pennsylvania Avenue (aka 1200 Allegheny Avenue) looking southeast toward the north and west façades of the former Williams & Co. Inc. buildings.



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Photo 38: 850 Pennsylvania Avenue, looking woutheast toward the north (front) and west (side) façades of the former Cruickshank Bros. Building.

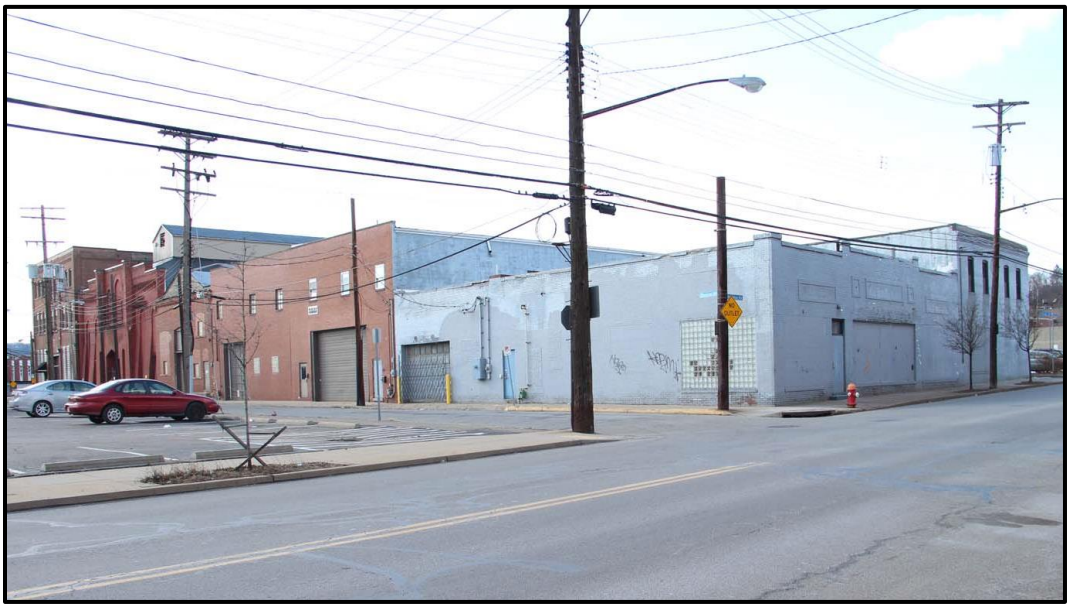


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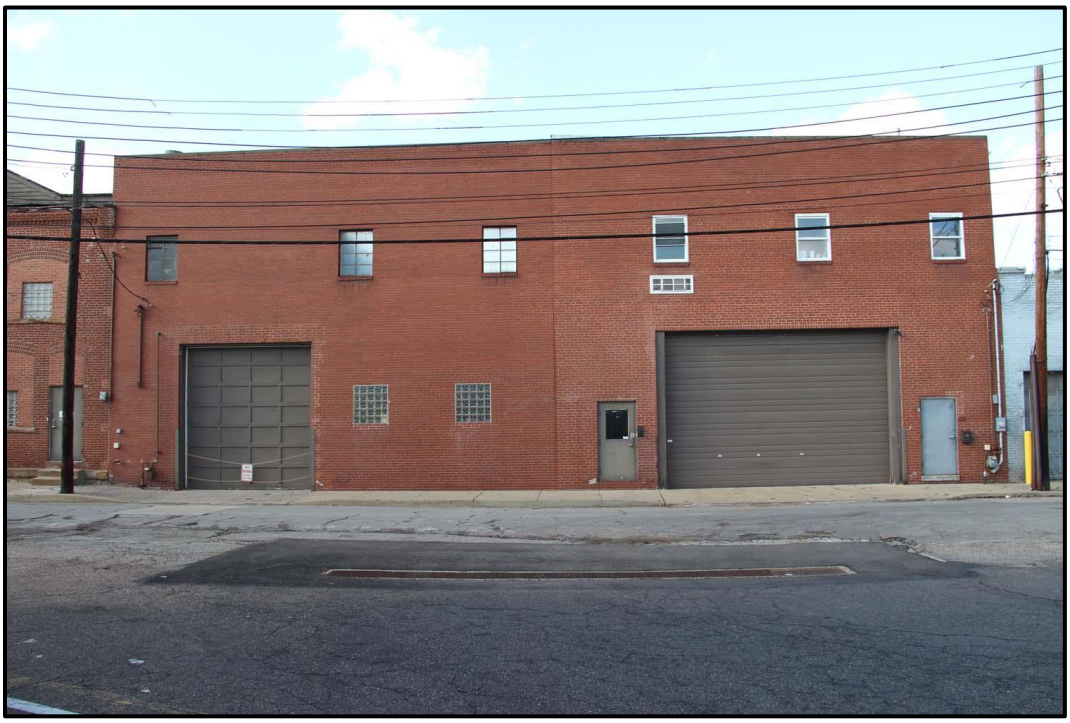


Photo 42: 810 Riversea Road, looking north toward the south façade of the former Henry Ulrich Machine Shop buildings.



Photo 43: 810 Riversea Road, looking north toward the south façade of the former Henry Ulrich Machine Shop buildings.

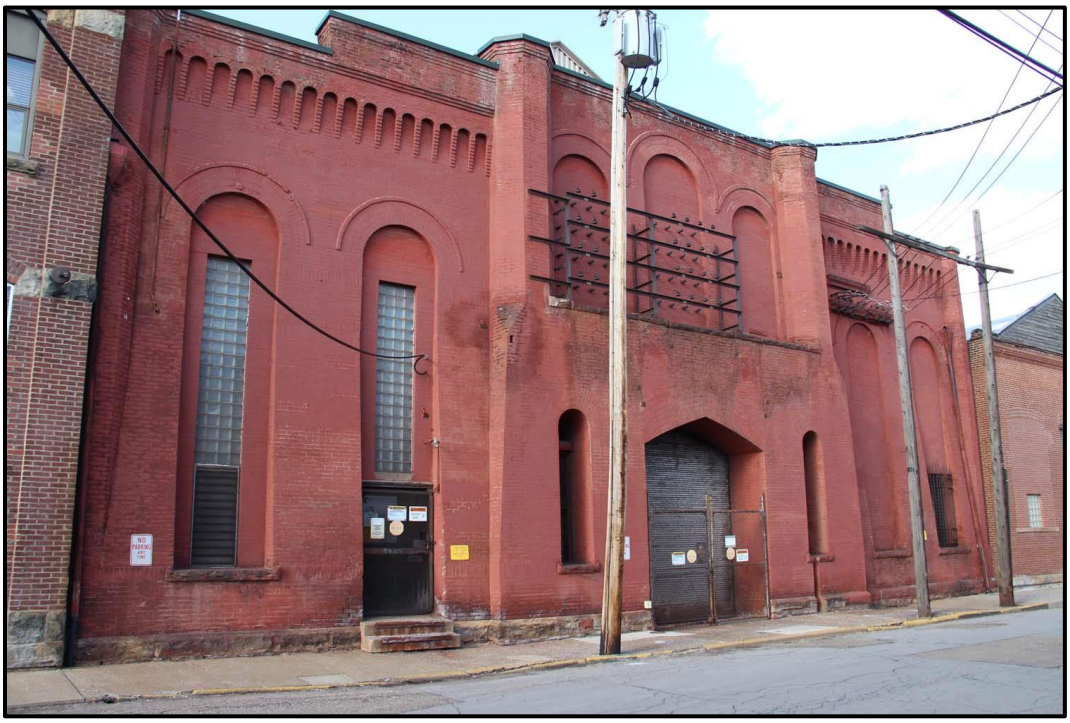


Photo 44: 828 Riversea Road, looking northeast toward the south (front) façade of the former Allegheny City Electric Station building.



Photo 45: 870 Riversea Road, looking northeast toward the west (side) and south (front) façades of the former Allegheny City Electric Station building.

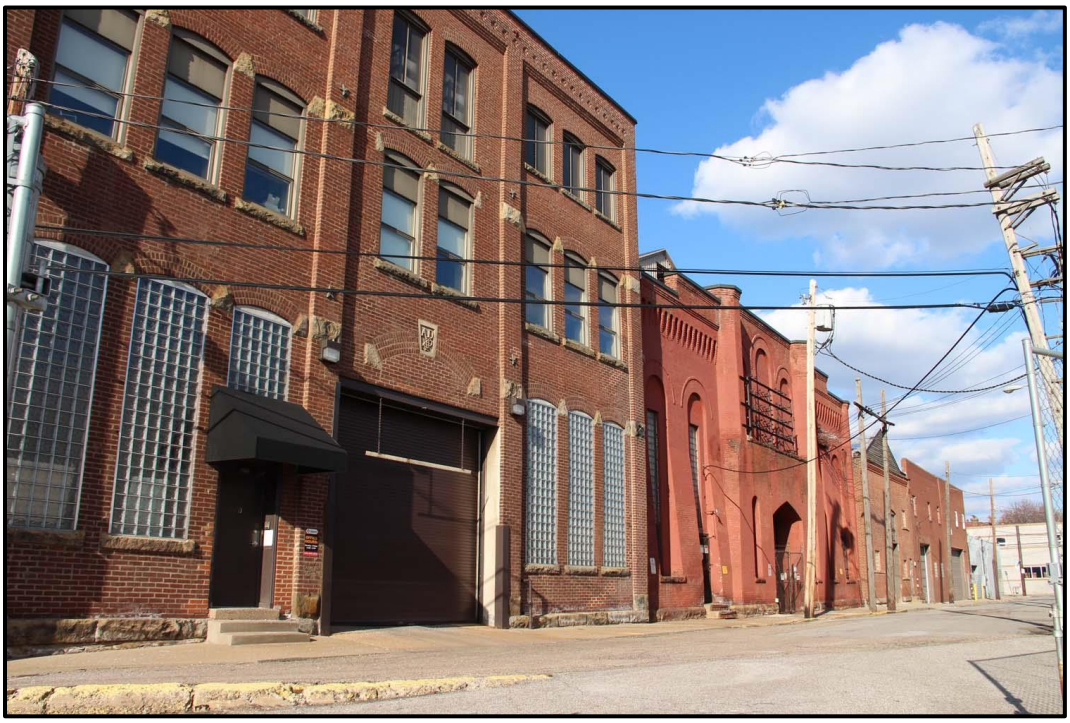


Photo 46: Potential Allegheny Second Ward Industrial Historic District showing 800 block of Riversea Road, from west end of Riversea Road (near railroad track), facing northeast.



Photo 47: 870 Riversea Road, looking east toward the west (side) façade of the former Allegheny City Electric Station.

USGS Map (Item 36)

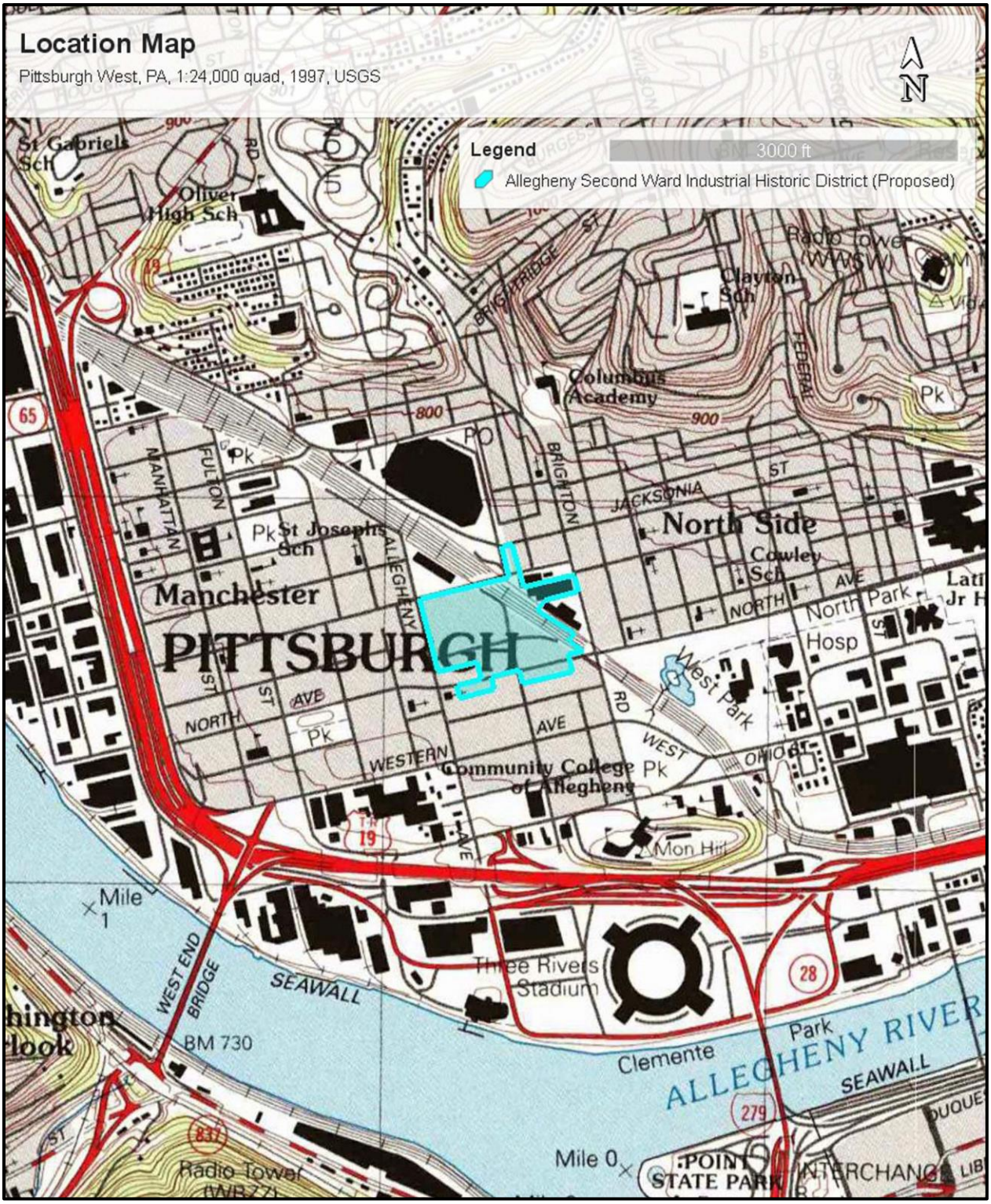


Figure 2: Location map, as depicted on 1997 Pittsburgh West USGS quadrangle map (1:24,000).

Historical Maps (Optional Attachment, Item 37)

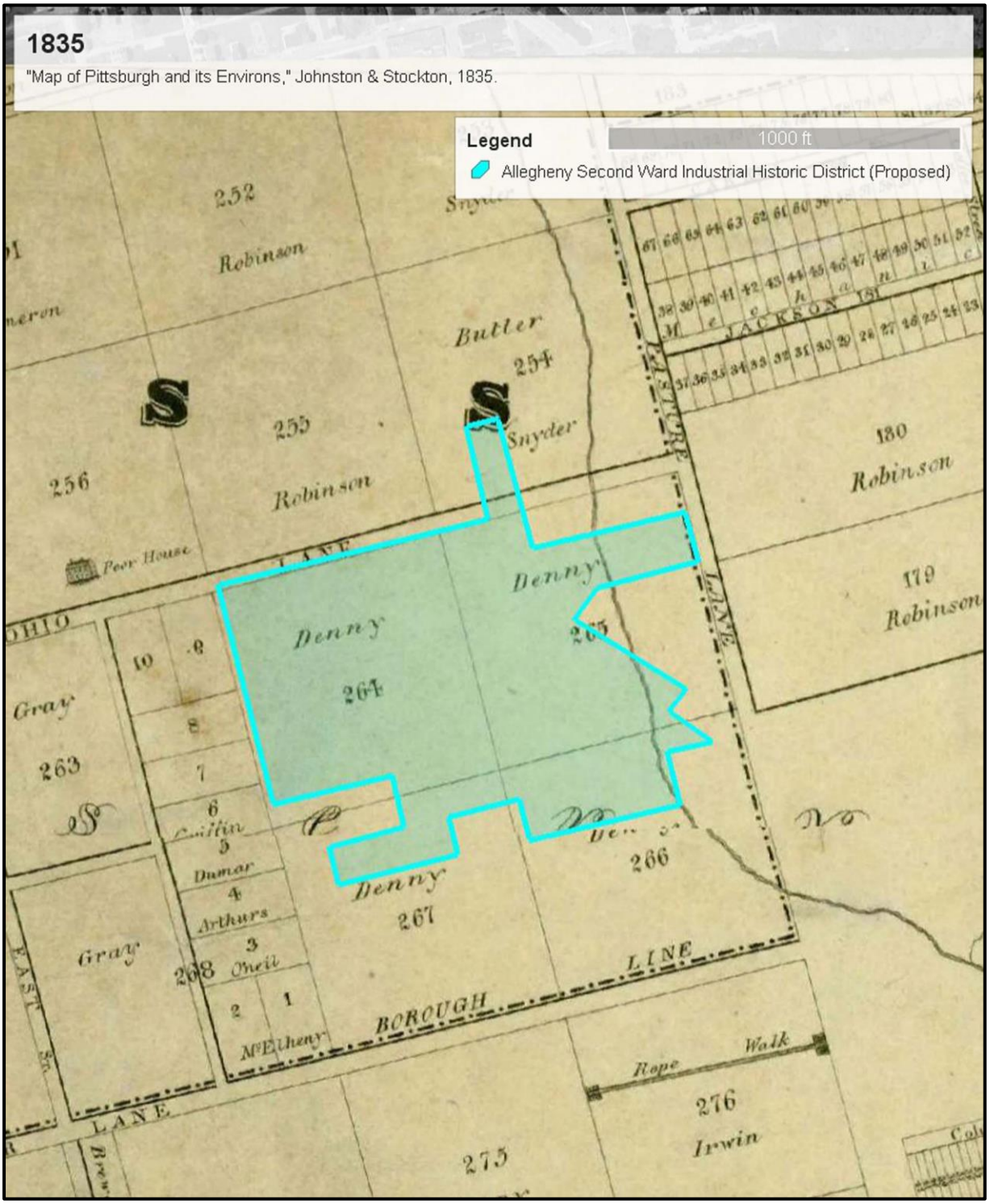


Figure 3: 1835 Historical Map.

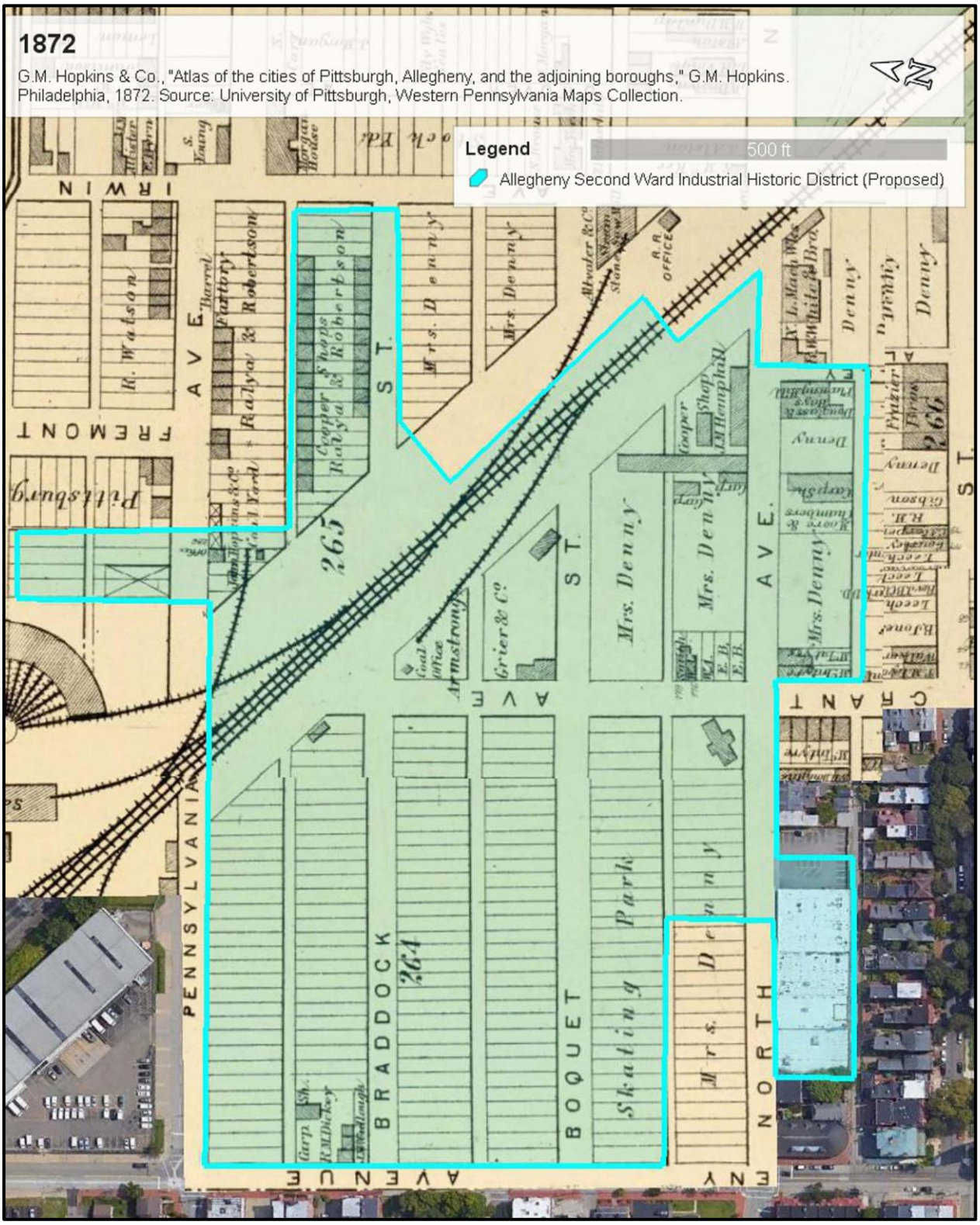


Figure 4: 1872 Historical Map.

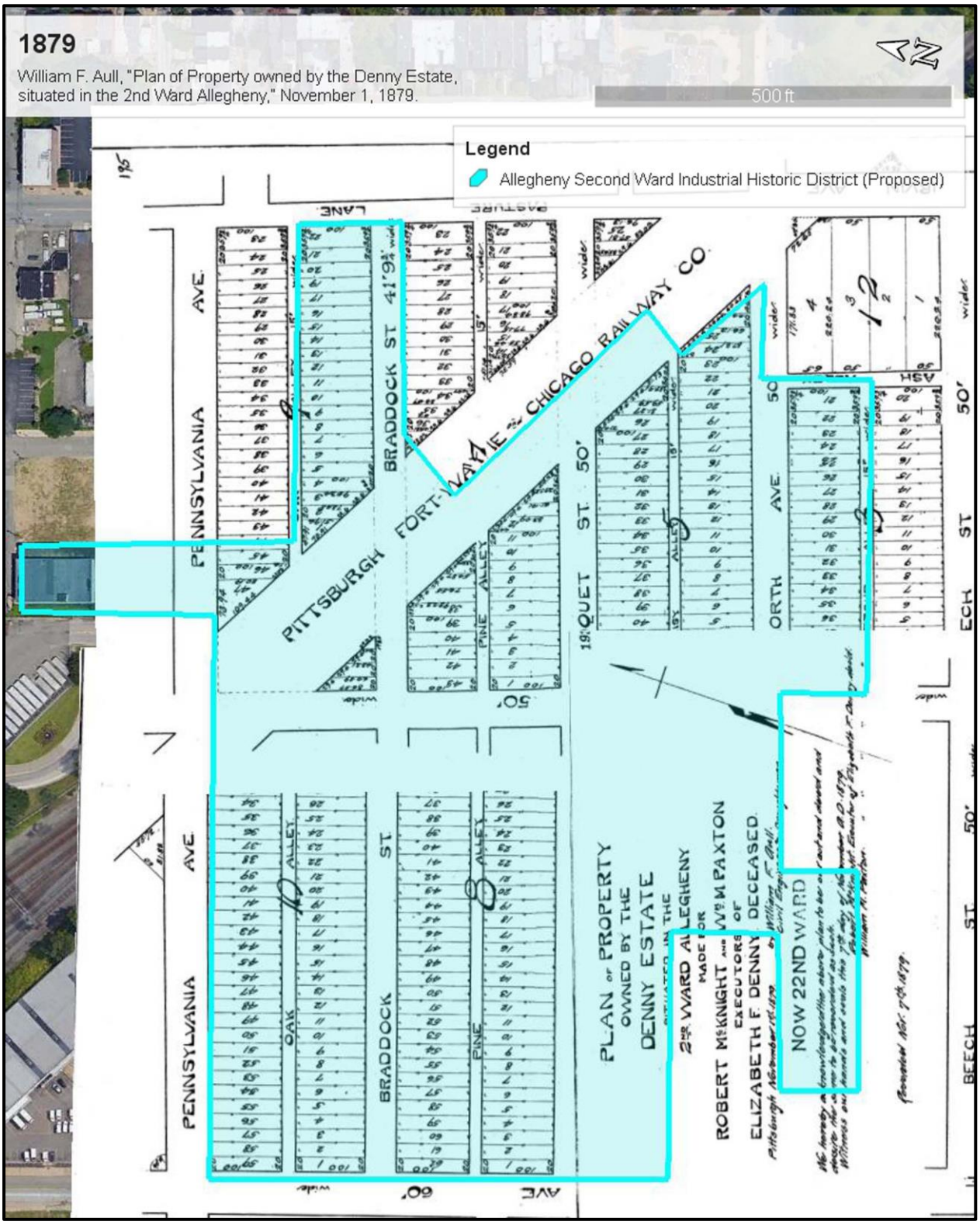


Figure 5: 1879 Historical Map.

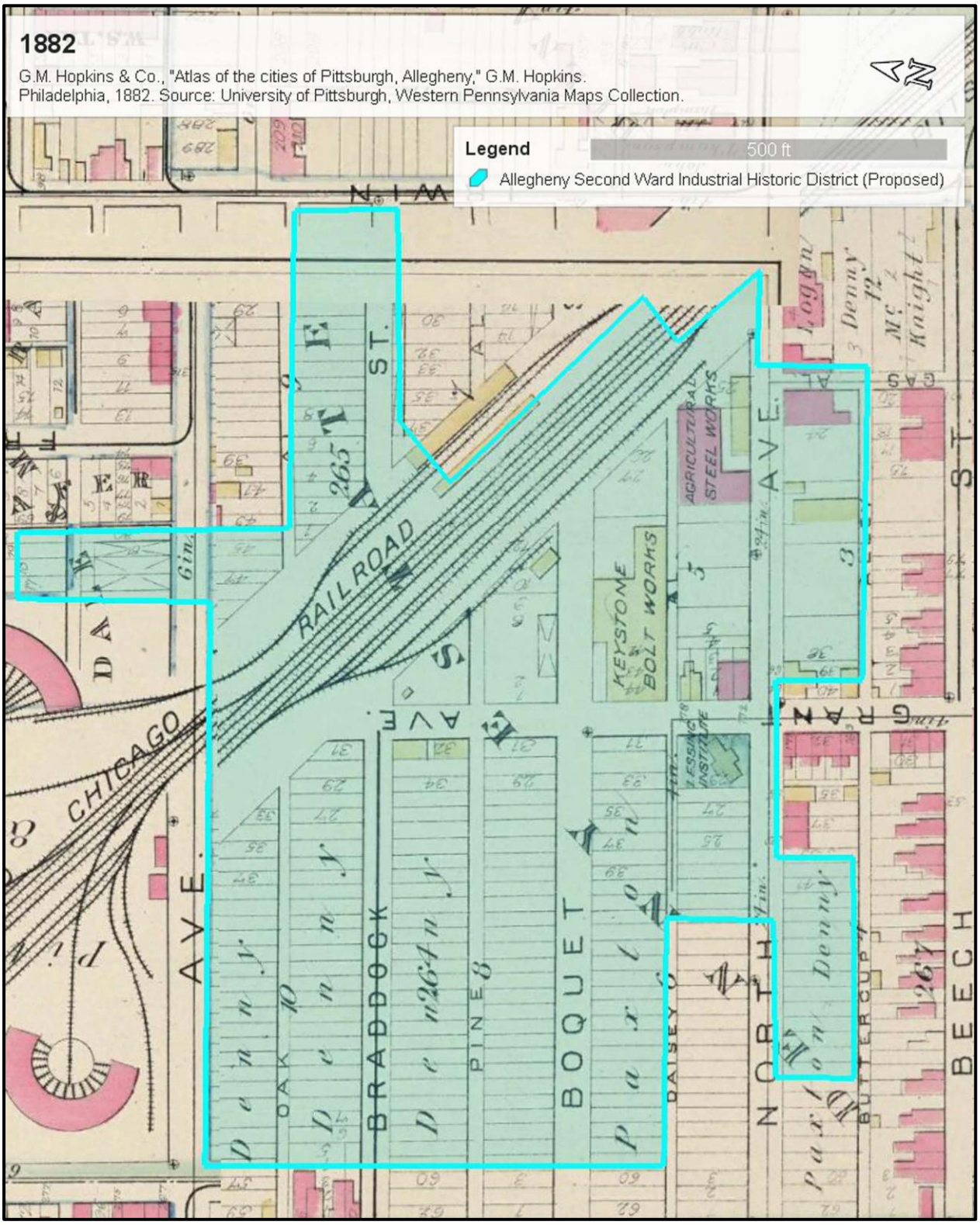


Figure 6: 1882 Historical Map.

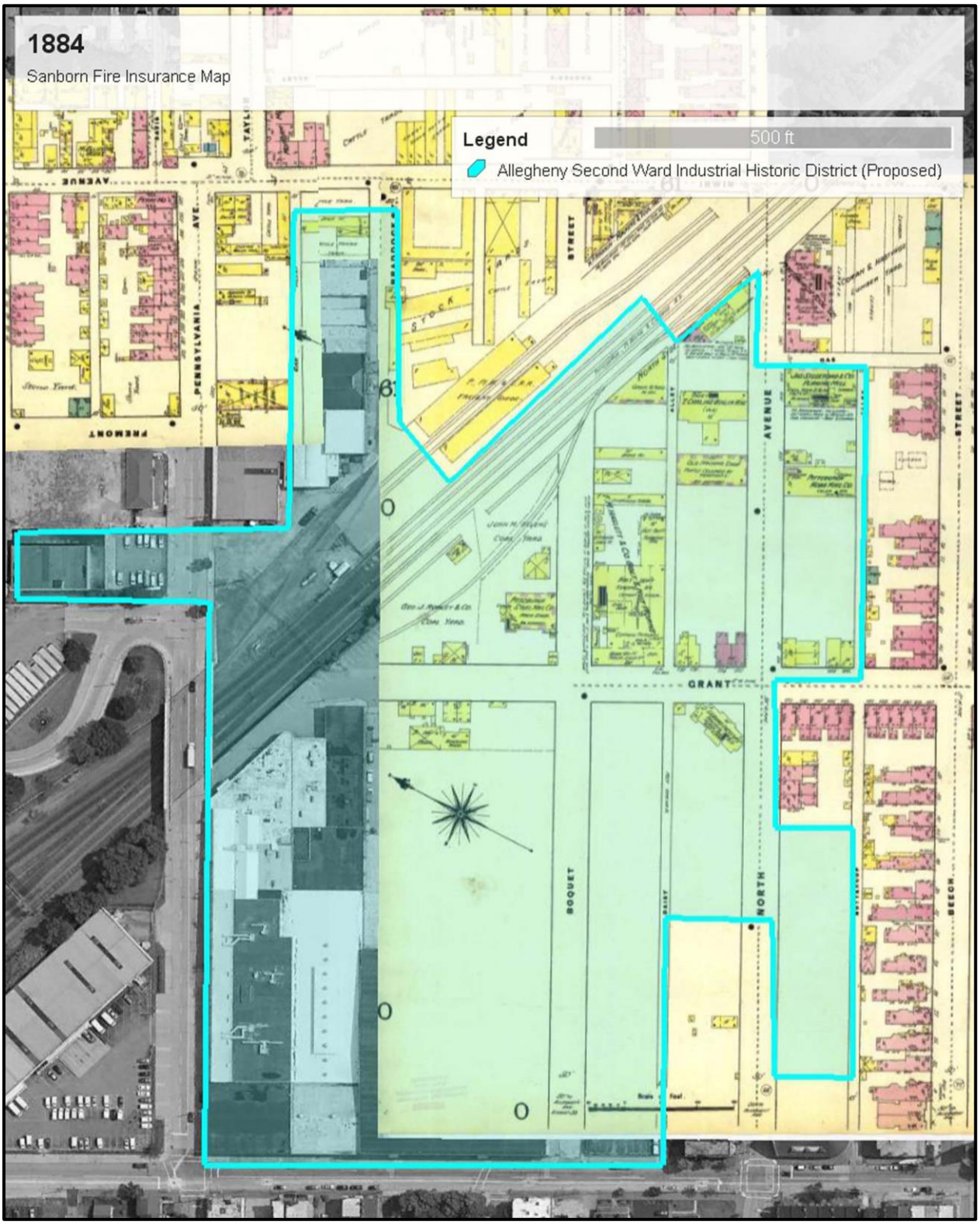


Figure 7: 1884 Historical Map.

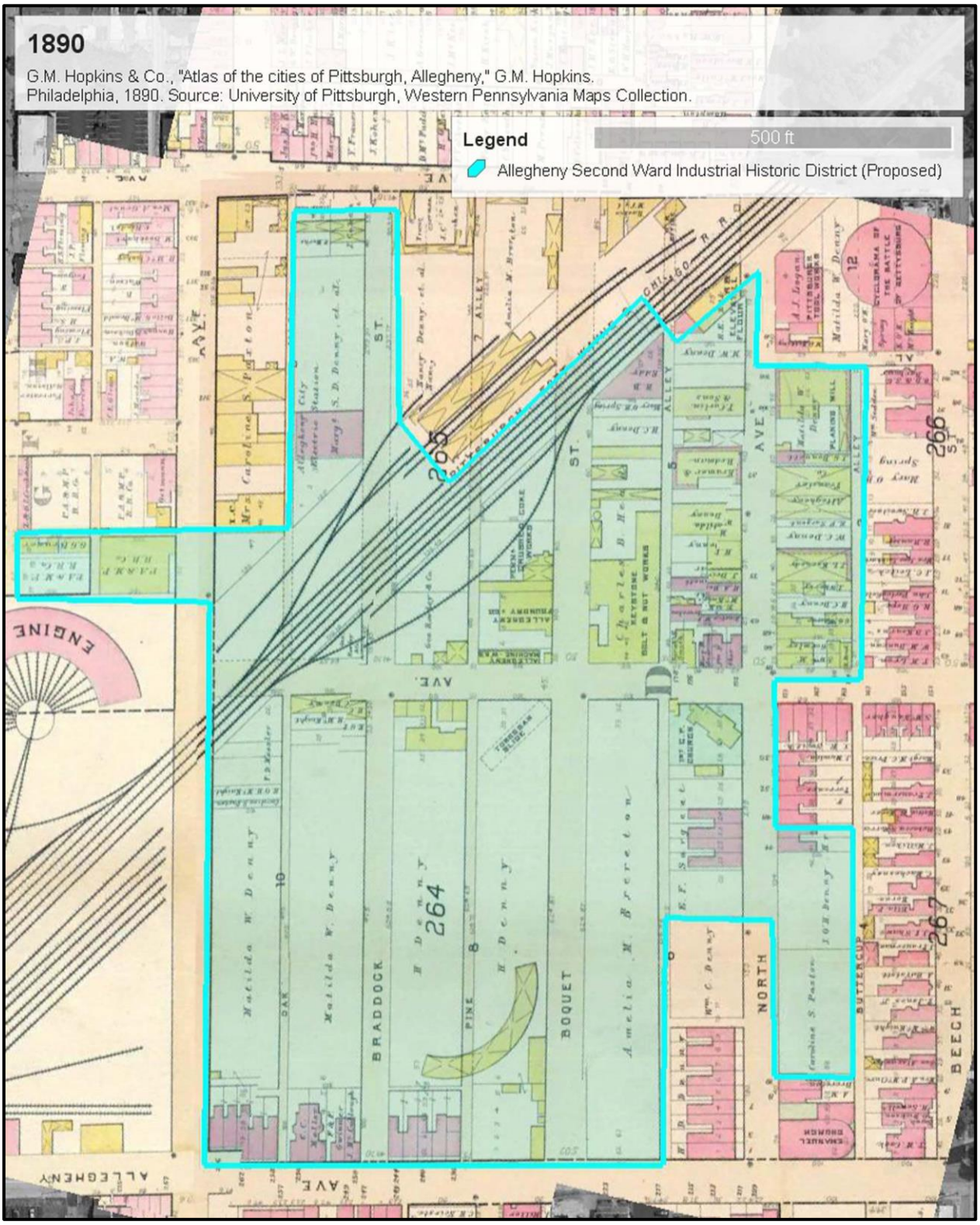


Figure 8: 1890 Historical Map.

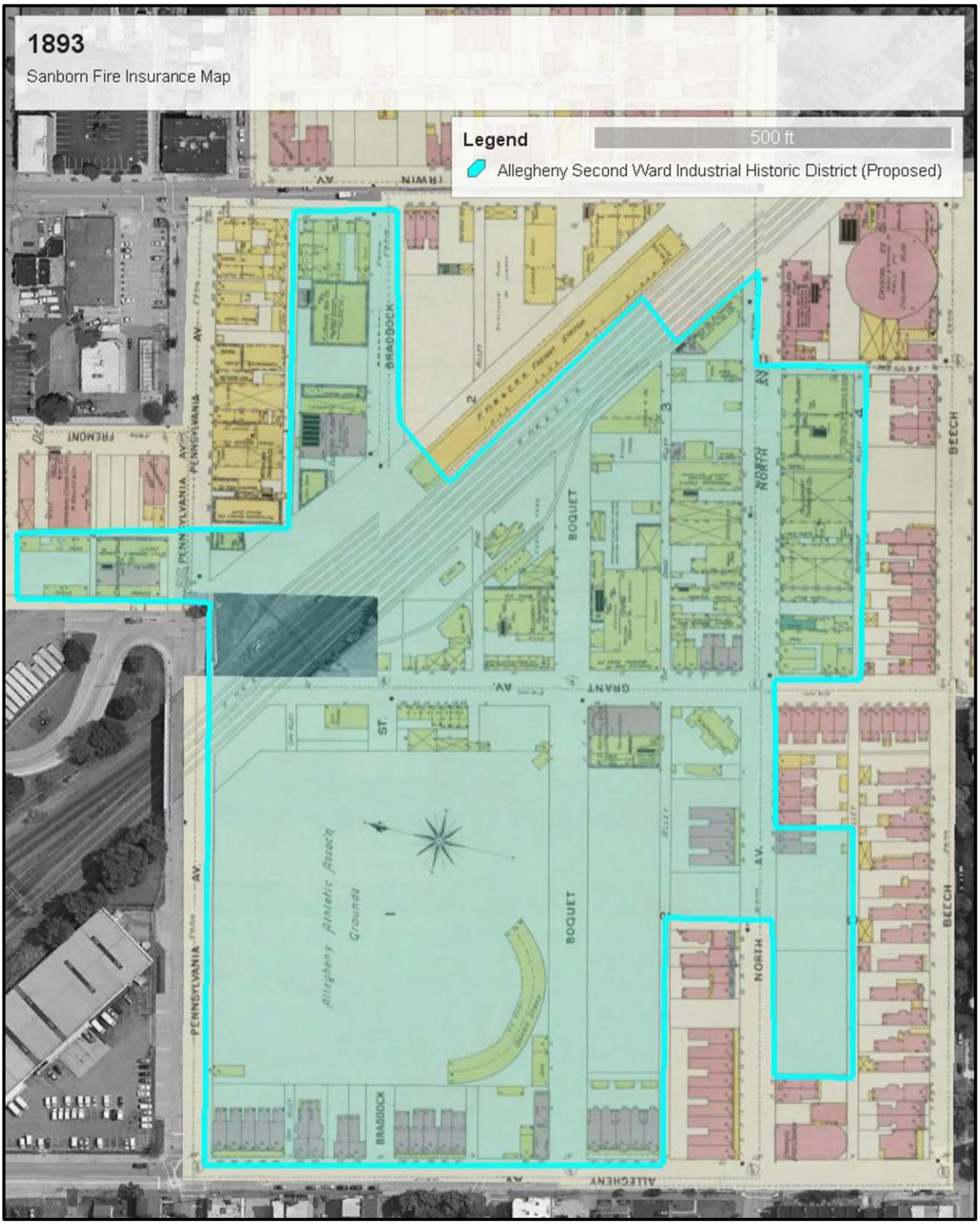


Figure 9: 1893 Historical Map.

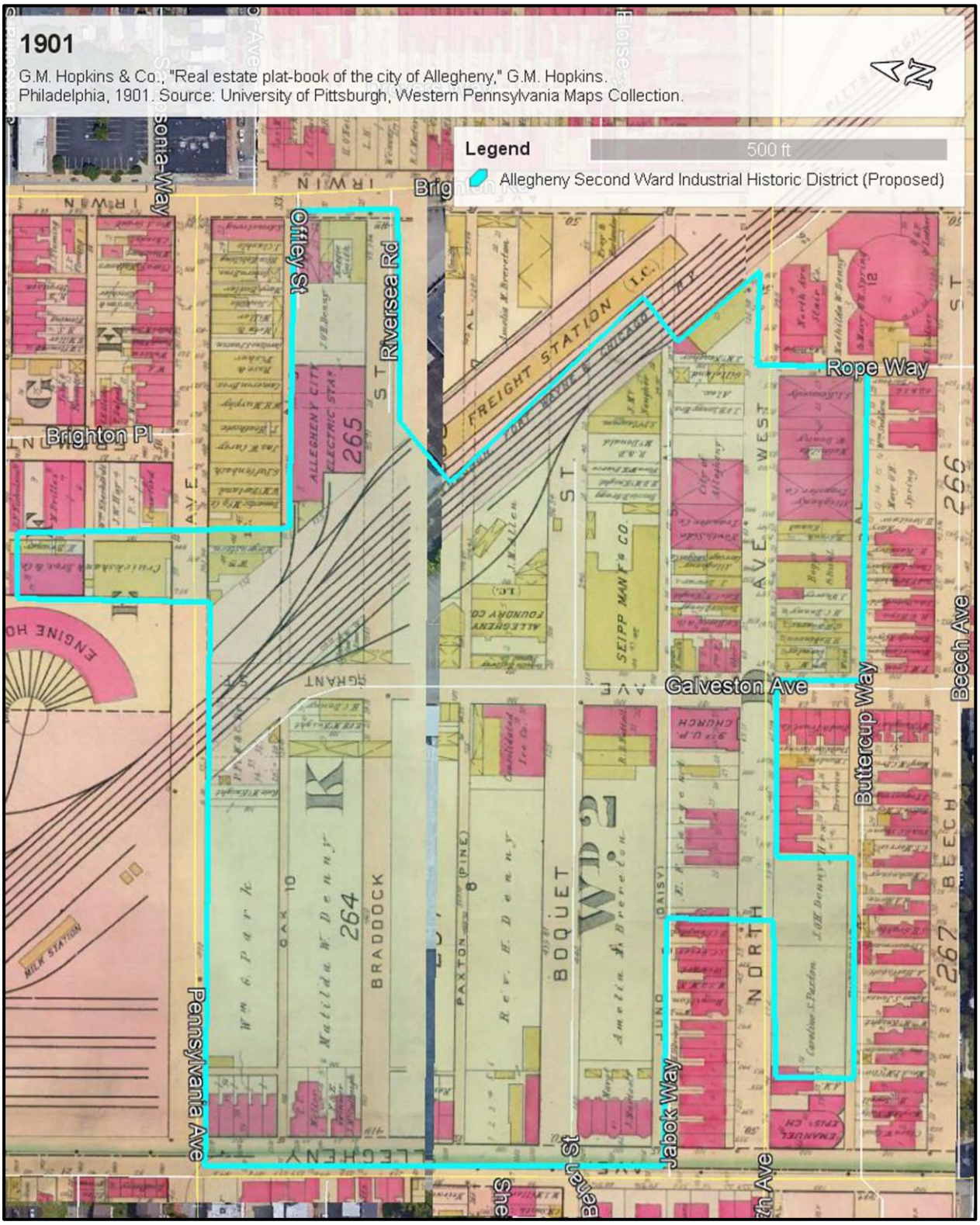


Figure 10: 1901 Historical Map.

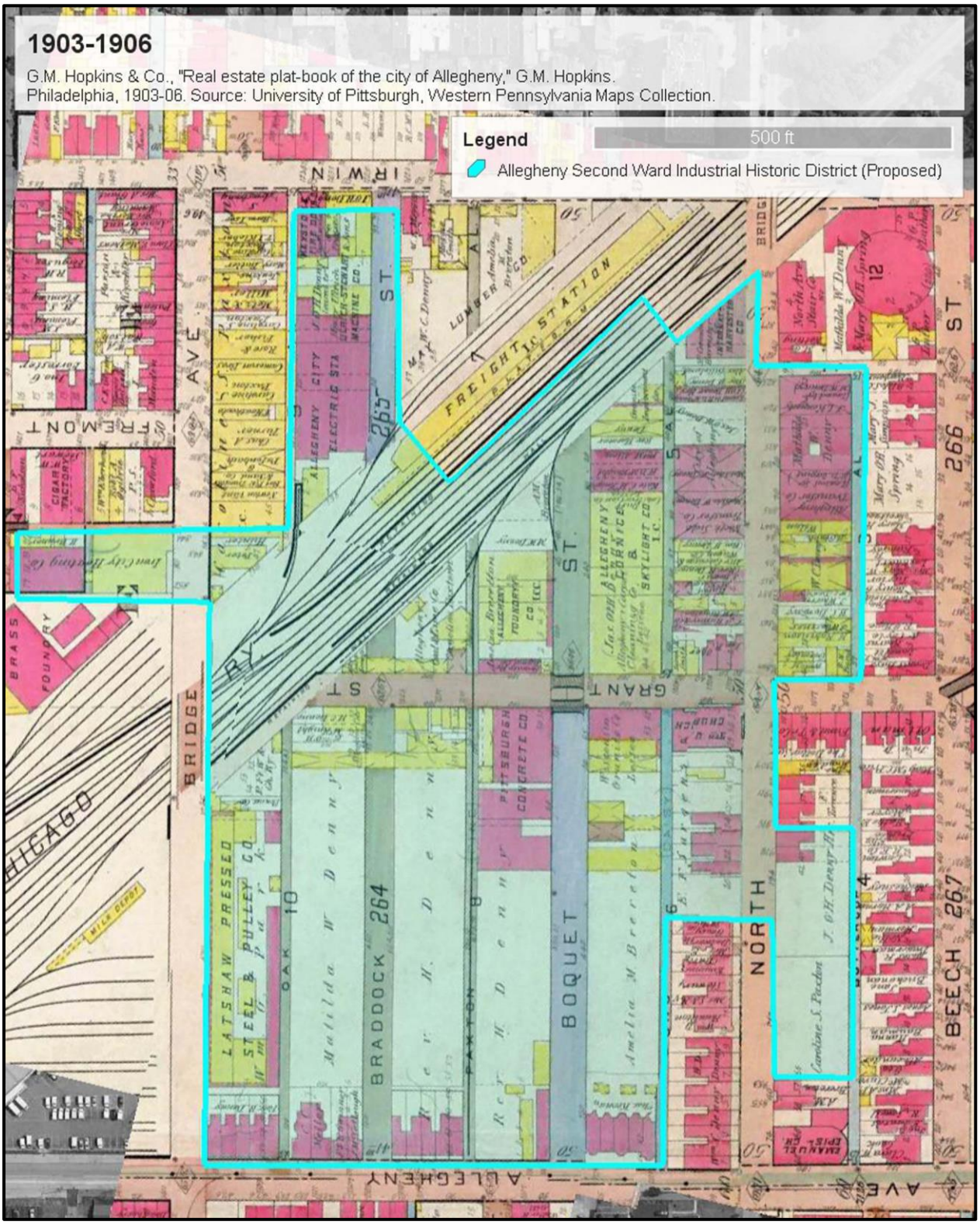


Figure 11: 1903-1906 Historical Map.

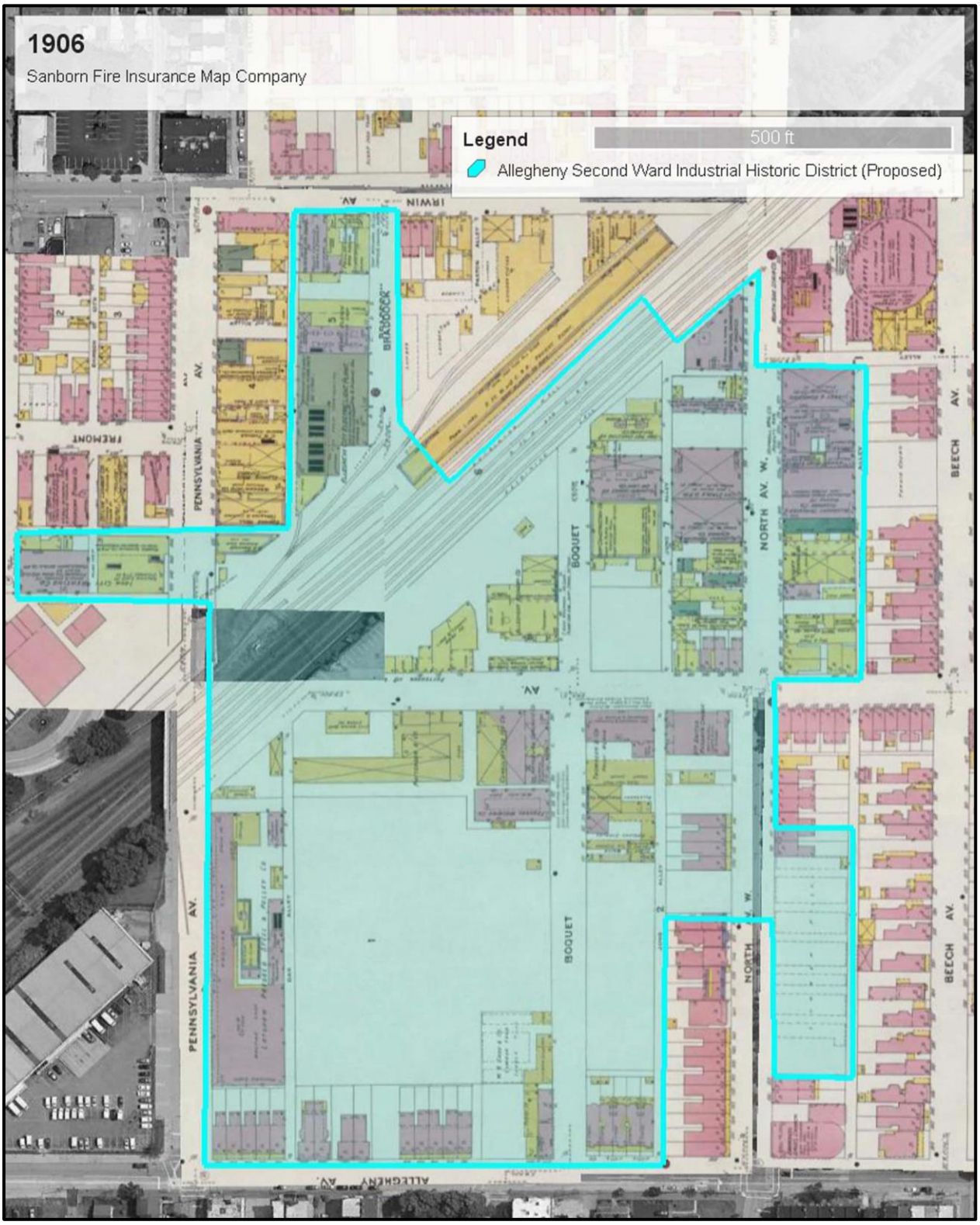


Figure 12: 1906 Historical Map.

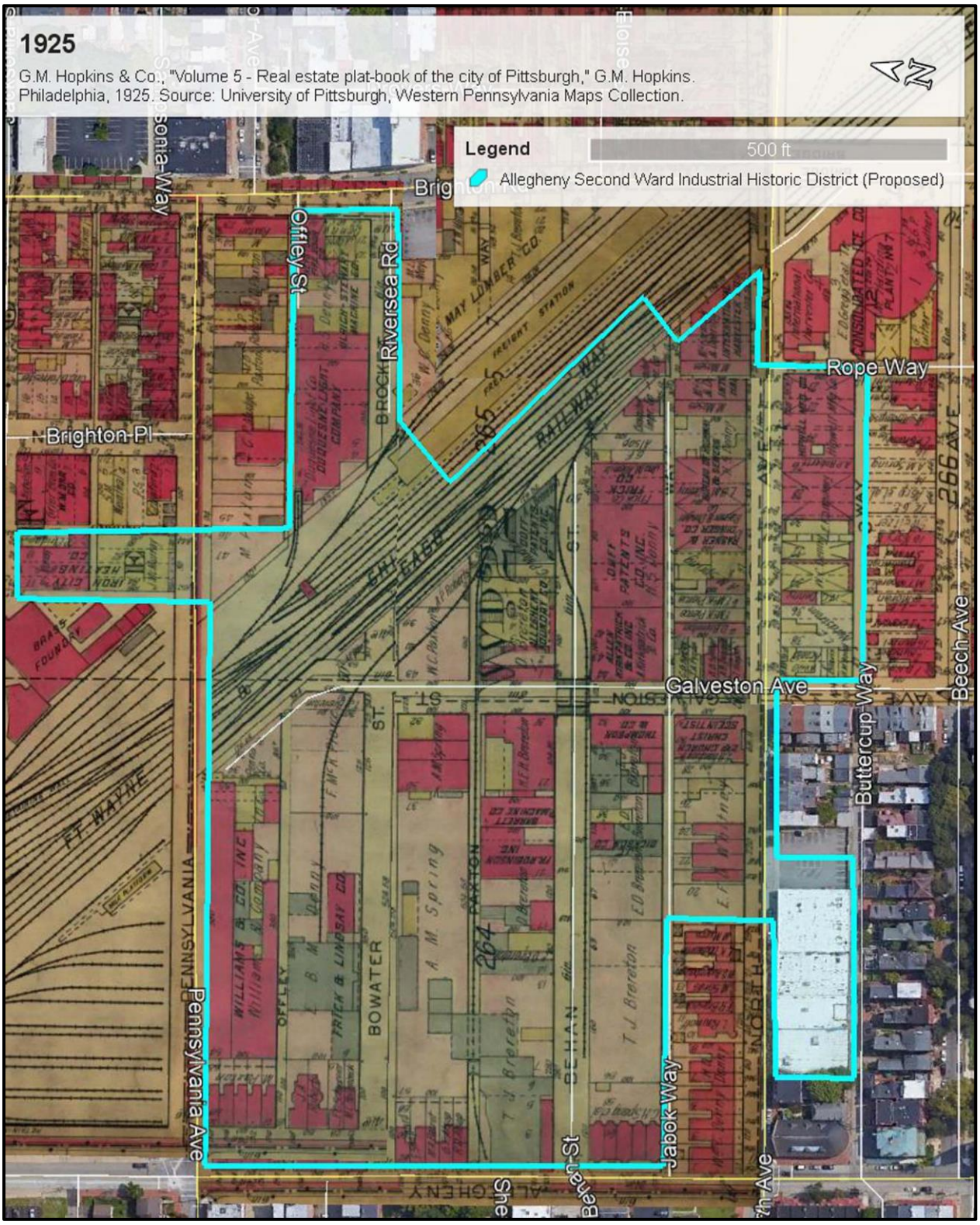


Figure 13: 1925 Historical Map.

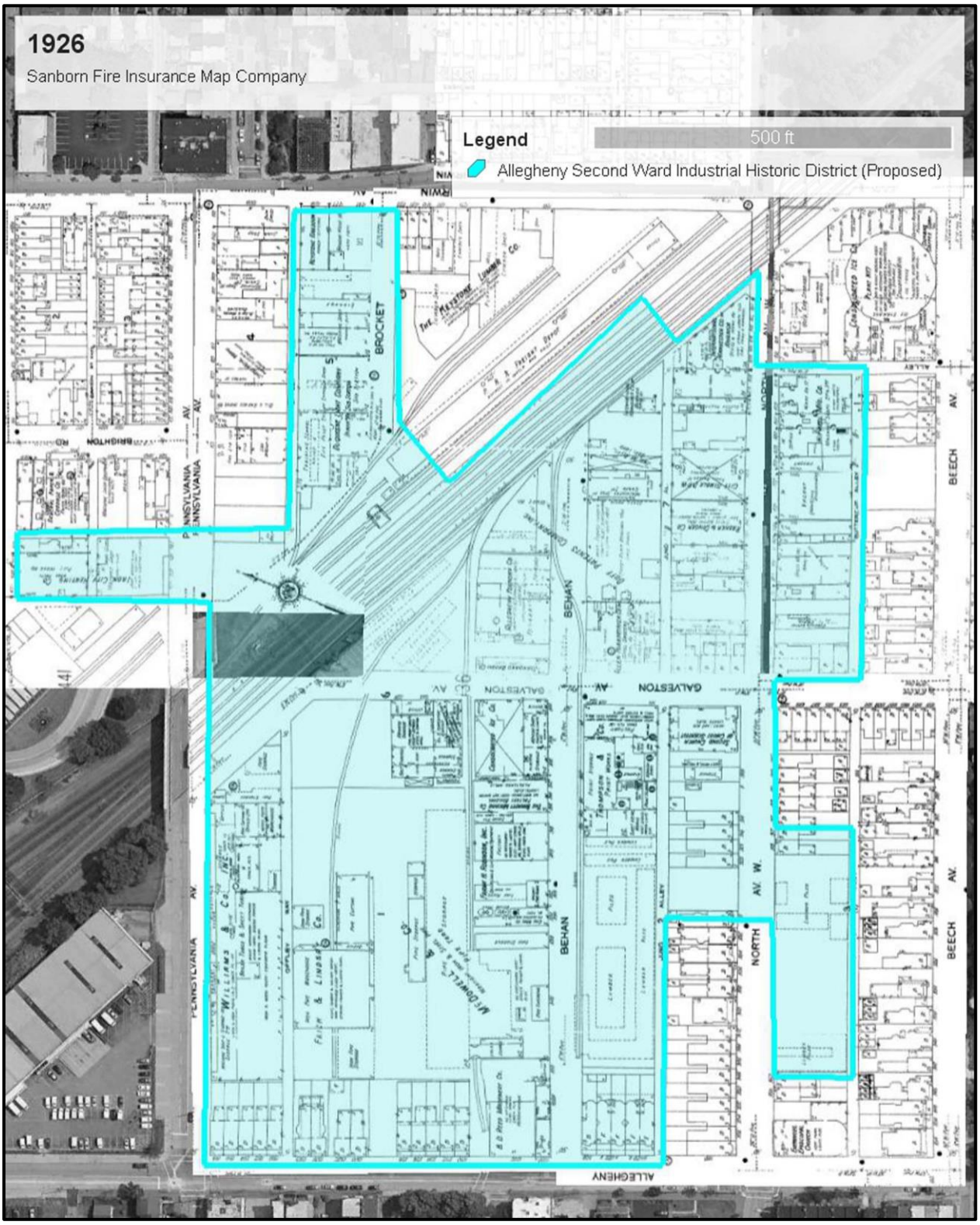


Figure 14: 1926 Historical Map.

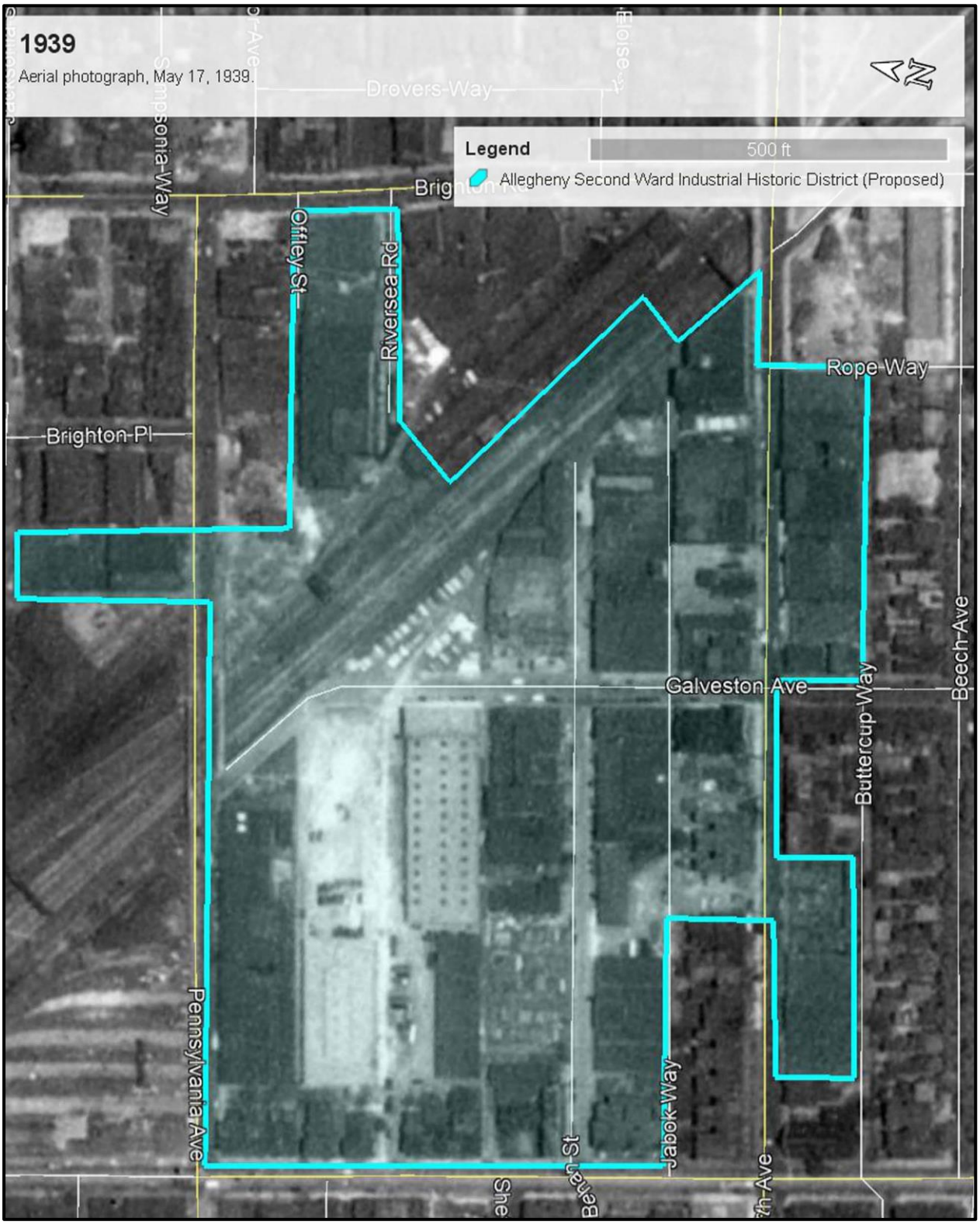


Figure 15: 1939 Historical Aerial Photograph.

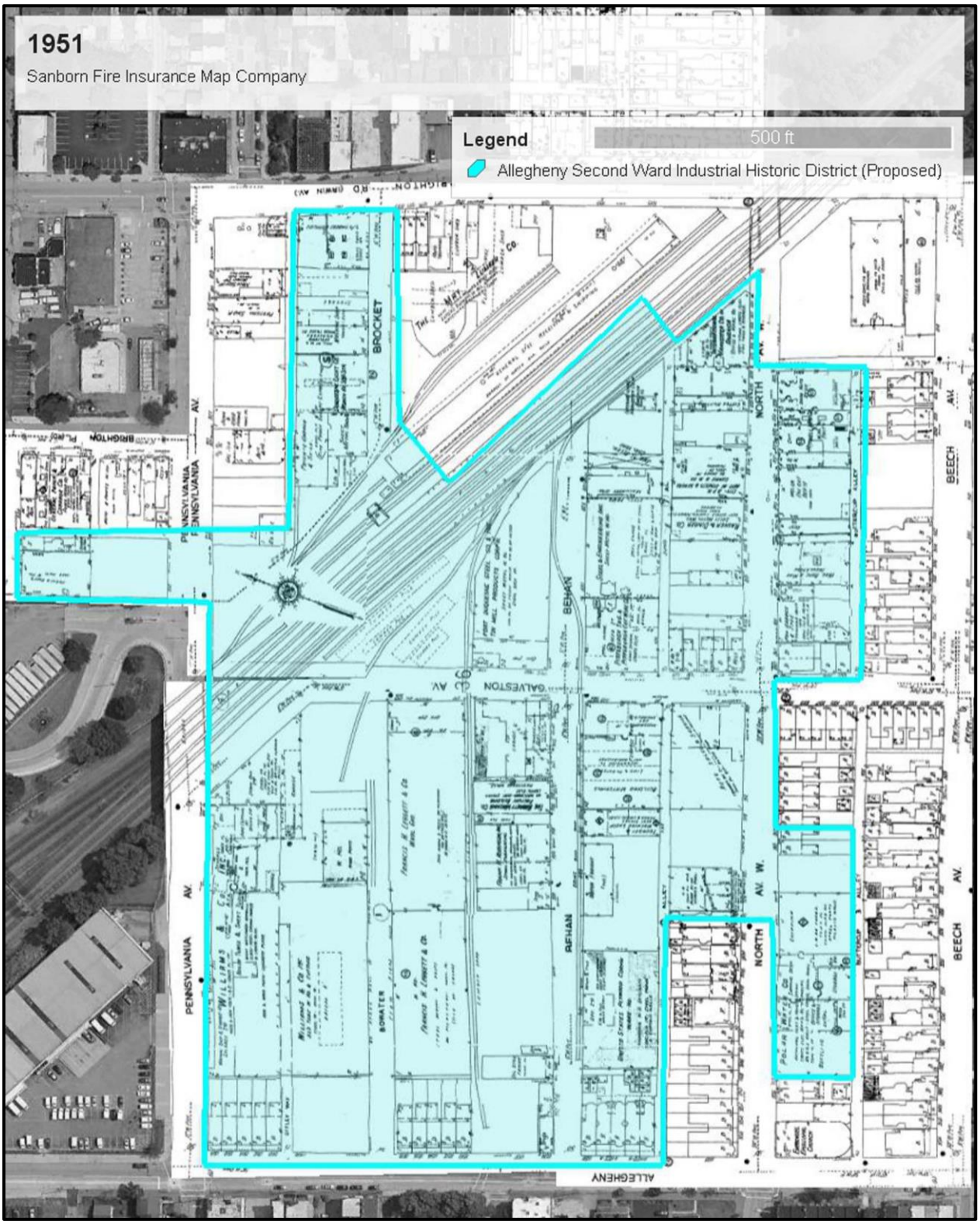


Figure 16: 1951 Historical Map.



Figure 17: 1957 Historical Aerial Photograph.



Figure 18: 1967 Historical Aerial Photograph.

Physical Description and Integrity (Item 38)

Physical Description

The proposed Allegheny Second Ward Industrial Historic District is located in the former Second Ward of Allegheny City, which is currently the Twenty-Second Ward of Pittsburgh, Allegheny County, Pennsylvania. The area is comprised of approximately 21 acres, located almost entirely within Pittsburgh's Central Northside neighborhood, though the northernmost parcel is in the California-Kirkbride neighborhood, and the southernmost parcels are located in Allegheny West. This industrial area is sandwiched along the Pennsylvania Railroad corridor between three residential historic districts (Manchester, Allegheny West, and Mexican War Streets), and is immediately northwest of Allegheny Commons Park (Figure 19).

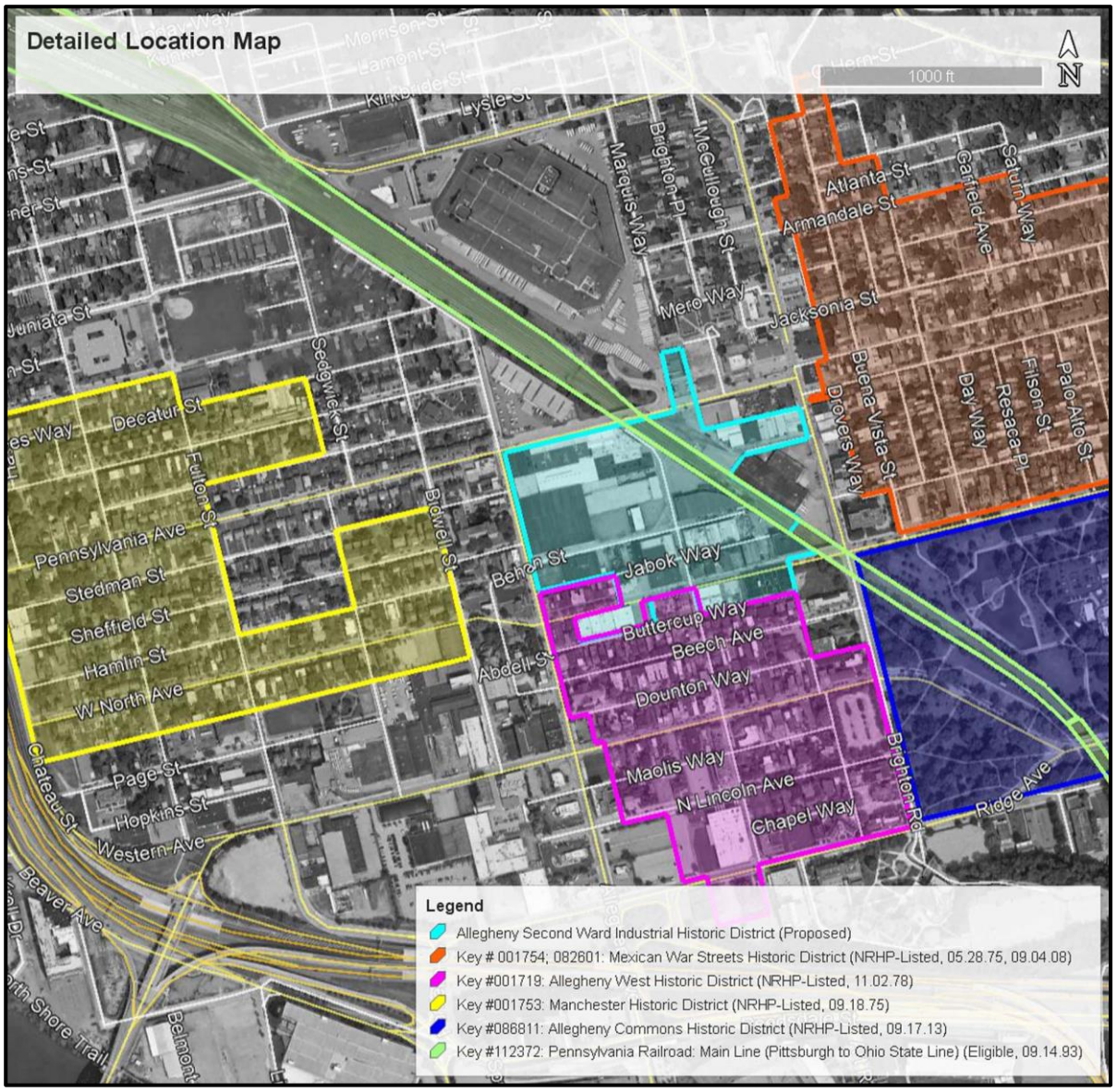


Figure 19: Detailed location map of proposed Allegheny Second Ward Industrial Historic District.

The Allegheny Second Ward Industrial Historic District contains 30 resources (30 parcels), 26 of which contribute to the potential district. Of the four district non-contributors, all lack integrity and one post-dates the district's 1849-1951 period of significance. Each parcel comprises one resource, even though some parcels have multiple buildings (typically part of an industrial complex). In some instances, the parcels were built-up with multiple phases of construction over time, in other cases, multiple distinct buildings were consolidated on one parcel at a later date. Ultimately, each parcel had a single owner and single use, so it was decided to count each parcel as an individual resource.

Of the 30 resources, 6 were constructed between 1850-1894; 11 were constructed between 1894-1910; 3 were constructed between 1910-1926; and the remaining 7 were constructed prior to 1968 (Table 1). Nearly all the buildings within the district are brick masonry, though a handful utilize concrete block, and at least one is sheathed in metal siding. All the construction materials speak to the district's compliance with Allegheny City's 1894 building ordinance, which effectually mandated fire safety construction-techniques be applied to buildings from that point forward. The majority of buildings within the district constructed prior to 1894 were initially used for industrial/manufacturing/processing purposes, and of these, there was a significant amount of metallurgic work conducted within those facilities. The predominance of industrial/manufacturing/processing uses persisted through the decades, continuing to play an important role in the district through the 1950s. The extant buildings within the district are 1-4 stories high; approximately 50-percent are 2 stories tall (Table 1).

Table 1: Attributes of Resources within the Potential District

Age of Resources	Count	Height of Buildings	Count	Historic Use (original use)	Count	Contributing Status	Count
1850-1894	6	1	2	Industry/ Processing/ Extraction	16	Contributing	25
1894-1910	11	2-2.5	14	Commerce/ Trade	5	Contributing, and Determined Individually Eligible	1
1910-1926	6	3	4	Domestic	3	Non-Contributing	4
1926-1968	7	4	2	Religion	2		
		Varies, other	8	Agriculture/ Subsistence (including government stables)	2		
				Transportation	1		
				Unknown	1		
Total	**30**		**30**		**30**		**30**

The district is bisected in a northwest-southeast direction by the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line), which was originally the Pennsylvania Railroad's Pittsburgh, Fort Wayne, and Chicago line and is now owned by the Norfolk Southern Railway Corporation. Sidings originally serviced many of the buildings in the district, but all sidings that occupied public streets have been removed. The heart of the proposed district is the intersection of Galveston Avenue and W. North Avenue. That corner provides a glimpse in four directions of intact, dense, historic fabric. To the east, buildings that line the north and south sides of the street are all red brick, two to four stories tall, built from lot-line to lot-line, with zero set-back to the street. The exception to this pattern is the vacant lot where the North Side Transfer Company (later Rasner & Dinger Co.; Key No. 004027) once was the neighbor of the Allegheny City Stables building. Otherwise, the street has not changed significantly since the mid-1960s when the Salvation Army's Harbor Light Center was constructed at the southeast corner of Galveston Avenue and W. North Avenue.

The view to the north, along Galveston Avenue from W. North Avenue, provides a glimpse of residential life within the district, as three brick rowhouses (the oldest buildings in the district, with two dating to the 1870s and one to the mid-1880s) illustrate the mixed-use character of industrial district's south edge. At the intersection of Galveston Avenue and Behan Street, three substantial brick buildings once belonged to the R.D. Nuttall & Company; Allen Kirkpatrick Co., Inc.; and the Fort Duquesne Steel Company.

The view to the west of Galveston Avenue, along W. North Avenue, provides context to the district's later developments, as buildings filled in areas previously occupied by lumber yards, and gave way to the presence of the automobile. The former Abbott's Sales & Services building at the northwest corner of Galveston and W. North avenues was constructed in 1947, and is a visual representation of the district's transition from railroad to truck transportation. As automobiles became prolific after World War I, people (as well as industries) relied upon cars for the personal and business needs. For example, the Polar Water Company, built on the south side of W. North Avenue near Allegheny Avenue ca. 1928, came to rely upon trucks to deliver its products. In fact, the eastern section of the building was a dedicated building for product shipping. The one-to-two story, red-brick and concrete-block building was erected upon the site of a former lumber yard.



Figure 20: Looking southwest toward the former Bradley Manufacturing Company, 901 Pennsylvania Avenue, showing historic view and modern view from same perspective.

The second major focal point of the district is the industrial complex at the southeast corner of Pennsylvania and Allegheny avenues, which extends to Galveston Avenue on the east and Behan Street to the south. The site was once a collection of individual buildings, that, over time, became connected under the umbrella of one ownership. Until the mid-1950s, in fact, brick rowhouses lined Allegheny Avenue along this block. The oldest portion of the site faces Pennsylvania Avenue, and was first constructed by the Bradley Manufacturing Company in ca. 1902. The Latshaw Pressed Steel & Pulley Company soon occupied the space that later became Williams & Co. Inc. This notable, two-story brick building has a sawtooth roof and is nearly 380-feet long. The buildings to the south (former site of Frick & Lindsay Co.) were added to the Williams' complex by the 1930s. The Francis H. Leggett & Co. had constructed grocery warehouses by 1951, which are now incorporated into this complex. Finally, between 1957 and 1967, the brick rowhouses were demolished, and a large, brick and metal post frame building was erected at the northeast corner of Allegheny Avenue and Behan Street.

The third focal point is the northeast quadrant of the proposed district, along Riversea Road near Brighton Road. The former Allegheny City Electric Station (828-870 Riversea Road), one of the oldest buildings in the district (1889; 1895), is a visual anchor as well as a noteworthy component of the district's significance. The oldest (1889) portion is a square-plan, three-story brick building, with a 2-story rear component. A modern, metal-sided pole building is also on the parcel. To the east, the 1895 electric building is flanked by several smaller, brick, industrial buildings. These were built-up over time, and used as a machine shop, broom warehouse, soap factory, and more.

Integrity

The proposed Allegheny Second Ward Industrial Historic District contains 26 contributing properties that collectively retain a moderate level of integrity.

The district retains integrity of location as all contributing buildings remains in their original places of construction.

The district retains moderate integrity of design. A majority of the contributing properties retain the character-defining features that convey their respective architectural styling; however, alterations have occurred in others. The most common alteration seen within the district relates to replacement of windows and changes in fenestration. However, despite the alteration of original design in some contributing buildings, this does not necessarily significantly and detrimentally impact the district's overall design integrity. The nature of the industrial building typology presupposes that a building will change and develop over time in response to forces such as building occupant, technological advances, product demand, and economic climate. The changes in design present in the Allegheny Second Ward Industrial Historic District are expected and representative of the industrial typology.

The district retains moderate integrity of materials and workmanship. Whereas the introduction of contemporary materials throughout the district serves to lessen overall integrity, the original materials and quality of workmanship are still apparent in a clear majority of contributing buildings.

The district retains integrity of setting as much of the district is contiguous and extant. Several vacant lots do appear throughout the district. Additionally, an insignificant number of newer, non-contributing buildings have been introduced within the boundaries of and with proximity to the district. However, the district's setting is sufficiently intact to convey its appearance in the 1849-1951 period of significance.

The property conveys a sense of feeling, as it sufficiently expresses the span of time in which it was built.

The property retains integrity of association as it is directly linked with the late-nineteenth and early-twentieth century shift in industrial design methods in Allegheny City.

Key #_____
ER# 2018-1595-003

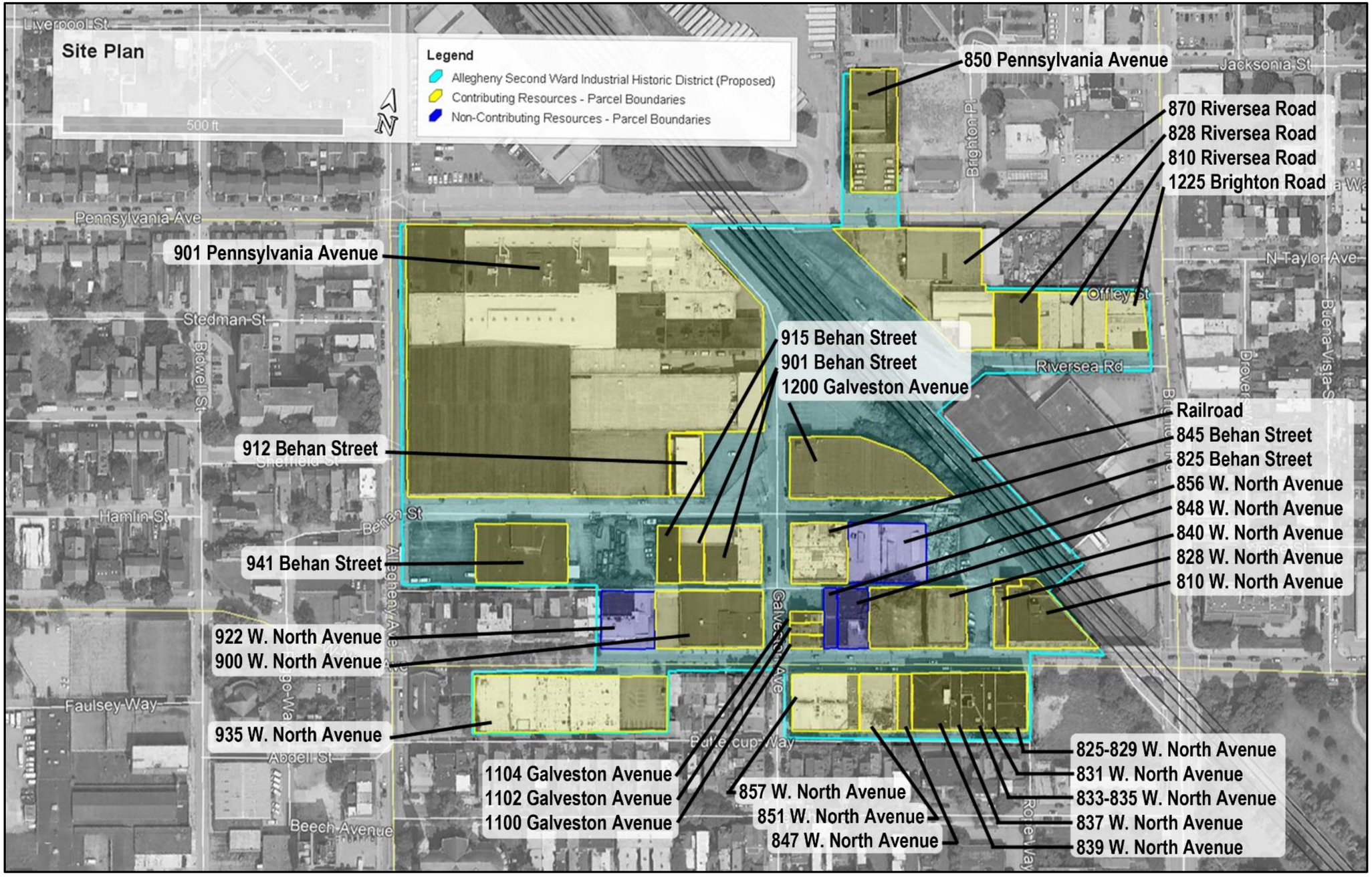


Figure 21: Site Plan, Allegheny Second Ward Industrial Historic District.

Building Complex Form

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	22	*Three Rivers Scrap Metal, Inc. (current) *Michael & Betty Menzock Scrap Metal (former) *Duff Construction Co. / Duff Patents Co. (original)		825	Behan Street	Building	ca. 1906	1	Metal, unspecified Concrete	Ware-house	Industry/ Processing/ Extraction/ Manufacturing Facility (water seal gas producer for steel industry and other industrial)	Industry/ Processing/ Extraction (scrap metal & recycling)	No
	6, 23	*Hard Lofts Inc. (current)*Pittsburgh Tag. & Pittsburgh Cut Wire Co. (former)*Allen Kirkpatrick Co., Inc. (Whole Groceries) (original)		845	Behan Street	Building	1923	2	Brick	Ware-house	Commerce/ Trade/Specialty Store (Wholesale Grocer)	Vacant/ Not in Use	Yes
	25, 26	*Allegheny Auto Spring Co. Inc. (current) *Thompson & Co. Print Works (former) *R.D. Nuttall & Co. (original)		901	Behan Street	Building	ca. 1890-1893	2	Brick	Ware-house	Industry/ Processing/ Extraction/ Manufacturing Facility (tools and machinery)	Industry/ Processing/ Extraction/ Manufacturing Facility (auto springs)	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	27, 28	*Barrett Machine Co. (current) *M&M Rail Clamp Co. (former) *Federal Machine Co. (former) *Pittsburgh Concrete Co. (original)		912	Behan Street	Building	ca. 1903-1906	3	Brick	Ware-house	Industry/ Processing/ Extraction/ Manufacturing Facility (concrete)	Industry/ Processing/ Extraction/ Manufacturing Facility (machinery & parts)	Yes
	25, 26	*Allegheny Auto Spring Co. Inc. (current) *Diebold Co. (roofs/garages) (former) *The Anchor Kolstoker Co. (heating) (former) *Thompson & Co. Paint Works (original)		913	Behan Street	Building	ca. 1910-1925	1	Brick		Industry/ Processing/ Extraction/ Manufacturing Facility (paint co.)	Industry/ Processing/ Extraction/ Manufacturing Facility (auto springs)	Yes
	25, 26	*Berardini Assunta (current owner) *Allegheny Foundry Co. (former) *J.C. Dickson Machine Company (original)		915	Behan Street	Building	ca. 1910-1925	2	Brick		Industry/ Processing/ Extraction/ Manufacturing Facility (sheet metal, skylights, vent/ducts)	Commerce /Trade/Business (Auto Service)	Yes
	30, 31	*Brother's Brother Foundation (current) *United States Plywood Corporation (former) *Grabler Manufacturing Company (former) *United States Radiator Corporation (original)		941	Behan Street	Building	Ca. 1930s	1 to 2	Brick	Ware-house	Industry/ Processing/ Extraction/ Manufacturing Facility (radiators)	Social/Charity-Humanitarian Aid	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	40, 41	*Riversea Realty (current owner) *Keystone Fire Door Company (former) *Phillip's Column Co. (former) *Wm. Creese Co., Ltd (soap maker) (former) *M.L. Myers (original owner)		1225	Brighton Road	Building	ca. 1893-1900; ca. 1926	2	Brick	Ware-house	Industry/ Processing/ Extraction/ Manufacturing Facility (soap)	Commerce /Trade/Warehouse	Yes
	5	*Meyer, Todd L. House (current)		1100	Galveston Avenue	Building	1872-1882	2.5	Brick	Italianate	Domestic/ Single Dwelling	Commerce /Trade/Restaurant	Yes
	5	*Garrow, John Raymond & Kelly House (current)		1102	Galveston Avenue	Building	1872-1882	2.5	Brick	Italianate	Domestic/ Single Dwelling	Domestic/ Single Dwelling	Yes
	5	*Pultz, Shannon House (current)		1104	Galveston Avenue	Building	Ca. 1884-1890	2.5	Brick	Second Empire	Domestic/ Single Dwelling	Domestic/ Single Dwelling	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

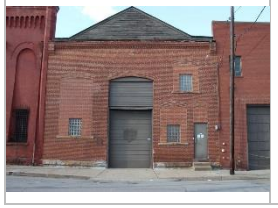
Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	24	*Brother's Brother Foundation (current) *Fort Duquesne Steel Co. [formerly the Tin Mill Products Corporation] (original)		1200	Galveston Avenue	Building	1945	1 to 3	Brick	Moderne	Industry/ Processing/ Extraction/ Manufacturing Facility (Sheet Metal)	Social/Charity-Humanitarian Aid	Yes
	38	*850 Pennsylvania Avenue Ass'n (current) *Combustion Service & Equipt. Co. (former) *Proie Brothers, Inc. (former) *Iron City Heating Co. (former) *Crubro (former) *Cruikshank Brothers & Co. (original)		850	Pennsylvania Avenue	Building	Ca. 1893-1901	4	Brick	Italianate	Industry/ Processing/ Extraction/ Manufacturing Facility (Jams/Jellies)	Commerce /Trade/office/earehouse	Yes
	29, 31 - 37	*900 Pennsylvania LP (current owner) *Francis H. Leggett & Co. (former) *Williams & Co., Inc. (former) *Latshaw Pressed Steel & Pulley Co. (former) *Bradley Manufacturing Company (original)		901	Pennsylvania Avenue	Building	1902; 1930s; 1950s; 1960s	Various	Brick, various		Industry/ Processing/ Extraction/ Manufacturing Facility (Steel)	Commerce /Trade/office/warehouse	Yes
	42, 43	*V&M Manufacturing Co. (former) *Gillespie Manufacturing Co. (former) *Ulrich-Stewart & Sons Machine Co. (former) *Henry Ulrich Machine Shop (original)		810	Riversea Road	Building	Ca. 1900; 1952	1 to 2	Brick		Industry/ Processing/ Extraction/ Manufacturing Facility (Machine Shop)	Industry/ Processing/ Extraction/ Manufacturing Facility	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	44, 46	*Irwin Avenue Substation of Duquesne Light Co. *Duquesne Light Company (former) *Allegheny City Electric Light Plant (former) *Allegheny City Electric Station (original)	004025	828	Riversea Road	Building	1895	2	Brick	Roman-esque	Industry/ Processing/ Extraction/Energy Facility (Electricity)	Industry/ Processing/ Extraction/ Energy Facility (Electricity)	Yes
	45, 46, 47	*W.W. Patterson Co. (current) Duquesne Light Company (former) *Allegheny City Electric Light Plant (former) *Allegheny City Electric Station (original)		870	Riversea Road	Building	1889	3	Brick	Italianate	Industry/ Processing/ Extraction/Energy Facility (Electricity)	Industry/ Processing/ Extraction/ Manufacturing Facility (towing & lifting equipment)	Yes
	19, 20	*810 West North Avenue LP (current) *Guckert Land Company (former) *International Harvester Co. of America (former) *McCormick Harvester Co. (original)	004024	810	W North Avenue	Building	1902, 1913	4	Brick	Classical Revival	Commerce/ Trade/Business (office/showroom)	Commerce /Trade/Business (printing)	Yes
	18	*810 West North Avenue LP (current) *Guckert Land Company (former) *Superior Coffee and Tea (former) *Katsafanas Coffee Company (former) *American Coat & Apron Company (former) *North Avenue Carpet Cleaning Co. (original)		828	W North Avenue	Building	1901	2	Brick	Art Deco	Commerce/ Trade/Business	Commerce /Trade/Professional	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	14	*Stables Development, LP (current owner) *H.K. Delivery Inc. (former) *DPW, Bureau of Highways and Sewers (former) *Allegheny City Stables (original)	004023	840	W North Avenue	Building	ca. 1893-1901	3	Brick, stone	Roman-esque	Government (stables)	Work in progress	Yes
	12, 13	*Webb, Richard Ashley (current owner) *Cernich, David (former) *Confectionery and Lunch Room (former) *Duffy Electric Co., Inc. (former)		847	W North Avenue	Building	Ca. 1920s	2	Brick		Commerce/ Trade/Specialty Store; restaurant	Domestic/Single Dwelling	Yes
	9	*N2 Properties, LP (current)		848	W North Avenue	Building	Ca. 1950	2	Brick		Commerce/ Trade/warehouse	Commerce /Trade/warehouse; business	No
	11	*TRK Capital, LLC (current) *Keystone Graphic Services, Inc. (former) *Wire Rope & Wire Insulation (former) *Sheet Metal Warehouse (original)		851	W North Avenue	Building	Ca. 1910s; Ca. 1926-1951	1 to 2	Concrete Block, Brick		Commerce /Trade/warehouse	Commerce /Trade/warehouse; business	Yes

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

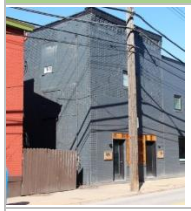
Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	9	*N2 Properties, LP (current) *Proi Bros (former) *Monumental Iron & Wire Works (former) *Chas. G. Hanny & Co. (iron) (original)		856	W North Avenue	Building	Ca. 1910s	2	Brick		Industry/ Processing/ Extraction/ Manufacturing Facility (wire)	Commerce /Trade/business, warehouse	No
	8	*Salvation Army, Harbor Light Center (current and original)		857	W North Avenue	Building	ca. 1905; 1964	2	Concrete Block, Brick	Modern Move-ment	Commerce/ Trade/business (confectionery); Religion/Religious Organization	Religion/Religious Organization	Yes
	3, 4, 7,	*Kenny Realty Investments (current owner) *Abbott Sales & Services, Car Dealership (former) *Church of Christ, Scientist (former) *9th United Presbyterian Church (original)		900	W North Avenue	Building	Ca. 1901; Ca. 1947	2	Brick	Moderne	Religion/Religious Structure; Commerce/ Trade/business (auto dealer)	Commerce /Trade/business; warehouse	Yes
	2	*Coraopolis Cash Market (current owner) *AAM Studios (former) *Architectural Artifacts, Inc. (former) *Majestic News Corp (former) *Automobile Paints (former)		922	W North Avenue	Building	Ca. 1926-1951	1 to 2		Modern Move-ment	Commerce/ Trade/business	Commerce /Trade/business	No

Table 2: Building Complex Form: List of resources within the proposed Allegheny Second Ward Industrial Historic District

Photo	Photo #	Resource Name(s)	Key No.	Address	Street	Building/ Structure/ Feature	Date or Period	Height/ Stories	Materials	Style/ Type	Historic Use	Current Use	Contributing
	1	*Polar Water Co. (original)		935	W North Avenue	Building	Ca. 1928	1 to 2	Brick		Industry/ Processing/ Extraction/ Manufacturing Facility (bottled water)	Commerce /Trade/business; warehouse	Yes
	15 - 17	*Hipwell Manufacturing Company (original) *Soda Mint Gum Co. (former) *Iron City Pharmacal Company (original) *J.L. Kennedy Stables (original) *Allegheny Transfer Co. (original)	003883	825-839	W North Avenue	Building	1890s		Brick	Italianate /Roman-esque	Agriculture/ Subsistence (animal facility)	Commerce /Trade/business; Domestic/ Multiple Dwelling	Yes
	21	Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)	112372			Railroad corridor historic district	1849; c1910	N/A	N/A	N/A	Transportation (rail related)	Transportation (rail related)	Yes

History and Significance (Item 39)

Historical Overview

The 21 acres which comprise this potential district were originally part of the 3,000-acre Reserve Tract of land set aside for distribution to troops who served in the war for American independence. Platted in 1787, these tracts (264, 265, 266, and 267) became several of the properties belonging to James Morrison, the first sheriff of Allegheny County (Figure 22). Morrison received a patent from the Commonwealth of

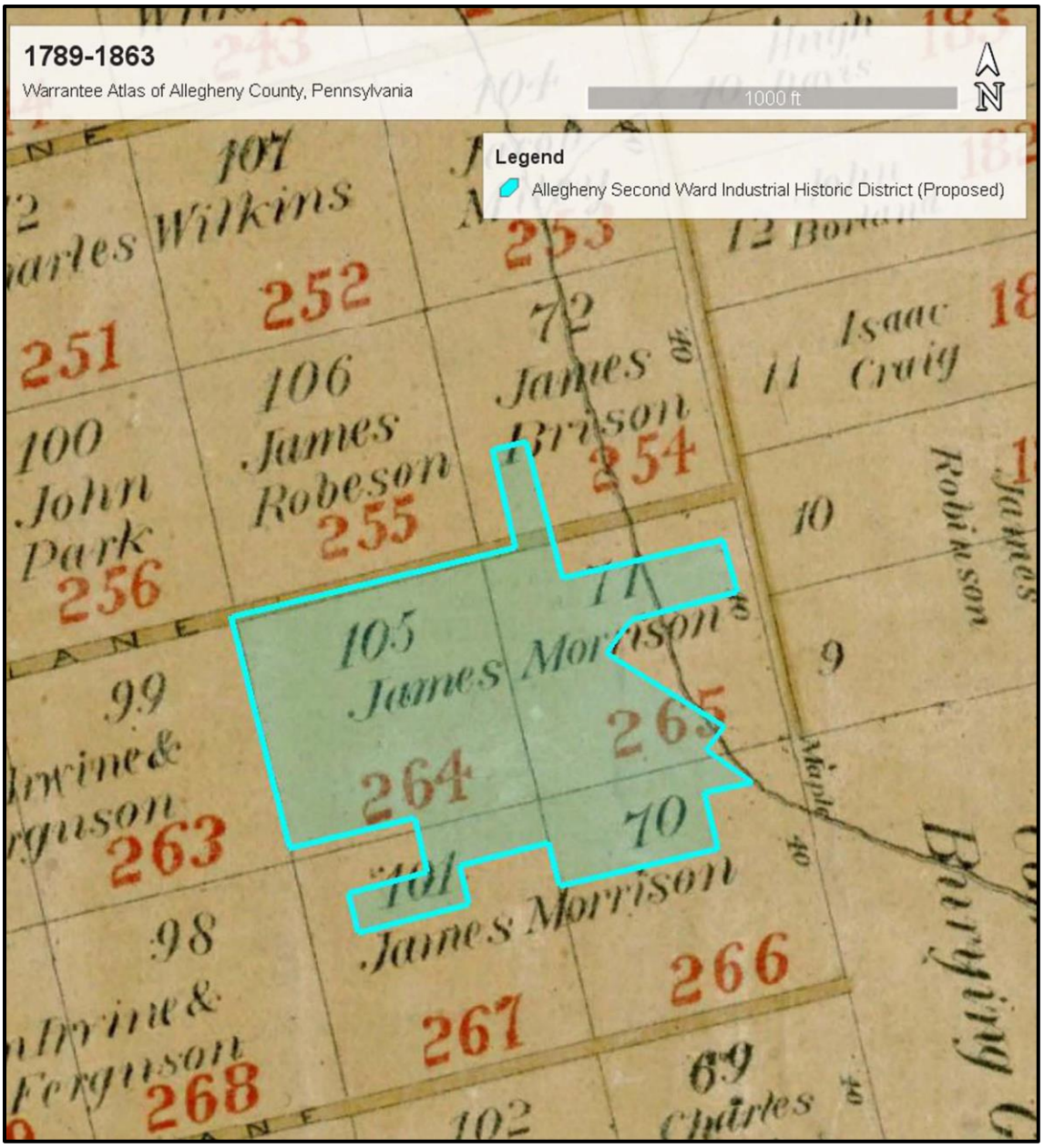


Figure 22: "Reserve Tract of Land Opposite Pittsburgh," 1789-1863. L.J. Richardson & Co. , Pittsburgh, showing potential distirct boundary in light blue over land owned primarily by James Morrison.

Pennsylvania for land, including these lots, in 1797. In addition, a small portion of the district originally belonged to Major James Brison (tract 254), a Federalist politician who served the county's first prothonotary (from 1788 to 1799) and as a justice of the peace (Hofstra 2011:182). Brison was also secretary of the board of trustees of the Pittsburgh Academy and a captain of the Pittsburgh Troop of Light Dragoons (Everett 1960:32). He was also involved in the Whiskey Rebellion.

First Generation of Construction & Early Land Uses (1800-1894)

Allegheny Town was slow growing, though developments such as the construction of the Pittsburgh and Butler Turnpike in 1819 (toll road along the route of E. Ohio Street) and the erection of a bridge connecting Allegheny with Pittsburgh in 1818 prompted growth. Population began to increase more significantly in the 1820s; Allegheny was formally incorporated as a borough in 1828. The 1826-1834 Pennsylvania Canal also brought rapid growth to the community, as reflected in population increase, residential subdivision, and the stature of being a commuter suburb to Pittsburgh. Heavy settlement by immigrant populations, the proliferation of cotton mills, and the introduction of the iron industry colors the picture of life in 1830s Allegheny Town.

In addition to these, one of the most profound influences on the development of Allegheny City (and broadly, all of Western Pennsylvania) was that of James O'Hara, a military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist. O'Hara (1752-1819) was an Irish immigrant, and after serving in the Revolutionary War, moved back to Pittsburgh to found a store and establish the Pittsburgh Glassworks and a brewery. He also became a land speculator and purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died at his home on Water Street (near Pittsburgh's Point) in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). The potential district and study area of this report is located almost entirely within these tracts.

By 1835, mapping shows Elizabeth F. O'Hara Denny as owner of the aforementioned tracts. Elizabeth's husband, Harmar Denny (1794-1852), was an attorney who later served in the Pennsylvania State House of Representatives, the 21-24 U.S. Congresses, and as a delegate to the Pennsylvania State Constitutional Convention. He was also a commissioner to the Pennsylvania Railroad Company, president of the Pittsburgh & Steubenville Railroad Company, trustee of the Western University of Pennsylvania, and a director of the Pittsburgh Theological Cemetery. Together, Harmar and Elizabeth established one of the preeminent and powerful families in Allegheny Town and Pittsburgh.

In 1840, Allegheny became a city. At that time, the majority of Allegheny City's development was located in the first and fourth wards, located south of E. Ohio Street and Western Avenue. The Second Ward remained Allegheny's least populated quadrant, though prominent families were beginning to build on lots facing the West Common and along West North, Ridge, Western, and Irwin avenues. However, the subject study area of this report (the potential district) was largely vacant through this period. This

changed ca. 1848 when the Ohio & Pennsylvania Railroad was chartered. The railroad was designed to extend from Allegheny City to Crestline Ohio (and then to Indiana and Chicago via connecting lines). The route extended northwest through Allegheny City, from its terminus at Federal Street, through the West Common, through the district, and continued past Manchester. Construction began July 4, 1849, and the initial section from Allegheny to New Brighton, Pennsylvania, began service on July 30, 1851. A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. As they were heavily invested in real estate, it is likely the Denny's recognized the value of the railroad traversing through their holdings.

Due to the railroad and the availability of land, the period from 1856 to 1863 was the heyday for the nearby Allegheny union stock yards. When the Pittsburgh, Fort Wayne, and Chicago Railroad gained access to Chicago in December 1856, "livestock entrepreneurs began buying land where they subsequently established drove yards and hotels next to the railroad's main freight terminals" (Rotenstein 2010:39). Cattle raised in surrounding counties were driven to Allegheny to be shipped east. Animals rested and were fed at the local drove yards, which in turn prompted a rise in the hay and feed market. Despite its proximity to the stock yards, the district was largely devoid of related industries and structures. At the northern end of the district, mapping dating to 1872 and 1882 shows large sheds, possibly stables, in the area bounded by Pennsylvania Avenue, Jackson Street, and Fremont (now Brighton Place). Aside from this, the area does not appear to have been used for livestock purposes.

By the 1860s, Elizabeth F. O'Hara Denny had platted most of the land in out lots 264, 265, 266, and 267, including the parcels comprising the subject district, though much of the property was still vacant. During the Civil War, the railroad was essential to the transportation of products demanded by the War Department, including iron, steel, leather, and other manufactured goods. The war brought a period of economic growth to Allegheny City, though this was cut short by the Panic of 1873, which resulted in a nationwide economic depression.

Elizabeth F. O'Hara Denny died in 1878, leaving six surviving children (six of her children preceded her in death). Her 65-page deed conveyed property to her children and grandchildren in areas across Pittsburgh, including Allegheny West, Manchester, Lower Lawrenceville, Polish Hill, the Hill District, the Strip District, Harmar Township, and Downtown Pittsburgh (ACDB 401:110). The Denny heirs owned approximately 38-acres in Allegheny's Second Ward after Elizabeth's death, in addition to other land holdings elsewhere in Allegheny and Pittsburgh. In general, the Denny heirs tended to retain ownership of their land, leasing it to various enterprises and businesses.

Despite the economic upswing of the late 1860s and early 1870s, the district was largely vacant in 1872, as shown on that year's Hopkins real estate plat map. Aside from vacant space, the primary land use was industry/processing/extraction, with a niche in carpentry, cooper shops, and coal yards. This market reflects a growing community population, which created a demand for lumber (planing mills for dimensional lumber, carpenters to build structures, and cooperages to supply barrels for beer, oil, nails, etc.) and coal (to heat homes and power industry). During the Panic of 1873, about half of Allegheny's

banks failed, and property values decreased (Peterson and Rooney 2013:53-59, 79). Due to this, there was not an acceleration of growth or development in the district during the mid-1870s.

Table 3: 1872 Primary Land Uses within the Potential District*	
• Vacant Lots	Recreation, Skating Park, Vacant Land
• Industry/Processing/Extraction	Carpenter Shop/ Planning Mill - Moore & Chambers Co. - R.M. Dickey - Douglass & Hays Planning Mill
	Cooper Shops - Ralya & Robertson - -J.M. Hemphill
	Coal Yards - John Hopkins & Co. Coal Yard - Armstrong, Grier & Co.
• Domestic, single-family dwelling	Frame Houses
• Education	School - Lessing Institute (German)
**G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.*	

Growth in the district was further hampered by a "disastrous conflagration" which broke out in the North American Planing Mill on W. North Avenue in 1875. The frame mill was owned and operated by Stediford [sic] & Eicher (presumably the same mill as previously operated by Douglass and Hayes), and destroyed by a fire of unknown origin. While the mill could not be saved, the adjacent frame structures were spared (Pittsburgh Daily Commercial, 14 Oct 1875:4). The loss of this frame industrial building and its contents (dressed lumber) foreshadowed larger fires that would transpire within this industrial corridor in the following decades.

By the end of the 1870s, the economy began to recover. In Allegheny, iron and steel works replaced cotton as the largest employer. While the district remained largely vacant (as held by the Denny heirs), hints of this young metallurgic industry began to appear within the study area as early as 1882. Historic mapping shows the presence of the Keystone Bolt Works (which became the F.M. Haslett & Co. Bolt & Nut Works), the Agricultural Steel Works (also labeled as Old Machine Shop), Thomas Carlin's Boiler Works, and the Pittsburgh Hob Nail Company (Table 4).

Table 4: 1882-1884 Primary Land Uses within the Potential District*	
• Vacant Lots	Recreation, Skating Park, Vacant Land
• Agriculture/Subsistence	Elevator

Table 4: 1882-1884 Primary Land Uses within the Potential District*	
	- North Side Elevator (’84)
• Industry/Processing/Extraction	Wood working - Jas. Stedeford & Co. Planing Mill (’84)
	Coal Yards - Geo. J. Rowley & Co. Coal Yard (’84) - John M. Allen’s Coal Yard (’84)
	Metals - Keystone Bolt Works (’82)/ F.M. Haslett & Co. Bolt & Nut Works (’84) - Agricultural Steel Works (’82)/ Old Machine Shop (’84) - T. Carlin’s Boiler Works (’84) - Pittsburgh Hob Nail Co. (’84)
• Domestic, single-family dwelling	Brick Houses along Galveston Avenue** Frame Houses
• Education	School - Lessing Institute (German) (’82-’84)
*Based on mapping: *G.M. Hopkins & Co., "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection; and Sanborn Fire Insurance Map 1884.* **Building is still extant.	

Growth in Allegheny’s Second Ward industrial corridor in the 1880s was reflective of the city’s overall development and population increase. By 1880, Allegheny City was three times larger than it had been in 1840; it was outfitted with all the modern amenities including: well-planned streets, trolleys, rail service, parks, civic associations, restaurants, schools, churches, markets, clubs, factories, hospitals, and other caring institutions. Upper class families found several of Allegheny’s neighborhoods highly desirable (particularly Allegheny West, just south of the potential district), thus creating a concentration of wealth previously unprecedented in Western Pennsylvania.



Figure 23: The 1888 Pittsburgh Alleghenys. By Hastings, George H., fl. 1885-1896, photographer. - Library of Congress Prints and Photographs Division.

It was perhaps to serve this demographic that the Denny's sponsored Recreation Park (originally Union Park) on a swath of vacant land stretching between Allegheny and Galveston avenues, and from Pennsylvania Avenue on the north to Behan Street on the south (within the proposed district). This area became a recreational space for baseball and football games, fairs, bike races, and other events (Peterson and Rooney 2015:163). On the 1872 map, a "Skating Park" was present in this area, which later morphed to a crescent-shaped grandstand at the northeast corner of Behan Street and Allegheny Avenue (there was also a toboggan slide at the northwest corner of Behan Street and Galveston Avenue). This baseball field was the home to the Pittsburgh Alleghenys, who later became the Pirates. After the teams left the park for Exposition Field in the late 1890s, the land was converted to industrial uses. It appears the grandstand was demolished by 1901. And, "while no physical traces of Recreation Park [currently] exist… the cobblestone paving of Behan Street is the surface on which countless Alleghenians walked on the way to the area's first baseball and football games" (Peterson and Rooney 2015:165).

The advancement of Allegheny City was further evidenced by the construction of the **Allegheny City Electric Light Plant** (870 Riversea Road), erected at the northeast corner of Braddock (now Riversea Road) and the PFW&C railroad in 1889. The municipal utility was placed adjacent to the railroad tracks, as it used coal to power the plant's boilers. The plant provided electricity for "one of the most cost efficient and, for a brief period, one of the most technologically advanced municipal lighting systems in the country." Previously, the town's lighting was predominately gas, though several small, private electric plants provided electricity in Allegheny Commons and at several other public locations. When Allegheny City chose to build its own electric plant, it ushered in the conversion of the city's lighting to electricity – including streetlights, and lighting at the community schools, city hall, library, pump stations, etc. Due to "strained capacity," a second building was added in 1895, which housed new engines and dynamos (828 Riversea Road) (Shealey 2012:2-3). Both buildings are extant as contributing resources within the proposed district.

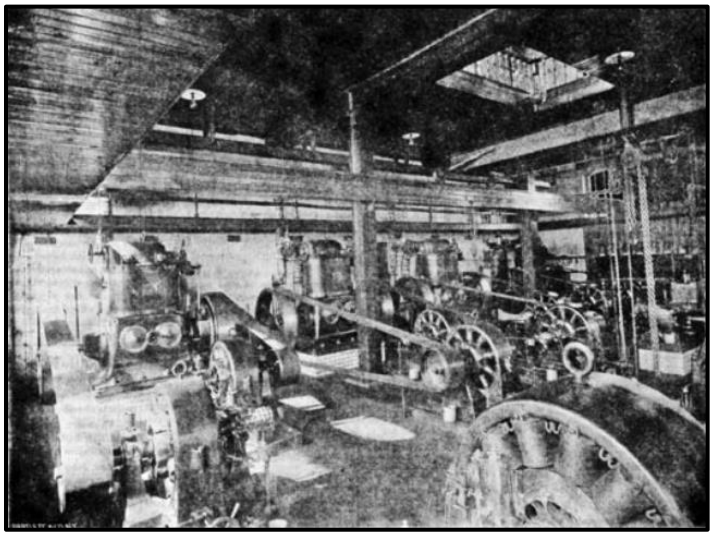


Figure 24: The model electric lighting station at Allegheny City, PA. Source: Shealey 2012, citing The Industrial World and Iron Worker, September 24, 1891)

Table 5: 1893 Primary Land Uses within the Potential District*	
• Vacant Lots	Recreation (Allegheny Athletic Association Grounds), Vacant Land
• Agriculture/Subsistence	Various - Tobacco Factory - City Stables** / other Livery - North Avenue Elevator - Grain Warehouse
• Commerce/ Trade	Business - Allegheny Transfer Co.
• Industry/Processing/ Extraction	Wood working - Wagon shop - North American Planing Mill - Carpenter shops
	Coal & Oil - Oil storage sheds - Coal sheds - Coal Yards
	Metals - Machine Shop - R.D. Nuttall & Co. (tools & machinery)** - Granite Torpedo Works - Allegheny Foundry Co. - Blacksmith shops
	Energy Facility - Allegheny City Electric Plant**
	Miscellaneous - Soap Works - F.J. Kress Box Co. - Cruikshank Bros. & Co. (preservatives)
• Domestic, single-family dwelling	Brick Houses (3), Galveston Avenue** Brick Houses, Allegheny & W. North avenues Frame Houses
• Religion	Church - 9th United Presbyterian Church
*Based on mapping: *1893 Sanborn Fire Insurance Map.* **Building is still extant.	

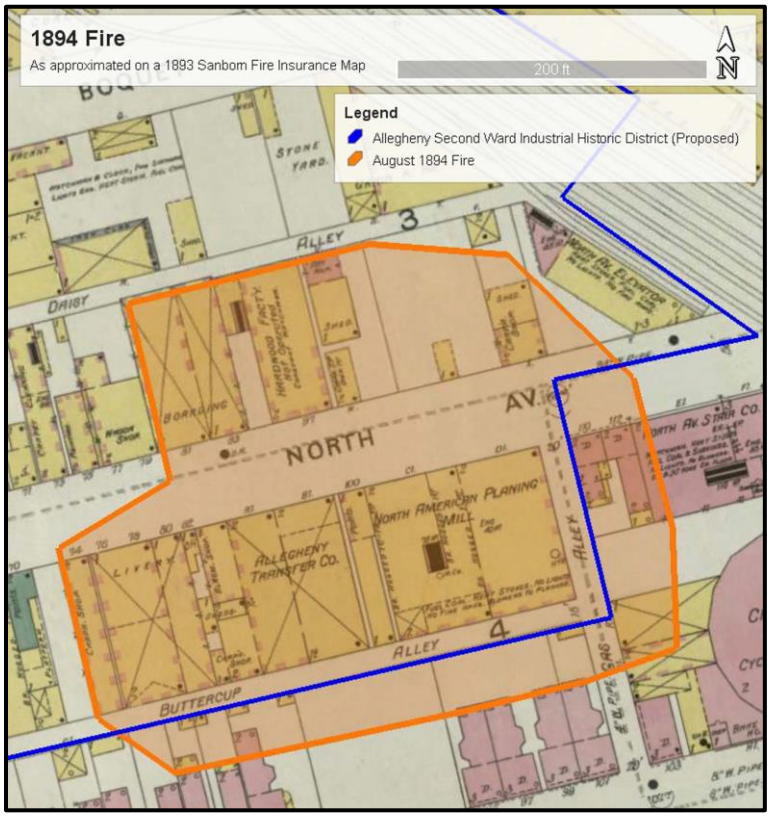


Figure 25: Approximate area of the August 1894 fire on W. North Avenue, as depicted on a 1893 Sanborn Fire Insurance Map.

In 1894, another disastrous fire destroyed $100,000 worth of properties along the south side of W. North Avenue between Rope Way and Galveston Avenue. Newspapers reported that "a fire broke out in the planing mill owned by Alexander Chambers & Co. on the south side of North Avenue, near Irwin Avenue [Brighton Road]" (Altoona Tribune, 25 August 1894:1). The fire destroyed a portion of Allegheny City that was considered a "fire trap," due to the number of frame buildings with industrial uses. The fire quickly spread to the planning mill across the street, "then a lot of sheds, stables, shanties, and small frame building surrounding the two planning mills caught fire also. Planing mills are meat for a fire, while stables and sheds may be termed pie." In addition to the planing mills, the destroyed buildings included the "Allegheny Transfer Company, North Side Transfer Company, Benjamin A Groah's carpenter shop, Hazel & Knauer's blacksmith shop, Alexander Gilliland's carpenter shop, S. McNaugher & Son's feed and hay warehouse, and two brick dwellings at 110 and 112 North Avenue." It also badly singed the backs of "a dozen" or so Beech Avenue houses (Pittsburgh Post-Gazette, 25 August 1894:2).

Earlier that same year, Allegheny City passed an ordinance (No. 205) to "regulate the construction, alteration and removal of buildings in the city of Allegheny, and defining the kind of material and the thickness of walls in the same, and the size and spacing of joist, rafters, etc." The ordinance functioned as a building code for the use of "sound materials" and "good workmanship," to create "abundantly strong" and proper construction. However, the required mandates essentially resulted in a pseudo fire safety code; dwellings (depending on size) were required to have walls "no less than thirteen inches thick." It also spoke at length regarding brick partition walls between rowhouses, swinging doors, recesses, openings, masonry patterning, hollow walls, fire stops, brick piers, iron plates, and the like. It stated, "no timber shall be used in any wall of any common building where stone, brick, or iron is commonly used, except arch forms for interior arched openings" (Pittsburgh Press, 31 March 1894). Based on this ordinance, the buildings within the district could not be rebuilt in kind, and therefore, the property would need to "remain vacant or be occupied by better buildings." Continuing, the Post-Gazette reporter opined,

"the fire, therefore, while a heavy loss to individuals, was a benefit to the city at large" (Pittsburgh Post-Gazette, 25 August 1894:2).

Beginning in the 1890s, property values in Allegheny City began to fall on Beech Avenue, and in several middle-class streets. At the same time, a trend toward subdividing homes was introduced in a few mansions along Beech and West North avenues. More and more middle and working-class families, including many immigrants, began moving to the North Side, while the upper class looked to Pittsburgh's East End to escape the noise and crowding of Allegheny City. The area's demographic shift coincided with a rise in industry within the Second Ward's industrial corridor (the proposed district), due in part to improvements in the railroad corridor. This suggests that land, industry, and innovation was becoming more accessible to the middle class and immigrant populations. Further, after the disastrous 1894 fire, the district was primed to be rebuilt with substantial buildings constructed by enterprising middle-class industrialists, including opportunistic immigrants.

Second Generation of Construction & Land Uses (1894-1910)



Figure 27: R.D. Nuttall, Jr. Source: Nuttall Gear 2018.

While the first generation of buildings within the district were of wood-frame construction, the second generation of buildings were built with "fireproof" or "slow burning" methods; many of these buildings comprise the building stock in the proposed district today. A handful of the existing "second-generation" properties were constructed prior to 1894, including **three brick houses** (1100-1104 Galveston Avenue), the former Allegheny City Electric Light Plant (noted above), and the former R.D. Nuttall Company building:

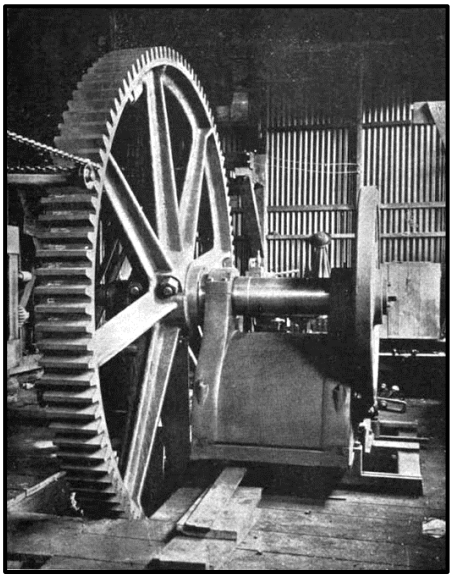


Figure 26: R.D. Nuttall & Co., plain spur gear, 12 feet in diameter and 15 inches face, with 4-inch pitch…. Weight 10 tons. Source: Penton Publishing Company 1899:11.

The **R.D. Nuttall & Company** (901 Behan Street) built a factory at the southwest corner of Behan Street and Galveston Avenue between 1890 and 1893; it manufactured gears, tools, and machinery. Richard D. Nuttall Jr. (1861-1939) was born in Pennsylvania and grew up in a large brick house on W. North Avenue facing West Park. His father, Richard Nuttall Sr., was an English immigrant who manufactured engines. As an adult, R.D. Nuttall Jr. lived in a modest house at 1407 Monterey Street, until late in his life when he followed the trend toward the north side's streetcar suburbs, and relocated his family to 3462 Perrysville Avenue. Nuttall started his company in 1887 at the age of 26, at the southwest corner of Grant and Bouquet streets (now Galveston Avenue and Behan Street). His company was the successor to the Eclipse Machine Company, and was described as "experimental and general

work, gear cutting, modeling, machinists tools, etc." (J.F. Diffenbacher 1889). The new company started with "one gear cutter, five men, and a combined capital of $500" (Nuttall Gear 2018), but it soon outgrew its modest factory. By 1901, the R.D. Nuttall & Company had relocated to Fayette Street and Garrison Place in downtown Pittsburgh (where the convention center is now located). The company moved again ca. 1911, when it relocated to Lawrenceville (J.F. Diffenbacher 1901; National Iron and Steel Publishing Company 1911:333). In 1928, the company was acquired by Westinghouse Electric Corporation, which became the Westinghouse Gearing Division. The R.D. Nuttall & Co. made important contributions to industry through its invention and improvements in gears, particularly single helical gears, flexible gearing for transportation applications, integral gear motors, force fed lubrication for large industrial enclosed gear drives, and gearing standards (Nuttall Gear 2018).

At the turn of the century, Pittsburgh was an industrial powerhouse; by 1911, it produced half of the nation's steel. The proliferation of this industry naturally prompted the development of interdependent industries – such as the variety of metallurgic businesses present within the district in 1901-1906. Those buildings which are still extant include the Bradley Manufacturing Company/Latshaw Pressed Steel & Pulley Co.; Federal Machine Co.; Henry Ulrich Machine Shop; and the Hipwell Manufacturing Company buildings (see Table 6 for a list of extant and non-extant buildings).

Table 6: 1901-1906 Primary Land Uses within the Potential District*	
• Vacant Lots	Vacant Land
• Agriculture/Subsistence	Various - J.L. Kennedy Stables** ('01-'06) - Maginn's Stables ('06) - City Stables D.P.W.** ('01-'06)
• Commerce/ Trade	Business - Allegheny Transfer Co. ('01-'06) - Boggs & Buhl warehouse ('01) - R.L. McCready (carpet supply)** ('06) - Consolidated Ice Co. ('01-'06) - M.L. Myers & Maggie Smith Buildings** ('01) - Thompson & Co. Print Works ('06)
• Industry/Processing/ Extraction	Wood working - Allegheny Carriage & Wagon Co. ('01) - W.B. Enos & Co. Lumber Yard ('06) - Phillips Column Co.** ('06) - Samuel Ward Wagon Shop ('06)
	Coal & Oil - Allegheny Coal & Lime Co. ('01)
	Metals - Allegheny Foundry Co. ('01-'06) - Granite Railway Signal Co. ('01-'06)

	- R.D. Nuttall & Co.** ('01) - Bradley Manufacturing Company** - Latshaw Pressed Steel & Pulley Co.** ('06) - Federal Machine Co.** ('06) - R.H. Danver Machine Shop ('06) - Henry Ulrich Machine Shop** ('06) - Monumental Iron & Wire Works ('06) - Hipwell Manufacturing Co.** ('01-'06)
	Energy Facility - Allegheny City Electric Plant** ('01-'06) - Iron City Heating Co.** ('06)
	Manufacturing Facility - Patterson & Co. (lime and cement) ('06) - Pittsburgh Concrete Co. ('06) - Seipp Manufacturing Co. ('01) - Cruikshank Bros. & Co. (preservatives)** ('01) - Soda Mint Gum Co.** ('06) - Keystone Fire Door Co.** ('06) - McCormick Harvester/ International Harvester Co.** ('06)
• Domestic, single-family dwelling	Brick Houses (3), Galveston Avenue** Brick Houses, Allegheny & W. North avenues Frame Houses
• Religion	Church - 9th United Presbyterian Church
*Based on mapping: *1906 Sanborn Fire Insurance Map.* **Building is still extant.	

Near the R.D. Nuttall & Company, the **Duff Construction Company** (825 Behan Street) was chartered in 1903, and first appeared on mapping dating to 1906. At the time, the business was listed as "sheet and plate iron working mill" (Sanborn). Soon after construction of its steel-frame building with metal cladding, the company was granted an ordinance allowing for its own railroad siding along Bouquet (Behan Street). In 1907, the company changed its name to Duff Patents Company, Incorporated. The company continued for many years. In 1922, an advertisement for the company read, "Manufacturers of Hand-Poked and Mechanical Producers. Sole Manufacturers of Christie Dryers, Calciners, Roasters, and Coolers" (Chemical Catalog Company, 1922:428). Mapping indicated that the company had expanded to the west and across Behan to the north by the mid-1920s. While the existing building is difficult to date based on appearance (as the cladding has been replaced and fenestration likely altered), it is probable that the original 1906 building is extant within the current structure.

The **Bradley Manufacturing Company** (901 Pennsylvania Avenue) was chartered in Pennsylvania 1902, though it appears other branches of the company may have existed in other locations. In March, Charles H. Bradley, Jr. broke ground for a new factory at the southeast corner of Pennsylvania and Allegheny

avenues. The new building was intended to produce engines that were previously only built in England (Pittsburgh Press, 20 January 1902; Weekly Gazette, 8 March 1902). Charles, the company's president, grew up on Centre Street, but later lived in a boarding house at 3938 St. Pierre Street, in Allegheny's 14th Ward (US Federal Census 1880, 1900). In 1904, a lawsuit was brought against the Bradley Manufacturing Company alleging the company defrauded a supplier, shorted them of payment, and decided to relocate to New York with the intention of swindling the plaintiff (Daily Post, 19 June 1904). Apparently, this signaled the end of the company (Allegheny Branch), because the building was sold to the Latshaw Pressed Steel & Pulley Company later that year.

The Latshaw Pressed Steel & Pulley Company was established ca. 1904. It produced large, industrial-sized pulleys, bells, and gongs. William Hart Latshaw (1884-1926) had been the vice president of the National Tube Company, but resigned due to poor health. In 1904, he acquired the building formerly owned by the Bradley Manufacturing Company and established the Latshaw Pressed Steel & Pulley Company (Pittsburgh Daily Post, 23 July 1904). W.H. Latshaw lived at 6100 Stanton Avenue in Pittsburgh's East End. A lawsuit against the company over patent ownership may have contributed to its early closure. In 1908, a third party auctioned the company and its assets (Daily Post, 12 April 1908). By 1910, the building became the Pennsylvania Steel Pulley Company. W.H. Latshaw retired from business.

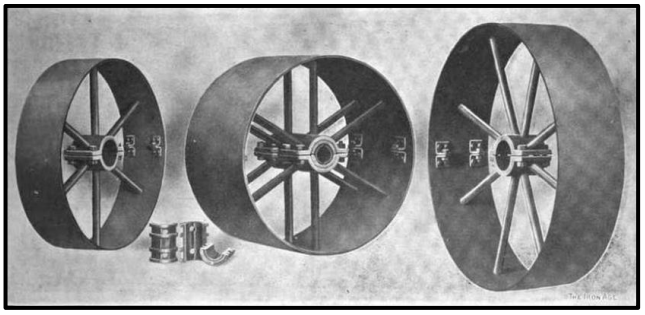


Figure 28: Six, twelve, and eight arm types of steel split pulleys made by the Latshaw Pressed Steel & Pulley Company. Source: Williams 1906.

In 1902, the **Federal Machine Company** (912 Behan Street) was chartered, soon thereafter purchased a brick building at the northwest corner of Bouquet (Behan Street) and Grant (Galveston Avenue). The original owner, the Pittsburgh Concrete Company, had been a short-lived enterprise. The directors of the Federal Machine Company were Jacob C. Beistle, Elmer E. Kidney, and D.G. Knittel, who started their business with $15,000 in capital. In 1913, Josiah, Arthur, and Frank Barrett incorporated Barrett Machine Company, which acquired the building and carried on the machine company business (Post-Gazette, 3 January 1913).

Several other metallurgic businesses within the proposed district were getting their start at the turn of the century, during the second generation of construction in the area. One of these, the **Henry Ulrich Machine Shop** (810 Riversea Road) was founded in 1902, from the former Ulrich-Stewart Machine Company. This company persisted for many years; a machine shop was operating in this location at least through 1951 (Sanborn 1951).

The **Hipwell Manufacturing Company** (825-839 W. North Avenue) constructed its first building on W. North Avenue in 1896, which was enlarged by 1898. As the company grew, Hipwell acquired additional

space in adjacent buildings ca. 1907, 1917, 1922, and 1967. The Hipwell Manufacturing Company produced "every variety of sheet metal and wire goods," in addition to "lamps, lamp goods and electric supplies" (Lucas 2006). In fact, the company's range of products falls into several main categories: lighting and lamps, telephones, batteries, flashlights, and miscellaneous (machinery, tables, mirrors, frames, heaters, bed warmers, fire extinguishers, spark plugs, grease gun, measuring can for automobiles, and games). The Hipwell Manufacturing Company (HIPCO) operated at this location for 109 years, and during that time, five generations of Hipwell family members were instrumental in advancing lighting technologies, single-cell batteries, and other inventions.

Improvements to the PFW&C Division of the Pennsylvania Railroad also prompted development within the proposed district. Construction of a new passenger depot on Federal Street (between 1905 and 1907) and a grade separation throughout the city ca. 1904-1911 helped to increase the desirability for manufacturing along Pennsylvania and W. North avenues, west of the tracks. Railroad sidings began to traverse the district, giving immediate transportation access to businesses in the corridor (Peterson and Rooney 2015: 162).

The **McCormick Harvester Company** (810 W. North Avenue), located its office, sales, and warehouse building at the northwest corner of W. North Avenue and the railroad in 1902. The building had its own railroad siding, which provided internal access to the warehouse. In 1902, J.P. Morgan merged the McCormick Harvesting Machine Company with the Deering Harvester Company, and three smaller agricultural equipment firms to form International Harvester Company of America. These changes appear on mapping dating to 1906 (Sanborn 1906) (Pittsburgh Press, 17 August 1906). By 1913, the company enlarged the building with an addition to the west façade, which created a party-wall with the **North Avenue Carpet Cleaning Company** (828 West North Avenue). International Harvester operated out of the location until 1959, when it moved to Leetsdale (Pittsburgh Press, 13 July 1959). The North Avenue Carpet Cleaning Company building was constructed in 1901; Richard L. McCready was the proprietor. In 1924, the building was sold to John F. and Peter W. Katsafanas, who operated a coffee business.

Adjacent to the North Avenue Cleaning Company, the **Allegheny City Stables** (840 W. North Avenue) occupied a large, three-story, brick structure used to house work animals. Constructed in 1896, the municipally-owned building was necessary as public works activities (towing, hauling, etc.) were conducted via horse-power. After Allegheny City's annexation, the City of Pittsburgh Department of Public Works continued to use the building well into the twentieth century (as late as 1969) (Zinn 2009:12).

Across the street, John L. Kennedy owned another livery building. Also constructed in 1896, the **Kennedy Stable** (825 W. North Avenue) was a similar, three-story, brick building. Unlike the Allegheny City Stables, however, Kennedy's stable was short lived. He died in 1889, impoverished and in debt (Pittsburgh Post-Gazette, 9 March 1898:4). The building was sold in 1922 to the Hipwell Manufacturing Company (ACDB 2133:568).

The Hipwell Manufacturing Company also acquired the former **Iron City Pharmacal Company** building (837 W. North Avenue), which was constructed in 1899. By 1906, the building was used by the Soda Mint Gum Company, with packing, storage, and offices on the first floor, and wrapping on the second floor.

Third and fourth floor uses were not listed (Sanborn 1906). An earlier newspaper advertisement (for Soda Mint Gum manufactured by the Ohio Gum Company) touted "wide renown as an antiseptic cure for indigestion, sick headache, sea sickness and all stomach troubles," among other ailments (Pittsburgh Press, 4 June 1899:14). In 1903, the Soda Mint Gum Company placed a want-ad for "young ladies" to work in the chewing gum factory. In 1907, the four-story building sustained a significant fire, resulting in property loss valued at $50,000 and the loss of employment for 150 workers. At that time, the gum company was operated by Sands-Richey. Apparently, a portion of the building was occupied by the Hipwell Manufacturing Company, and during the fire, company volunteers succeeded in removing several barrels of gasoline from this portion of the building, thus preventing a more substantial loss (Topeka State Journal, 23 November 1907:5). It is unclear whether the fire permanently shuttered the factory; the building was advertised for rent in 1909 (Pittsburgh Press, 28 March 1909:35).

One building to the west, the **Allegheny Transfer Company** (839 W. North Avenue) was one of the first to be rebuilt after the 1894 fire. Constructed in 1895, this "slow combustion" building followed the new building code to allow for maximum fire safety. Transfer companies were historically used to transfer and warehouse household goods, furniture, materials, and products short distances between specific terminals. They were often situated near railroads, and before the advent of gas-powered vehicles, depended heavily upon animals (horses) for transportation. The Allegheny Transfer Company also provided "separate apartments for storage of furniture," and man-power to maneuver goods. In 1900, the North Avenue Allegheny Transfer and Storage Co. advertised for sale "all kinds of household goods," to cover the cost of storage, likely from customers who did not pay their bills (Pittsburgh Daily Post, 30 January 1900:7).

Toward the eastern side of the railroad tracks, two more businesses [with extant buildings] were established during this period of growth. The **M.L. Myers building** (1225-1235 Brighton Road), and **Cruikshank Bros. & Co.** (850 Pennsylvania Avenue). The Myers building appears on mapping as a brick stable or warehouse, as denoted on mapping (Hopkins 1901). An advertisement dating to 1904 proclaims the sale of "transfer and general hauling business" at 1233 Irwin Avenue, which may approximate the time when the Keystone Fire Door Company moved in (Pittsburgh Press, 25 October 1904). The Keystone Fire Door Company appears on mapping through 1926, which speaks to the businesses' success, due in part to twentieth-century fire safety codes and regulations.

Finally, Cruikshank Brothers & Co. found a temporary home in the buildings they constructed at the northeast corner of Pennsylvania Avenue and the railroad tracks. The business first occupied a frame/brick/iron building fronting Pennsylvania Avenue between 1890 and 1893. In 1899, the company purchased property immediately to the north, where they built the existing, four-story, brick factory. Cruickshank Brothers & Company, later known as Crubro, produced a successful line of jellies and jams sold in the Pittsburgh area beginning in 1879 (from a grocery store on nearby Arch Street). The business was short-lived at the Pennsylvania Avenue location; by 1906 it had relocated to a larger, 116,000 square foot warehouse and factory along the Ohio River. The brand eventually became nationally distributed until the company closed in 1956 (Cruikshank 2009). By 1906, the Iron City Heating Company had taken over the two buildings on Pennsylvania Avenue, remaining there through the 1920s, or later.

Third Generation of Construction and Mid-Century Land Uses (1910-1968)

By 1920, the rapid expansion and growth in Pittsburgh's lower North Side leveled out. Maturing commercial districts and residential neighborhoods were rooted in a steady economy. By the 1930s, the elite families of Allegheny West had all but dispersed to their suburban homes. Some elderly family members stayed in their family properties until the 1930s, at which point many mansions were subdivided or converted to boardinghouses. The owners of factories within the district were no different; they tended to move away from the industrial center and into the suburbs during this period. Within the district, metallurgic industries were still predominant, though the industrial uses became more diversified and concentrated.

After 1910, and prior to the Great Depression, the district filled-out, increasing the building density and decreasing vacant space. The **Thompson & Co. Paintworks** (913 Behan Street) built an addition to the rear of its property (the former R.D. Nuttall & Co. building) between 1910 and 1925. Behind that, the **J.C. Dickson Machine Company** (915 Behan Street) building was constructed during the same period. A two-story, brick building was constructed adjacent to the Hipwell Manufacturing Company buildings in the 1920s, and used by the **Duffy Electric Co., Inc.** (847 W. North Avenue), and later as a confectionery and lunch room. Continuing to the west, a **sheet metal warehouse** was constructed at 851 W. North Avenue ca. 1926-1951, replacing an earlier brick-nogged livery and boarding stable. A one-story brick building replaced earlier frame structures at 1225-1227 Irwin Avenue, becoming a broom warehouse. Finally, at 856 W. North Avenue, the **Chase G. Hanny & Co.** (iron and metals) built or greatly modified a two-story brick structure between 1910 and 1926.

Other changes to the district prior to the Great Depression included the addition of railroad sidings to the landscape, the presence of lumber piles on vacant land, and the introduction of two wholesale grocery warehouses to the district. The larger of these is still extant, the **Allen Kirkpatrick Company, Inc.** (southeast corner of Behan Street & Galveston Avenue). Established in 1853, and previously located at 903 Liberty Street, the company applied for a building permit to construct a new warehouse on Behan Street in 1923 (Pittsburgh Daily Post, 12 April 1923:10). The new warehouse was immediately adjacent to the extended railroad siding, making it an ideal location for a grocery warehouse. Presumably it was after the depression years when this building became the home of the Pittsburgh Tag & Pittsburgh Cut Wire Company, another metallurgic company. The **Polar Water Company** (935 W. North Avenue) was founded in 1902, and moved into its home on W. North Avenue by 1928 (Post-Gazette, 12 July 1928). The company filtered and bottled water which it provided to clients on a subscription basis. It was highly successful, and eventually began looking for a larger space. Polar water stayed at 939 W. North Avenue through ca. 1979, when it relocated to Beaver Avenue.



Figure 29: Polar Water advertisement. Source: Pittsburgh Press, 28 September 1947.

Table 7: 1926 Primary Land Uses within the Potential District*	
• Vacant	Vacant Land, Vacant Buildings
• Agriculture/Subsistence	Stables - City Stables D.P.W.**
• Commerce/ Trade	Business - Consolidated Ice Co. - Grocery Warehouse - Coffee Roasting** - Allen Kirkpatrick Co, Inc. (wholesale groceries)**
• Industry/Processing/ Extraction	Wood - Lumber Piles (x3)
	Metals - Williams & Co., Inc.** - Frick & Lindsay Co.** - McDowell & Co. - The Barrett Machine Co.** - B.D. Reed Machinery Co. - Sheet Metal Warehouse** - Hipwell Manufacturing Co.** - Rasner & Dinger Co., sheet metal - Duff Patents Company, Inc.** - Allegheny Foundry Co.** - J.C. Dickson Machine Co.** - Machine Shop** - Frank H. Robinson, Inc.
	Energy Facility - Duquesne Light Company** - Iron City Heating Co.**
	Manufacturing Facility - Thompson & Co. Paint Works** - Broom Warehouse** - Keystone Fire Door Co.** - International Harvester Co.**
• Domestic, single-family dwelling	Brick Houses (3), Galveston Avenue** Brick Houses, Allegheny & W. North avenues Frame Houses
• Religion	Church - Second Church of Christ Scientist
*Based on mapping: *1926 Sanborn Fire Insurance Map.* **Building is still extant.	

The Great Depression hit Pittsburgh hard; of the ten banks operating on the North Side, all either closed permanently or temporarily, and nearly everyone lost 40 to 100 percent of their savings. In the best scenario, the Perry State Bank returned 91-percent of the depositors' savings, though many banks returned significantly less (Peterson and Rooney 2015:191). Toward the end of the decade, economic recovery gained traction, which was hastened by the onset of World War II. The war helped to revitalize Pittsburgh's manufacturing sector. It attracted skilled and unskilled workers to the city, which again changed the city's built environment and population demographic (Peterson and Rooney 2015: 200).

Metallurgic industries continued to play a dominant role in the potential district's landscape, even if some of the buildings were used simply for product warehousing purposes. The number of buildings used for storage purposes increased considerably, and many of those were used to store sheet metal products. The railroad sidings added to the area in the 1920s likely accommodated the development of warehousing as a prominent use.

A few new metal-related businesses appeared, including the **Fort Duquesne Steel Company** (formerly the Tin Mill Products Corporation) (1200 Galveston Avenue). Constructed in 1945, this building was used for "shearing and slitting flat rolled steel" (Pittsburgh Press, 2 January 1946). The plant grew over the next several decades with an expansion in Allentown. The Galveston Avenue building was sold in 1978, during the period of collapse of Pittsburgh's the steel industry. It was sold to Gary and Eleanor Bahm who designed to expand the Cardell Sales Inc. operation (Pittsburgh Press 9 July 1978). Brothers' Brother Foundation occupied the building by 1988 (Indiana Gazette, 29 September 1988).

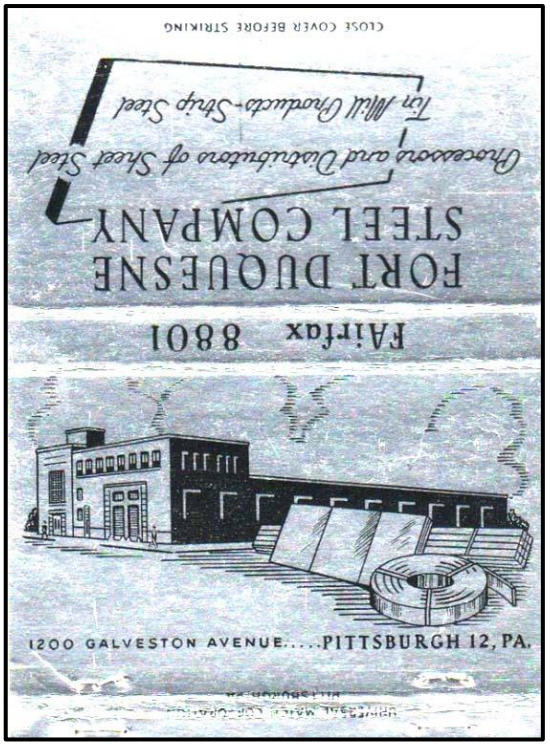


Figure 30: Fort Duquesne Steel Company matchbook cover, "Processors and Distributors of Sheet Steel, Tin Mill Products – Strip Steel." Source: ebay.

During the post-WWII period, very little vacant land or vacant buildings were available within the proposed district. Further, there was a diversification in businesses, including motor freight, grocery, restaurant, housing, and warehousing uses. One of the new businesses was the **United States Plywood Corporation** (941 Behan Street). In 1944, it purchased and remodeled a building formerly owned by the Grabler Manufacturing Company (Pittsburgh Press, 26 October 1944), and which was originally constructed by the United States Radiator Corporation in the 1930s. The United States Plywood Corporation occupied the building through 1954.

The effect of the growing automobile market on the district is another notable change that occurred between 1910 and 1968. As trucking began to take over rail service for industrial transportation, the

railroad sidings were removed from the district (between 1951 and 1957). In 1947, the **Abbott Sales and Services** car dealership converted the former 9th United Presbyterian Church (later the Church of Christ Scientist) into a car sales and services building. The church's foundation is extant, but the rest of the building is unrecognizable. To the west, Abbott Sales and Services used the building at 922-926 W. North Avenue as an **auto painting** facility (1951 Sanborn). `

Finally, the newest building in the potential district is the Salvation Army's **Harbor Light Center** (857 W.North Avenue) constructed in 1964. The original purpose of the building was to serve as a "youth center and emergency home" (Post-Gazette, 21 April 1964). The Harbor Light program started in 1957 at a location on Federal Street, but was relocated to W. North Avenue. The center provides services to addicts, including housing, counseling, health care, and more.

Table 8: 1951 Primary Land Uses within the Potential District*	
• Government	Public Works, Dept. of Streets & Sewers - Garage & Warehouse**
• Commerce/ Trade	Business - Furniture and Roofing Warehouse** - Private garage and storage** - Plumbers' Supplies** - Wholesale Beer Warehouse** - Francis H. Leggett & Co. Wholesale Grocery Warehouse** - United States Plywood Corporation Warehouse** - Motor Freight Garage - Furnace Warehouse** - Auto Paints** - Polar Water Co.** - Auto Sales & Service** - Coffee Roasting** - Private garage and storage - Restaurant - Motor Freight Depot** - International Harvester Co.**
• Industry/Processing/ Extraction	Wood - Lumber Piles (x13)
	Metals - Machine Shop** - Sheet Metal Shop** - Fort Duquesne Steel Co. & Tin Mill Products Corporation** - Williams & Co., Inc.** - The Barrett Machine Co.** - Frank H. Robinson, Inc. - Foundry/Machine Shop

	- Pittsburgh Tag & Pittsburg Cut Wire Co.** - Steel & Engineering Inc. Sheet Metal Warehouse** - Hipwell Manufacturing Co.** - Rasner & Dinger Co., sheet metal - Wire Rope & Wire Insulation**
	Energy Facility - Duquesne Light Company**
• Domestic, single-family dwelling	Brick Houses (3), Galveston Avenue** Brick Houses, Allegheny & W. North avenues Frame Houses
*Based on mapping: *1951 Sanborn Fire Insurance Map.* **Building is still extant.	

Significance

The Allegheny Second Ward Industrial Historic District is recommended *eligible* for listing in the NRHP under Criteria A and C. Under Criterion A, the District is eligible in the area of industry, for its association with events that have made a significant contribution to the broad patterns of our history. Under Criterion C, the District is eligible in the area of architecture, as it both embodies distinctive characteristics of a type, period, and method of construction and represents a significant and distinguishable entity whose components may lack individual distinction.

Examining the district eligibility under both Criteria A and C, the district is an intact cluster of turn-of-the-twentieth-century industrial buildings. This district conveys significance as a specific type of industrial construction promoting fire safety. As an exemplar of this industrial construction typology, the district also conveys significance as a resultant built record of the specific pattern of events shaping industrial building design policy in turn-of-the-century Allegheny City. The largest group of extant buildings (47-percent) were constructed between 1894 and 1910 as "second-generation" buildings (meaning they replaced earlier frame construction). An additional 20-percent were constructed in the preceding years using substantial brick construction. This district serves as a visual representation of the transition between first and second generation building types; the transition between frame and masonry construction. In, 1894, Allegheny City enacted a building code that essentially mandated the use of "fireproof" or "slow burning" construction methods, specifying wall thicknesses, fire breaks, etc. Coincidently, a devastating fire—roughly within the boundaries of the proposed district—destroyed a section of the Second Ward Industrial area that had widely been considered a "fire trap." Due largely to the number of industrial frame building, the area was considered prime fodder for conflagration. With the new building code in place, frame buildings could not be rebuilt. The parcels would either need to remain vacant or be reconstructed using satisfactory materials and construction techniques. Newspapers reported that "the fire… while a heavy loss to individuals, was a benefit to the city at large" (Pittsburgh Post-Gazette, 25 August 1894:2). In the years following the fire, the proposed district experienced a marked period of growth. Second-generation buildings replaced first-generation buildings. Today, the buildings comprising the proposed Allegheny Second Ward Industrial Historic District are representative

of this period of growth; embodying the specific construction techniques that were shaped by policy enacted largely due to a specific pattern of events in turn-of-the-twentieth-century Allegheny City.

Examining the district eligibility specifically under Criterion A, the district represents a period of social and economic transition in Allegheny City. Beginning in the 1890s, businesses and industrial concerns were founded and expanded in the Second Ward, adding to the congestion, pollution, and noise. These factors hastened the removal of middle- and upper-class families to abandon the North Side in favor of fashionable streetcar suburbs in the upper North Side and Pittsburgh's East End. Eventually, even the successful industrialists who shaped the industrial district permanently relocated. Turn-of-the-century railroad improvements led to Second Ward property becoming more valuable for manufacturing and industrial concerns. Coupled with the rise of Pittsburgh's steel industry, these improvements made industrial and manufacturing uses possible and attracted immigrant and lower-class laborers, who often resided in subdivided dwellings or rooming houses.

The proposed district's significance under Criterion A derives from its encapsulation of the energy surrounding the rise of Pittsburgh's steel industry at the turn-of-the-twentieth-century. While iron and steel had been a significant industry in Pittsburgh prior to the 1890s, it continued to develop during this period (1894-1910). By 1911, Pittsburgh was producing half the nation's steel (Wikipedia contributors 2018). Not coincidentally, the primary historic building use in the Allegheny Second Ward Industrial District was Industry/Manufacturing/Processing (53-percent), specifically, metals. This was a period of innovation for metallurgic industries, whose interdependent relationship with steel resulted in such businesses as: R.D. Nuttall & Company (901 Behan Street) (manufacturers of industrial gears); Latshaw Pressed Steel & Pulley Company (901 Pennsylvania Avenue); the Federal Machine Company (912 Behan Street); the Henry Ulrich Machine Shop (810 Riversea Road); and the Hipwell Manufacturing Company (825-839 W. North Avenue) (manufacturers of sheet metal, flashlights, machinery, heaters, etc.). This trend continued through the 1920s as the district filled-out, and into the 1950s, as a third generation of buildings appeared. Metallurgic business examples from 1951 include: the Fort Duquesne Steel Co. (1200 Galveston Avenue); Williams & Company (901 Pennsylvania Avenue); Pittsburgh Tag & Pittsburg Cut Wire Co. (945 Behan Street); Wire Rope & Wire Insultation (851 W. North Avenue); and multiple warehouses used for storing sheet metal, among other products.

Examining the district eligibility specifically under Criterion C, the district derives significance as an embodiment of the prevailing architectural styles of its period of significance; specifically, the Italianate, Romanesque, Classical Revival, and Art Deco/Moderne styles. Of the 30 resources contained within the proposed district, over half (53-percent) exhibit an overt and identifiable architectural style that is related to the proposed district's period of significance. Signature buildings serving as stylistic exemplars within the proposed district include the former Allegheny City Electric Station and its associated building (Italianate/Romanesque) (828-870 Riversea Road), the former Allegheny City Stables (Romanesque) (840 W. North Avenue), the former Hipwell Manufacturing Company group (Italianate/Romanesque) (825-839 W. North Avenue), the former International Harvester Building (Classical Revival) (810 W. North Avenue), the former Katsafanas Coffee Company Building (Art Deco) (828 W. North Avenue), and the former Abbott Sales & Service Building (Moderne) (900 W. North Avenue). Whereas the aforementioned do not serve

as individually distinguished examples of their respective styles, collectively, the proposed district represents a stylistic evolution of the industrial typology that the viewer understands and experiences as a cohesive whole; with sufficient integrity to convey the associative qualities of its particular place in time

Location 4 – Pennsylvania Avenue Bridge

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # 112372
ER# 2018-1595-003
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line

CURRENT/COMMON NAME Norfolk Southern Railway: Fort Wayne Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment)

OWNER NAME/ADDRESS Norfolk Southern Corporation /1200 Peachtree St. NE, Atlanta, GA 30309

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION 265-ft. of railroad right-of-way to the SE of intersection of Pennsylvania & Galveston avenues (milepost PC-1.82)

STREET ADDRESS _____ **ZIP** _____

CATEGORY OF PROPERTY ☐ Building ■ District ☐ Object ☐ Site ■ Structure

OWNERSHIP ☐ Private ■ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal

TAX PARCEL #/YEAR _____

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Retaining walls		
Standard RR safety railings		
Iron fencing		

Acreage (round to nearest tenth) 0.7

Key # **112372**

ER# 2018-1595-003

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation

Walls

Roof

Other

Structural System

WIDTH 110 (feet) or _____ (# bays) **DEPTH** 265 (feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1880 ■ Circa 1910 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Railroad histories and historic maps. Ca. 1880 tracks 3 and 4 added; ca. 1910 grade separation.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations DOE 9-14-93: PRR: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain Proposed raising of bridge and approach roads to increase track vertical clearance.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112372**

ER# 2018-1595-003

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance A and C

Criteria Considerations _____ Period of Significance 1848-1958

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112372**

ER# 2018-1595-003

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date Feb. 17, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

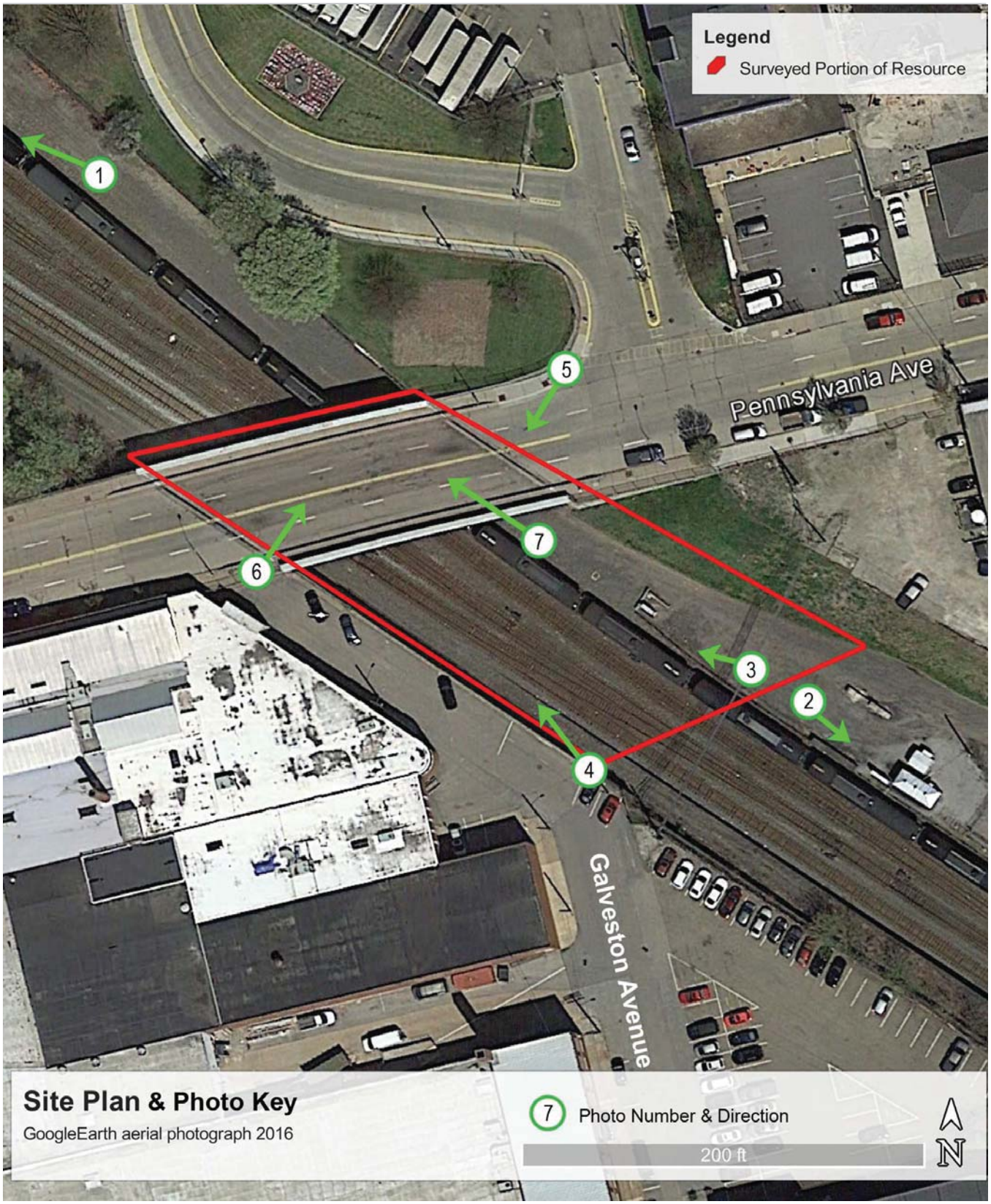
Photo #	Photo Subject/Description	Camera Facing
1	Rail corridor extending northwest beyond edge of survey area showing north side railyard, overhead railroad signals, and the Columbus Avenue Bridge in background.	NW
2	Rail corridor extending southeast beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety rails, and ramp to elevated out-of-service siding for the former International Harvester Building. View from terminus of northeast wall.	SE
3	Portion of rail corridor within the study area extending northwest from the southeast edge of survey area to the far side of the Pennsylvania Avenue Bridge. View from northeast wall.	NW
4	Ca. 1980 Pennsylvania Avenue Bridge showing southeast girder and northeast abutment. View from southwest retaining wall.	NW
5	Pennsylvania Avenue Bridge showing bridge deck and southeast girder.	SW
6	Pennsylvania Avenue Bridge showing bridge deck and northwest girder.	NE
7	Profile of Pennsylvania Avenue Bridge southwest abutment (left), southeast girder (center), and northeast abutment (right).	NW

Key # **112372**

ER# 2018-1595-003

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



Bibliography (Item 32)

Baer, Christopher T.

2015 A General Chronology of the Pennsylvania Railroad Company its Predecessors and Successors and its Historical Context. June 2015 Edition. Electronic document. http://www.prrths.com/newprr_files/Hagley/PRR_hagley_intro.htm, accessed April 26, 2018.

Barrett, Brenda

1993 Letter to David J. Sands, Consolidated Rail Corporation, from Brenda Barrett, Director, Pennsylvania Historical & Museum Commission, Bureau for Historic Preservation (PHMC-BHP), regarding Pennsylvania Double-Stack Clearance Improvement Project, ER# 93-4041-042. Letter on file at PHMC-BHP, Harrisburg, Pennsylvania.

G.M. Hopkins & Co.

1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.

1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.

1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.

1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh, Ft. Wayne, & Chicago Division, Pennsylvania Railroad

Ca. 1880-1917 Numerous engineering drawings pertaining to the track elevation and depression at Allegheny (Pittsburgh), Pennsylvania. In collection of the Pennsylvania Railroad Technical and Historical Society, Lewistown, Pennsylvania.

1902-1912 *Annual Report of the Board of Directors of Pittsburgh, Ft. Wayne, and Chicago Railway to the Stock and Bond Holders*. Eichbaum Co. Press, Pittsburgh, Pennsylvania. In collection of Pennsylvania State Archives, MG 286, Penn Central Railroad Records—Minor Subsidiaries—Pittsburgh, Ft. Wayne, and Chicago Railway Co.

Roberts, Solomon W.

1850 "Map of the Ohio and Pennsylvania Railroad and connecting lines." Ohio and Pennsylvania Rail-Road Company. Pittsburgh, Pennsylvania. Electronic document, https://www.loc.gov/item/98688751/, accessed March 6, 2018.

Sanborn Map Company

1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 14. Corrected to 1951. Sanborn Map Company, New York.

Stevenson & Foster

1875 *Corporate History of the Pittsburgh, Fort Wayne and Chicago Railway Company: Together with the Mortgages, Leases, Deeds and Agreements of that Corporation, Assumed by the Pennsylvania Company, and in Force Aug. 1, 1875.* Stenson & Foster, Pittsburgh, Pennsylvania. Electronic document. https://books.google.com/books?id=gz1JAAAAYAAJ&source=gbs_navlinks_s, accessed March 6, 2018.

U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Rail corridor extending northwest beyond edge of survey area showing north side railyard, overhead railroad signals, and the Columbus Avenue Bridge in background, facing northwest.



Photo 2: Rail corridor extending southeast beyond edge of survey area showing ca. 1910-11 grade separation with depressed rail corridor, concrete retaining walls with stone coping, standard PRR safety rails, and ramp to elevated out-of-service siding for the former International Harvester Building. View from terminus of northeast wall facing southeast.



Photo 3: Portion of rail corridor within the study area extending northwest from the southeast edge of survey area to the far side of the Pennsylvania Avenue Bridge. View from northeast wall facing northwest.



Photo 4: Ca. 1980 Pennsylvania Avenue Bridge showing southeast girder and northeast abutment. View from southwest retaining wall, facing northwest.



Photo 5: Pennsylvania Avenue Bridge showing bridge deck and southeast girder, facing southwest.



Photo 6: Pennsylvania Avenue Bridge showing bridge deck and northwest girder, facing northeast.

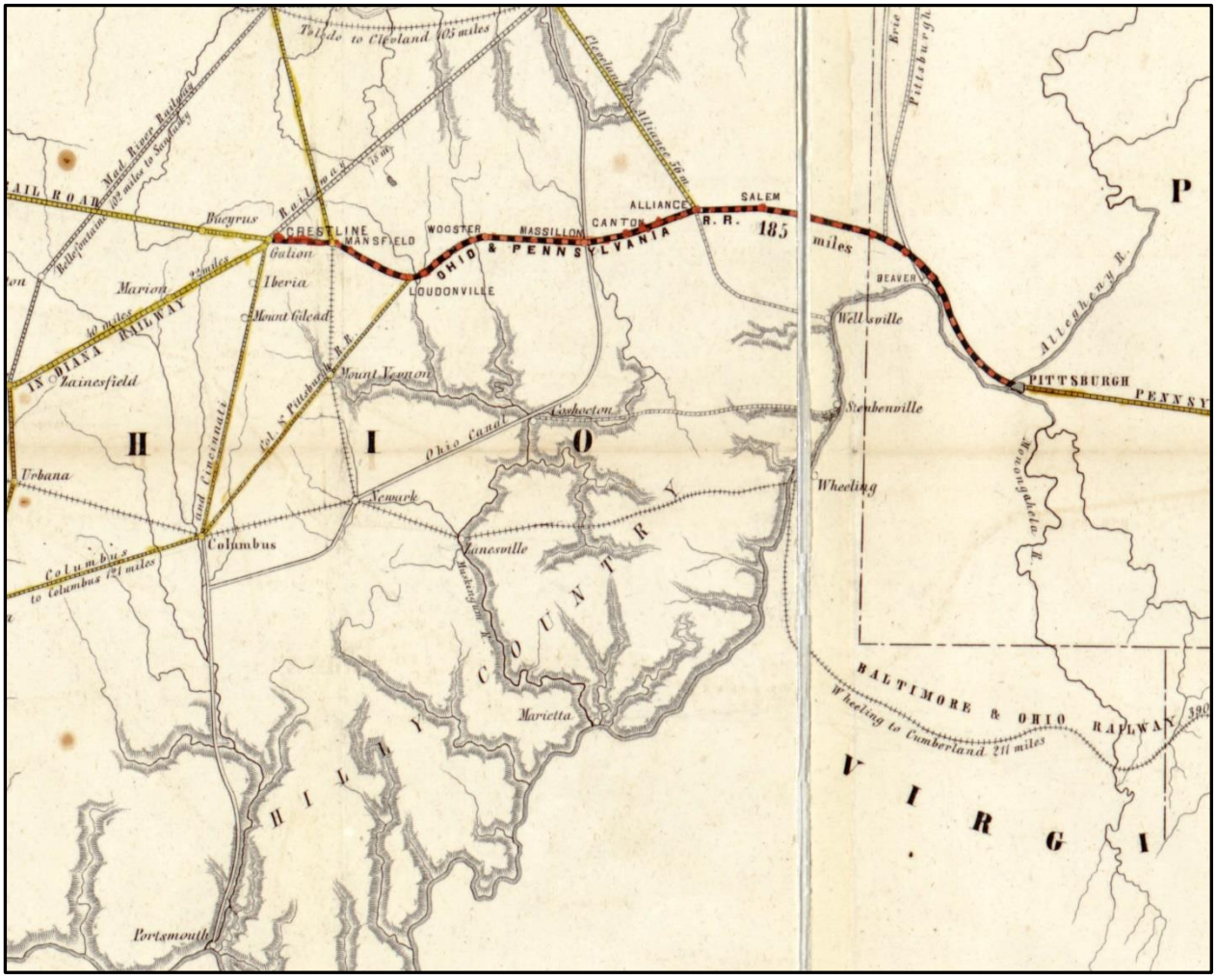


Photo 7: Profile of Pennsylvania Avenue Bridge southwest abutment (left), southeast girder (center), and northeast abutment (right), facing northwest.

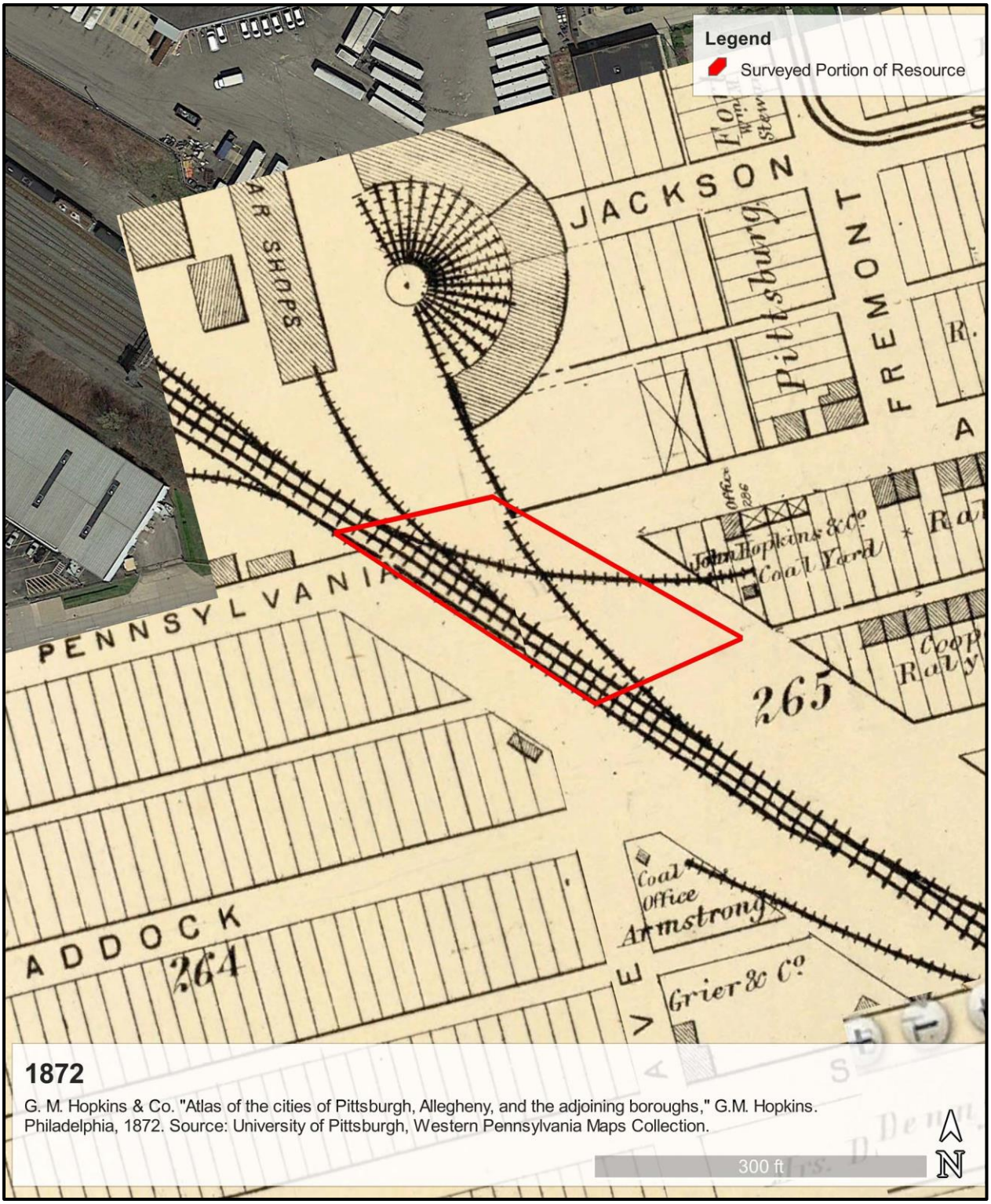
USGS Map (Item 36)

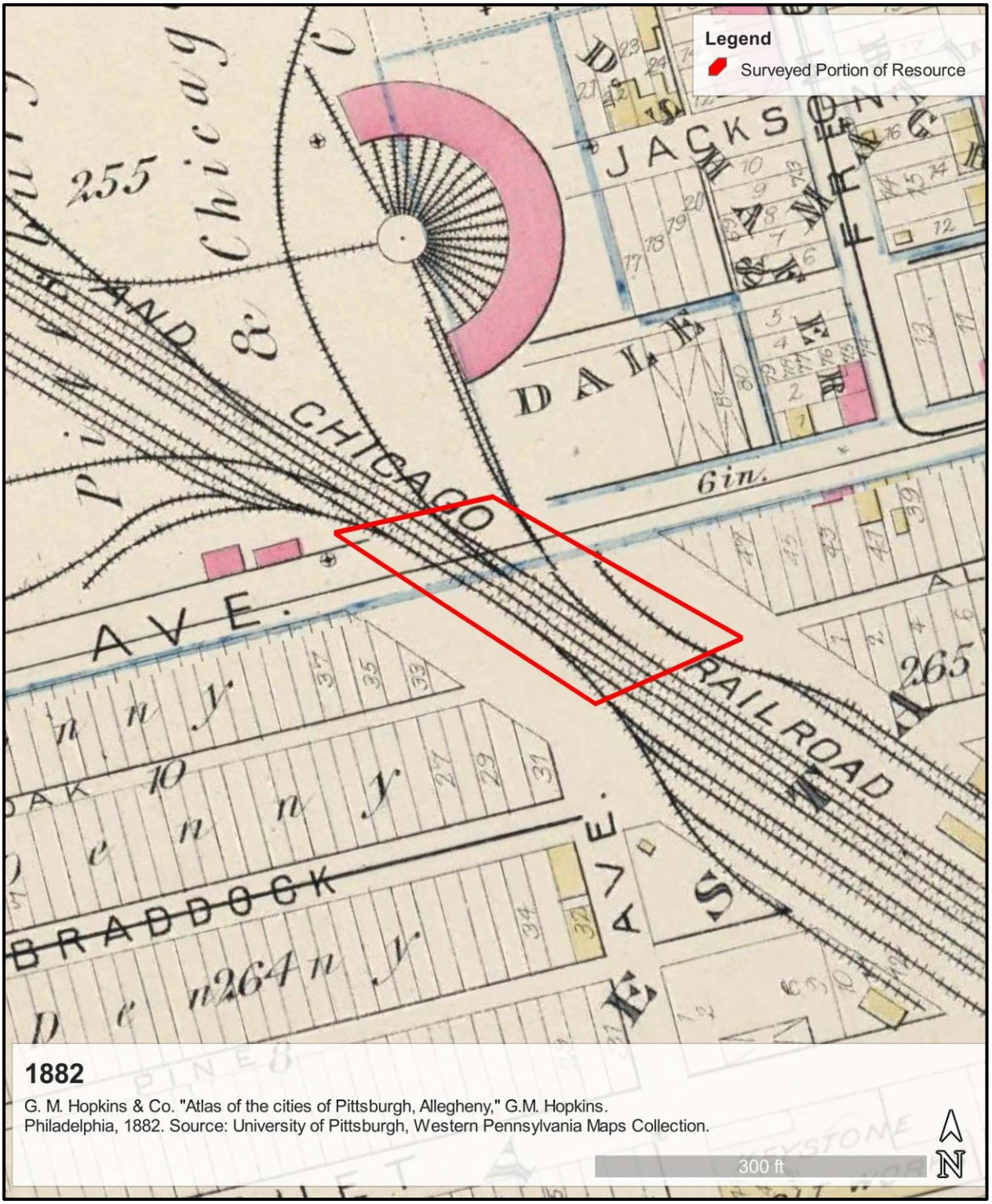


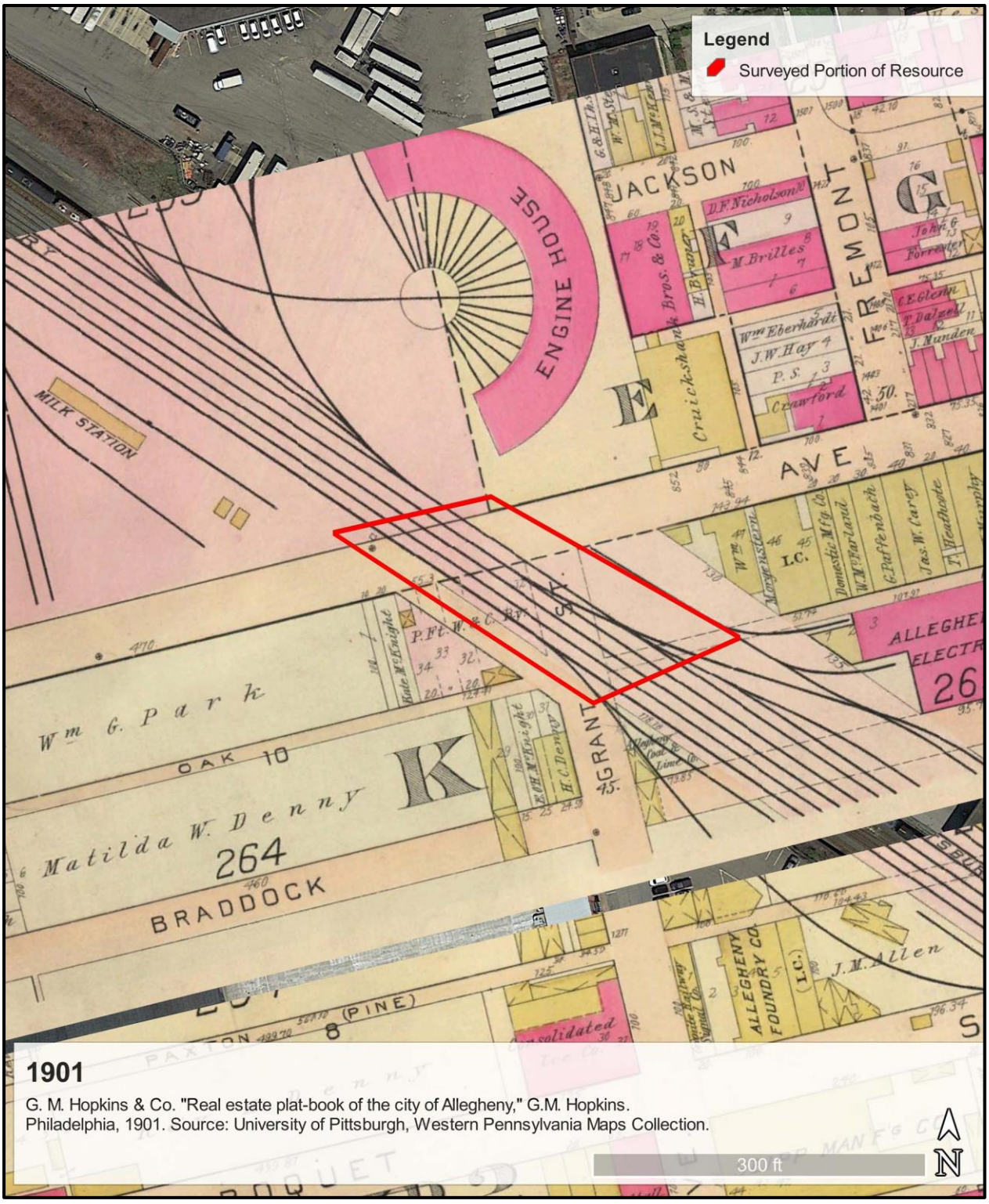
Historical Maps (Optional Attachment, Item 37)

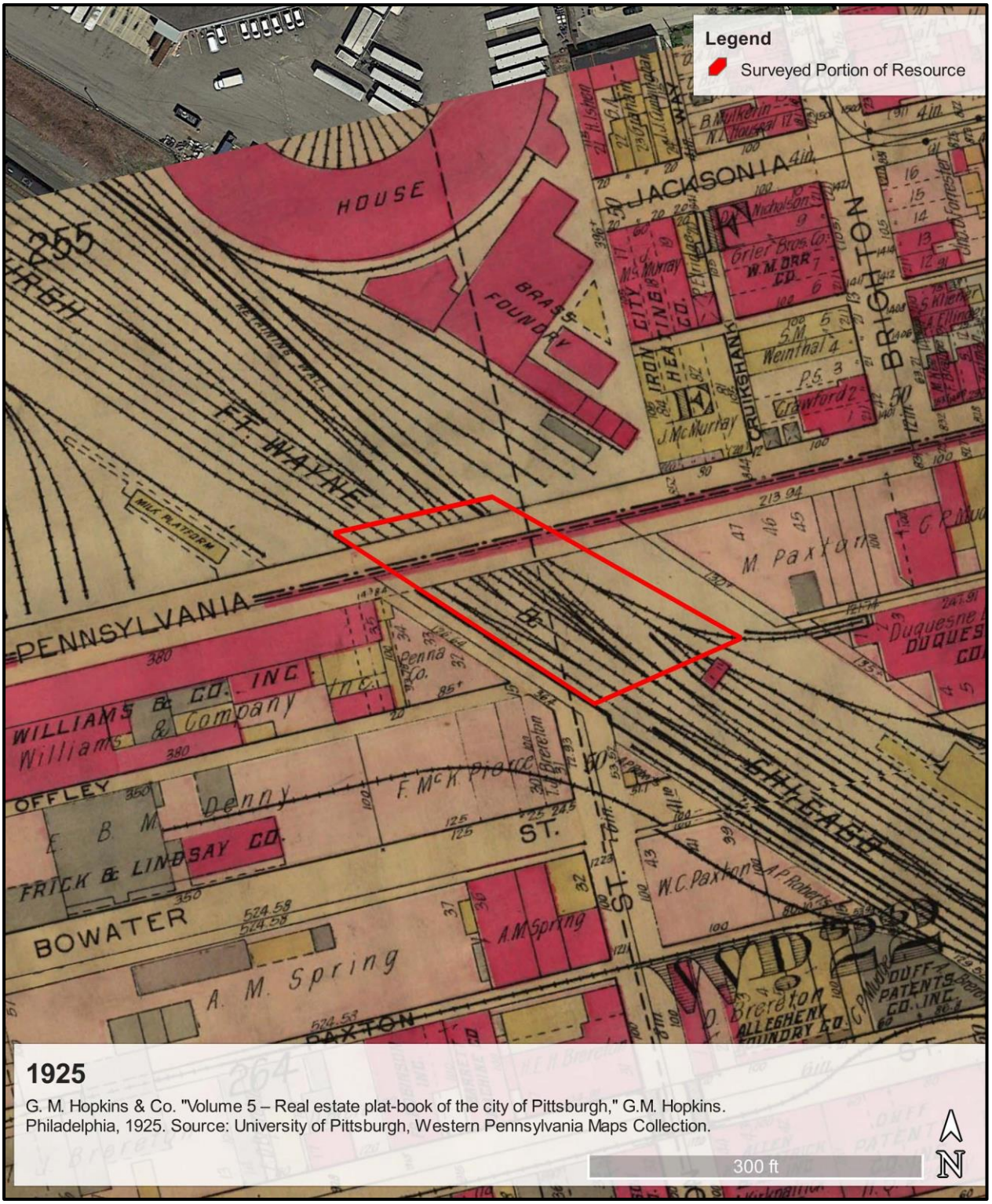


Portion of the 1850 map showing the proposed route of Ohio and Pennsylvania Railroad line (in red) from Pittsburgh, Pennsylvania to Crestline, Ohio (Roberts 1850).

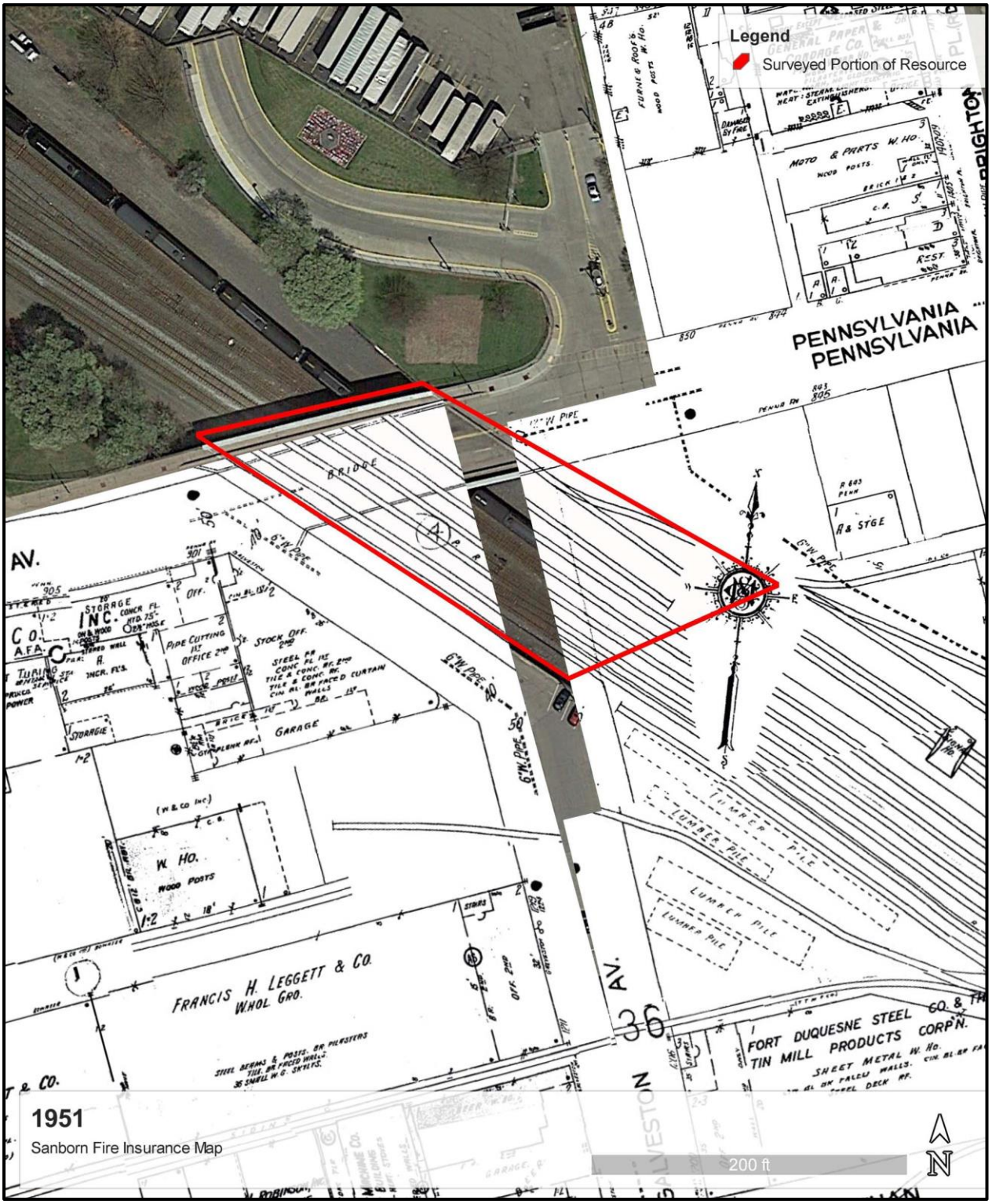

Legend
Surveyed Portion of Resource
JACKSON
FREMONT
AR SHOPS
PENNSYLVANIA
John Hopkins & Co
Coal Yard
265
264
ADDOCK
Coal
Office
Armstrong
Grier & Co
1872
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs," G.M. Hopkins. Philadelphia, 1872. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N

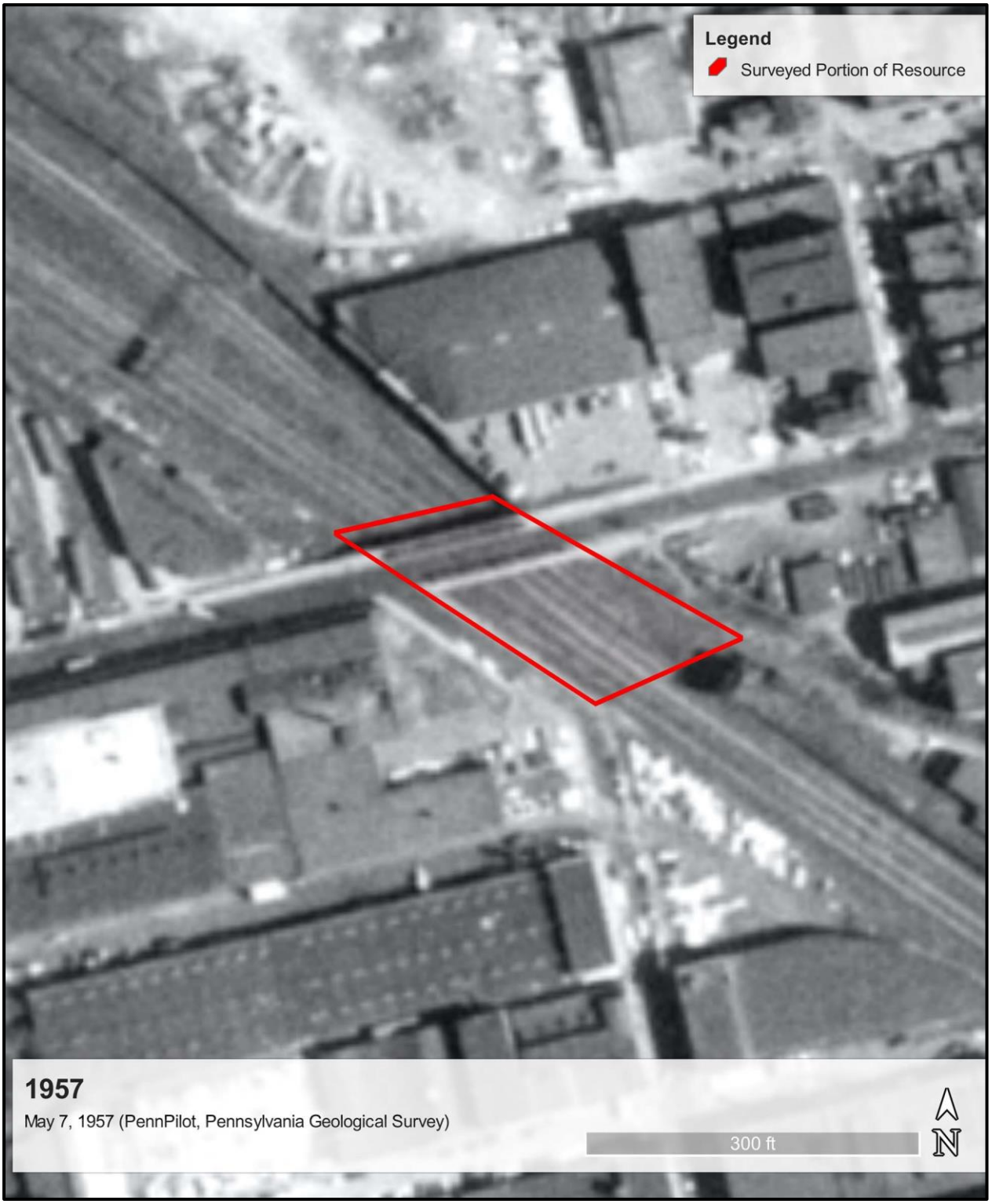

Legend
Surveyed Portion of Resource
255
Chicag
AND
CHICAGO
AVE.
6in.
JACKS
DALE
265
RAILROAD
BRADDOCK
AVE.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N

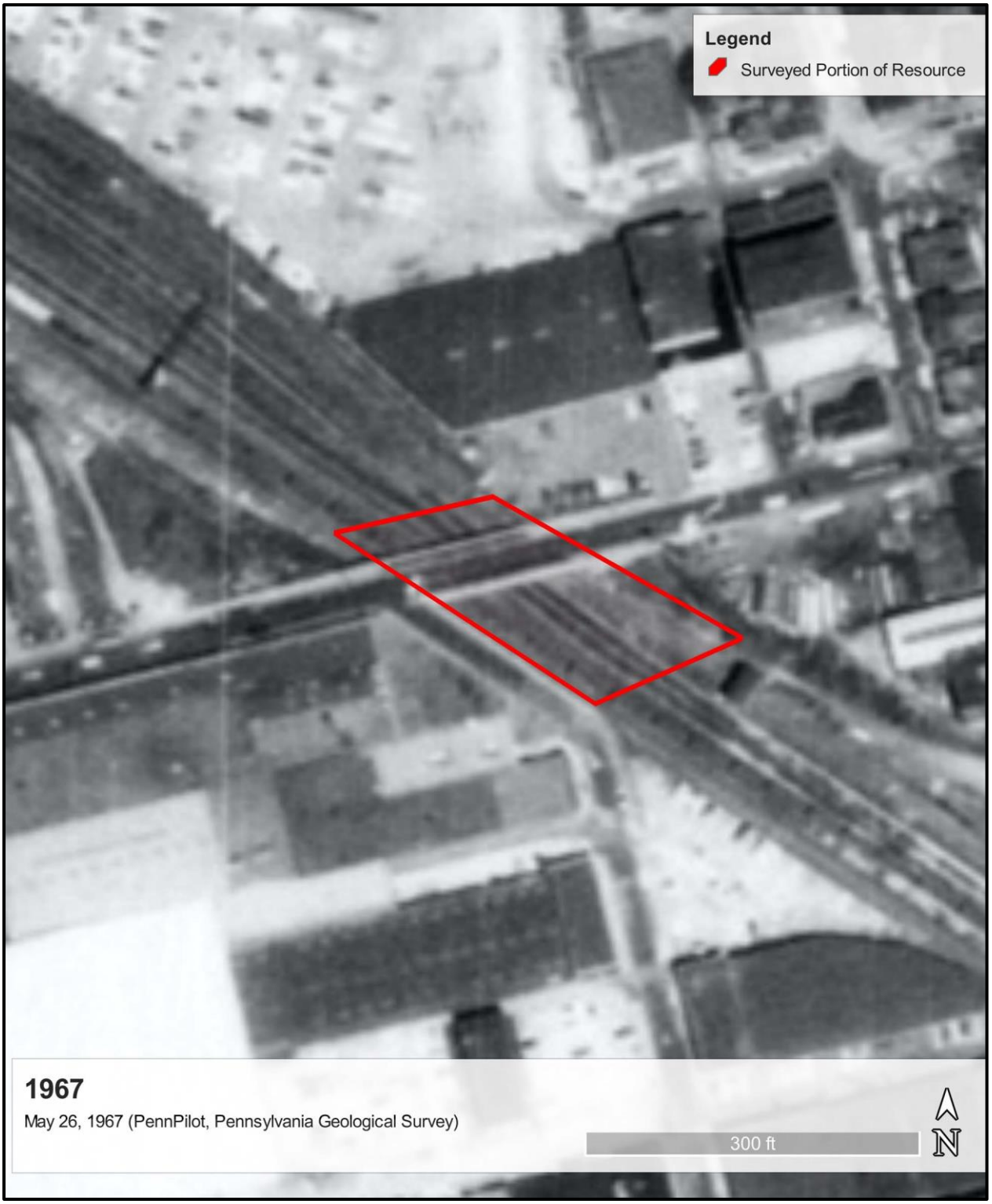

Legend
Surveyed Portion of Resource
ENGINE HOUSE
JACKSON
FREMONT
AVE
MILK STATION
GRANT
BRADDOCK
Wm G. Park
Matilda W. Denny
264
OAK 10
8 (PINE)
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins.
Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N

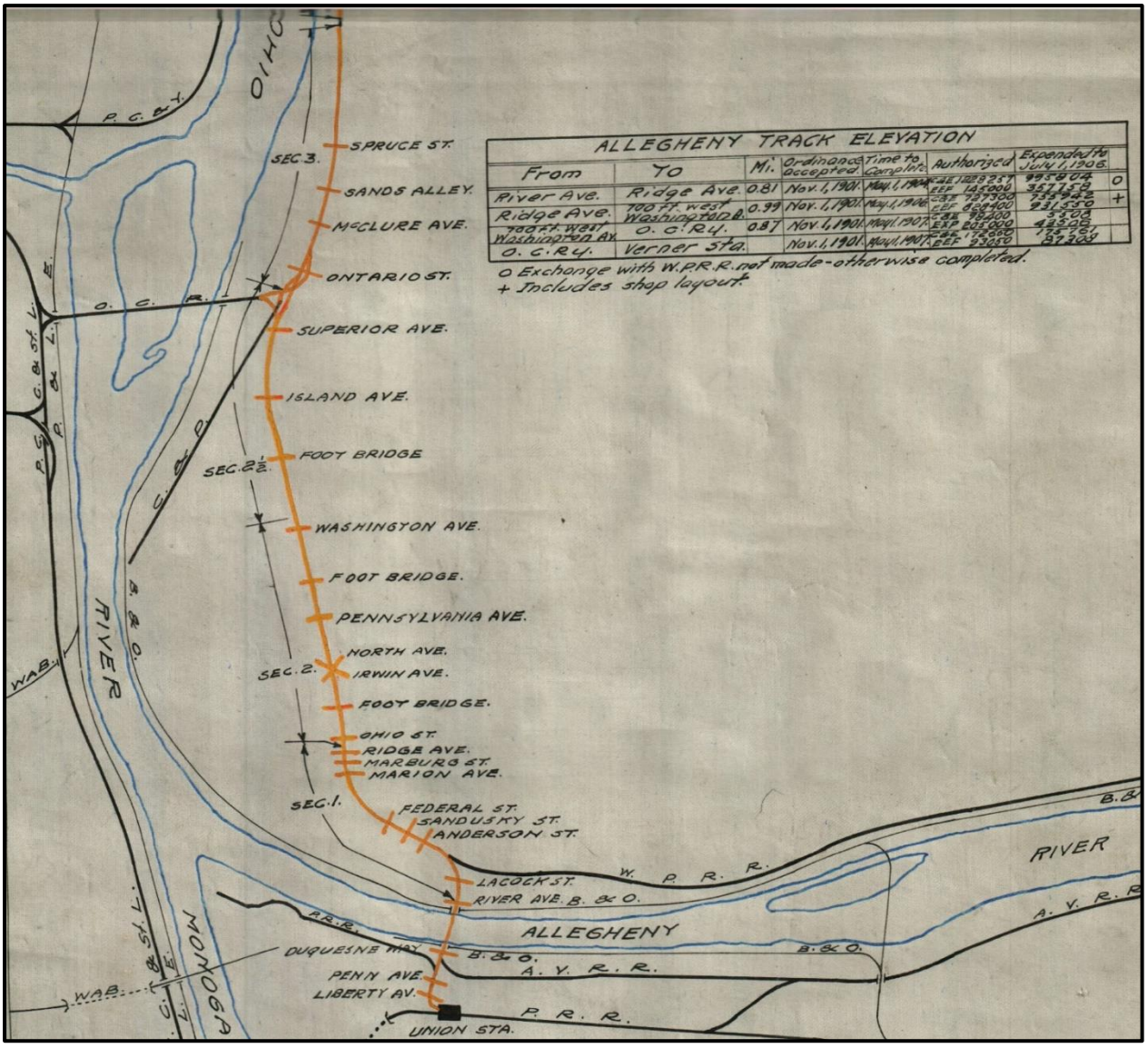

Legend
Surveyed Portion of Resource
HOUSE
BRASS FOUNDRY
FT. WAYNE
PENNSYLVANIA
JACKSONIA
BRIGHTON
OFFLEY
BOWATER
ST.
WILLIAMS & CO. INC
Williams & Company
FRICK & LINDSAY CO.
A. M. Spring
W.C. Paxton
M. Paxton
Penna Co.
Denny
F. McK. Pierce
Brereton
ALLEGHENY FOUNDRY CO.
DUFF PATENTS CO. INC.
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
Surveyed Portion of Resource
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Surveyed Portion of Resource
PENNSYLVANIA
PENNSYLVANIA
AV.
FRANCIS H. LEGGETT & CO.
WHOL. GRO.
FORT DUQUESNE STEEL CO. & TH
TIN MILL PRODUCTS CORP'N.
GARAGE
STORAGE
1951
Sanborn Fire Insurance Map
200 ft
N


Legend
Surveyed Portion of Resource
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
Surveyed Portion of Resource
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N



1906 map showing the extent of the Pennsylvania Railroad's Allegheny Track Elevation from Union Station, Pittsburgh to Bellevue, Pennsylvania (Pennsylvania Company's Pittsburgh, Ft. Wayne & Chicago Railway, Office of Chief Engineer, Maintenance of Way, Drawing No. 13363).

Physical Description and Integrity (Item 38)

Physical Description

The subject railroad is a segment of Norfolk Southern's Fort Wayne Line, which runs from Pittsburgh, Pennsylvania to Crestline, Ohio. There, the line continues to Gary, Indiana via Fort Wayne, under CSX ownership.

The portion of railroad corridor surveyed for this project includes approximately 265 linear feet of right-of-way at the intersection of Pennsylvania Avenue and Galveston Avenue on Pittsburgh's Northside. The track milepost is PC-1.82. The surveyed portion of track, including the right-of-way is approximately 110-feet wide, and contains four separate tracks, and three contributing features. The contributing features include the retaining walls, the standard railroad safety railings, and the iron fencing.

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Ohio & Pennsylvania Railroad was chartered in February and April 1848, to build a railroad from Allegheny City, Pennsylvania (opposite Pittsburgh) to Crestline, Ohio, where it would unite with projected connecting lines (including the Ohio & Indiana Railroad and the Fort Wayne & Chicago Railroad) to provide a connection from Pittsburgh to Chicago, a distance of roughly 450 miles. After surveying the route, railroad building commenced at the state line between Pennsylvania and Ohio on July 4, 1849. William Robinson, Jr., was the company's first president (Stevenson & Foster 1875:3). Service between Allegheny City and New Brighton, Pennsylvania commenced in 1851. On April 11, 1853, the line between Allegheny City and the Crestline, Ohio opened.

A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. The line secured a route to Chicago in December 1856 using leased lines east of Warsaw, Indiana. In 1857, a railroad bridge opened over the Allegheny River, connecting the PFW&C with the Pennsylvania Railroad's (PRR) Main Line terminus at Pittsburgh. Construction of the PFW&C line to Chicago at Van Buren St. was completed December 25, 1858 (Baer 2015).

The PFW&C was sold at foreclosure in 1859, and it was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. In 1869, the PRR leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26). Operation was transferred back to the PRR in 1918. The PRR merged with the New York Central to form the Penn Central Transportation Company in 1968; however, the PFW&C stayed separate, filing for bankruptcy in 1973. In 1976, the PFW&C became part of Conrail. When Conrail broke up in 1998, this portion of track went to Norfolk Southern Railway, which controls it today.

Grade Separation

From ca. 1900 to the early 1910s, the PRR undertook a multi-million-dollar grade separation project at its termini in Allegheny City and Chicago. The lowering of the tracks under Pennsylvania Avenue was part of this greater project. The track elevation and depression at Allegheny City was a complex project that was predicated upon the reconstruction of Union Station at Pittsburgh, the raising of the Allegheny River Bridge, the elevation of the Western Pennsylvania Railroad (also a division of the Pennsylvania Railroad) between Sixteenth Street and its Federal Street Terminus in Allegheny City, reconstruction of the Federal Street Station in Allegheny City, reconstruction of the North Avenue Freight Station and nearby Engine House and Shop Buildings in Allegheny City, and a general program of grade separation in Allegheny City between the Federal Street Station and Bellevue, Pennsylvania (see historical map, dated 1906).

Significance

The PFW&C (referred to by PA SHPO alternately as the "Pennsylvania Railroad" or the "Pennsylvania Railroad: Main Line") from Pittsburgh to the Ohio state line was previously determined eligible for listing in the National Register of Historic Places under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Three (3) features that contribute to the significance of the district were identified within the surveyed segment of the line.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 02/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Renkin Pattern Works

CURRENT/COMMON NAME North Side Scrap Metals Inc.

OWNER NAME/ADDRESS WARHOLA PAUL SCRAP METALS INC / PO BOX 100016 PITTSBURGH , PA 15233-0016

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 817 Pennsylvania Avenue, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0023-J-00353-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	Pattern Works

Current Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Extractive Facility	Recycling/ Scrap

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Security fencing		

Acreage (round to nearest tenth) 0.1

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Commercial Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Concrete	Brick
Roof	Rubber	
Other		
Structural System	Concrete-General	

WIDTH 34 (feet) or _____ (# bays) **DEPTH** 88 (feet) or _____ (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1927 ☒ Circa **Year Completed** _____ ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☒ Documentary ☒ Physical

Explain Building permit application, aerial photography, field survey.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☒ Private Development ☐ Other

Explain The property is in the area of potential effects for a bridge raising project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☒ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 18, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ■ lack of significance and/or ■ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 18, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

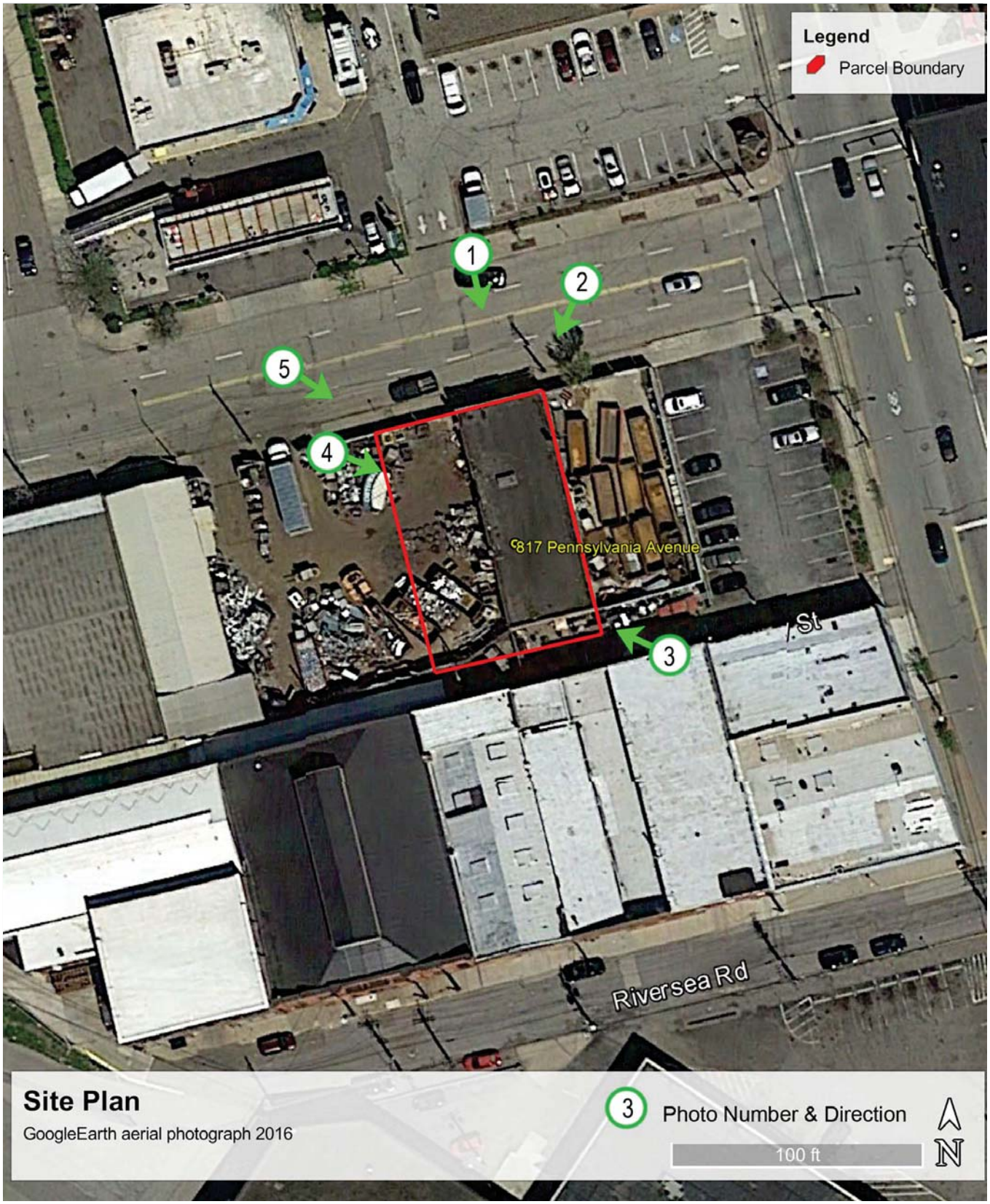
Photo #	Photo Subject/Description	Camera Facing
1	817 Pennsylvania Ave., northwest (front) façade.	SE
2	817 Pennsylvania Ave., northeast (side) and northwest (front) façades.	SW
3	817 Pennsylvania Ave., southeast (rear) and northeast (side) façades.	NW
4	817 Pennsylvania Ave., southwest (side) façade.	SE
5	817 Pennsylvania Ave., northwest (front) and southwest (side) façade.	SE
6		
7		
8		
9		
10		
11		
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16		
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21		
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24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #_____

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

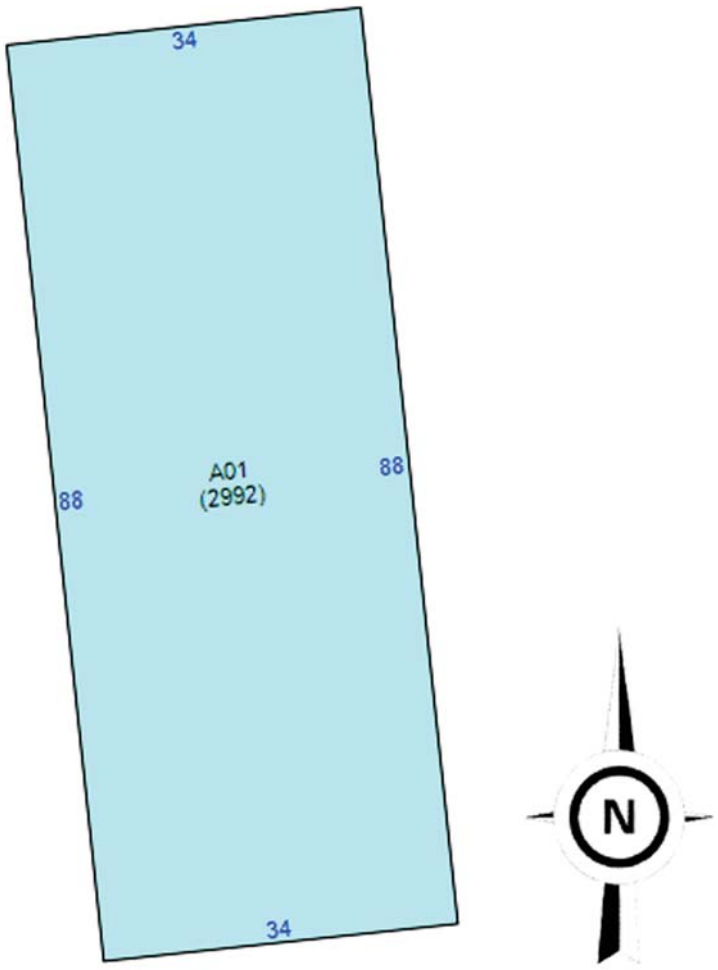


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania
Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

G. M. Hopkins & Co.
1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.
1901 *Volume 1 – Real estate plat-book of the city of Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1901-volume-1--plat-book-allegheny.
1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Pittsburgh Press
1927 "Fine Residence to Cost $35,000." 8 May:25. Pittsburgh, Pennsylvania.
1951 "Dillott Brothers Service." 30 December. Pittsburgh, Pennsylvania.

Shetler, Charles
1951 James O'Hara's Landholdings in Allegheny County. *Western Pennsylvania History Magazine* 34(1):23-33. Electronic document: *https://journals.psu.edu/wph/article/viewFile/2365/2198.*

Sanborn Map Company
1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.
1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.
1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.
1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

U.S. Geological Survey (USGS)
1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.
1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.
1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: 817 Pennsylvania Avenue, northwest (front) façade, facing southeast.



Photo 2: 817 Pennsylvania Avenue, northeast (side) and northwest (front) façades, facing southwest.



Photo 3: 817 Pennsylvania Avenue, southeast (rear) and northeast (side) façades, facing northwest.

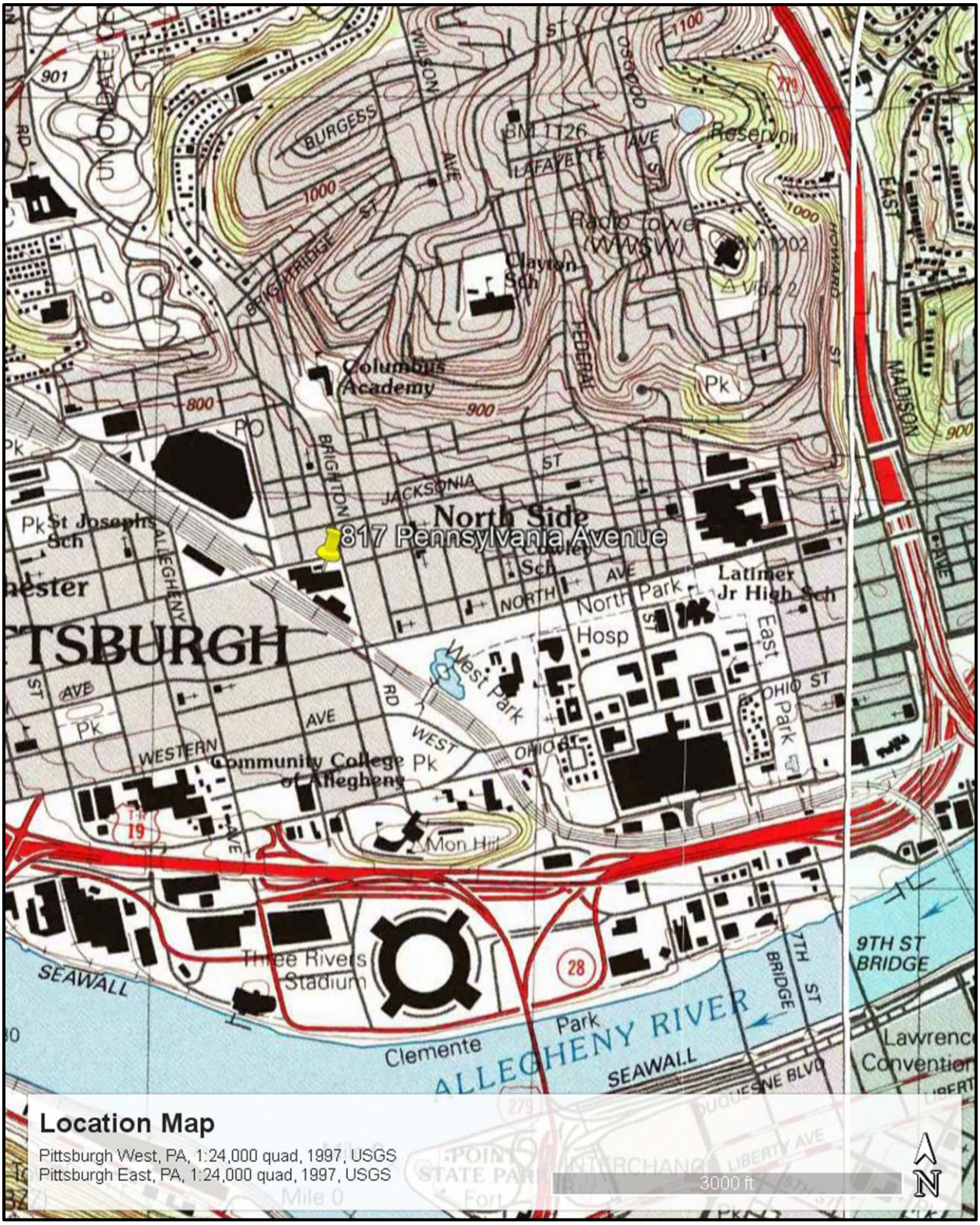


Photo 4: 817 Pennsylvania Avenue, southwest (side) façade, facing southeast.

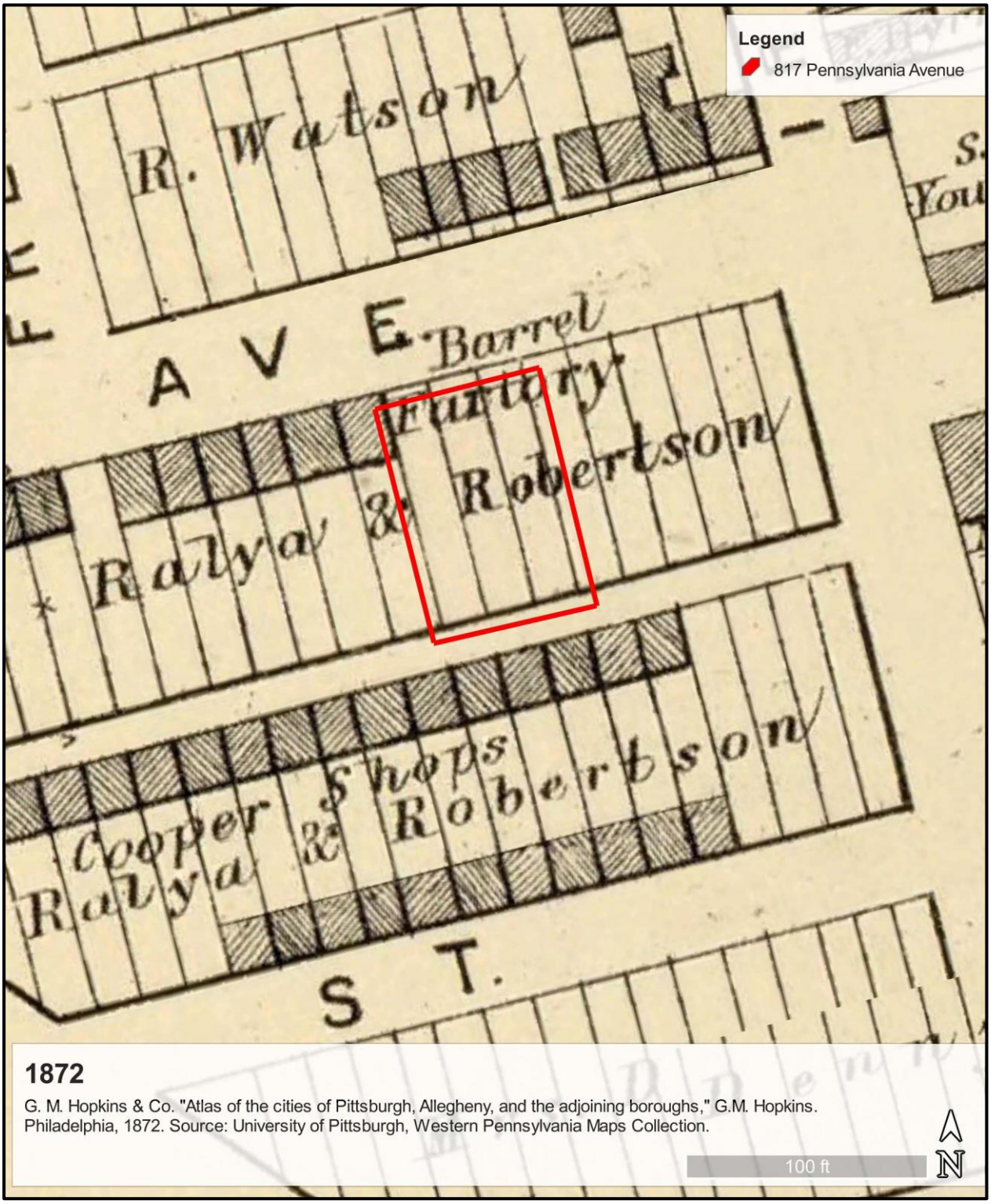


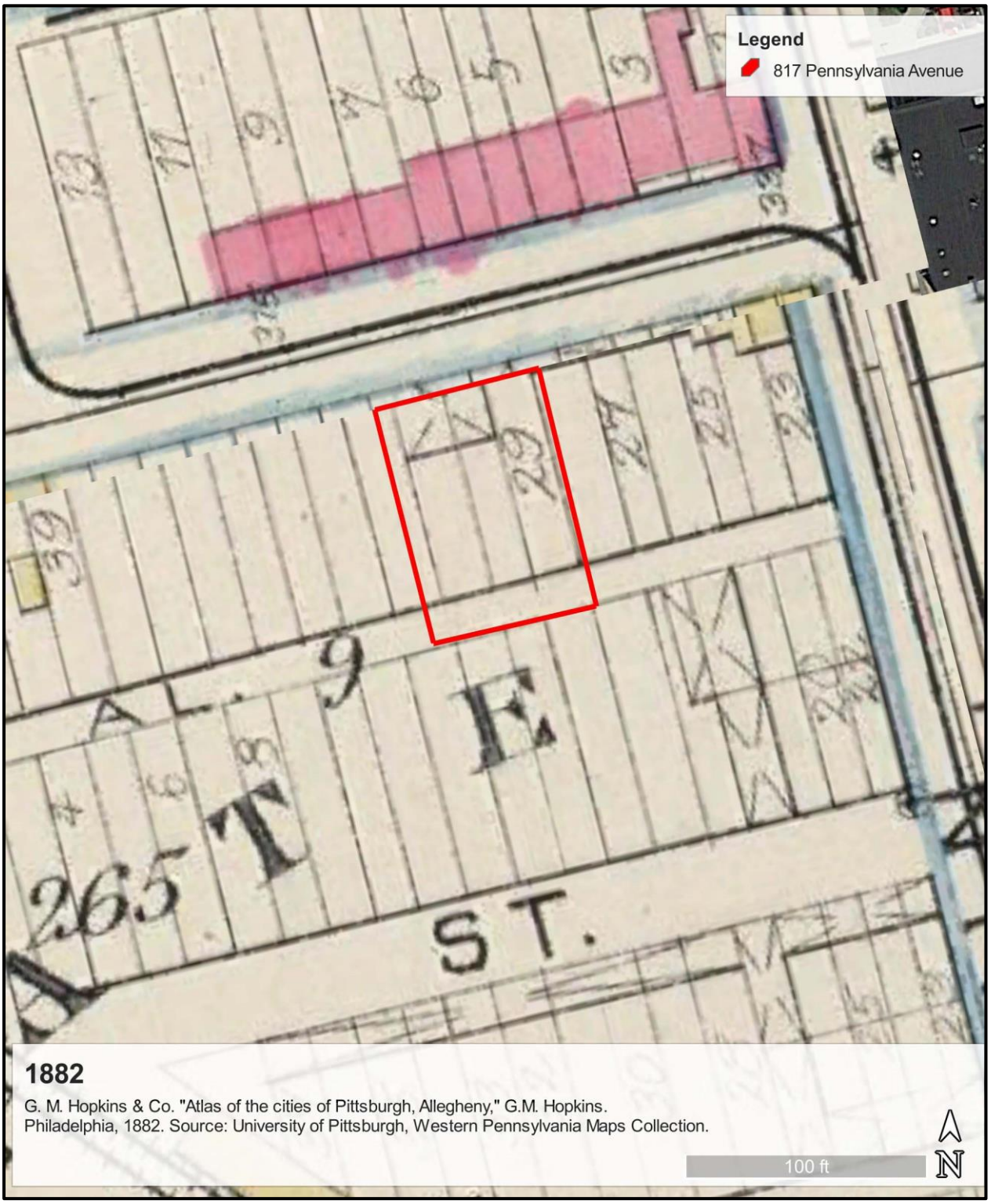
Photo 5: 817 Pennsylvania Avenue, northwest (front) and southwest (side) façades, facing southeast.

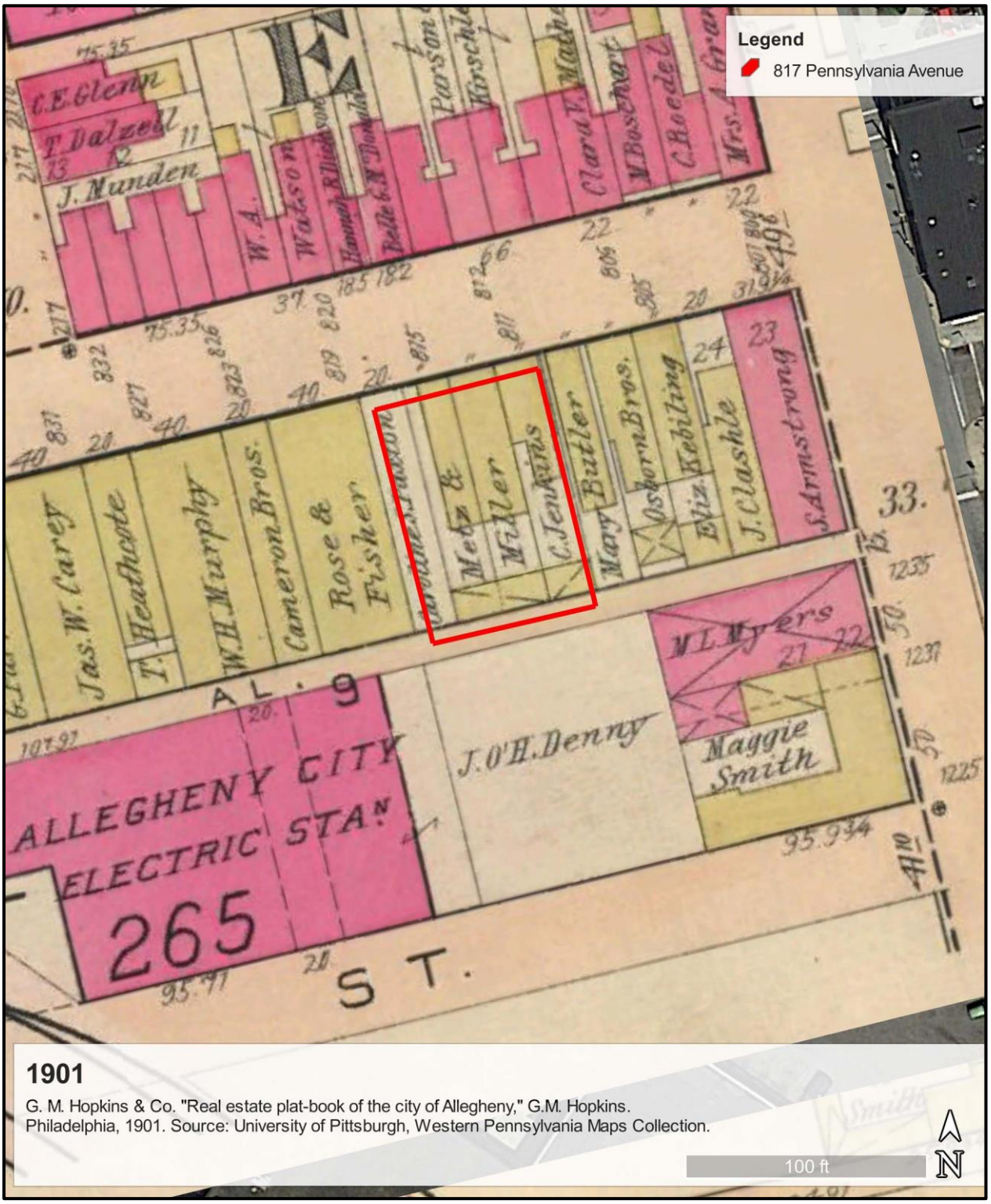
USGS Map (Item 36)

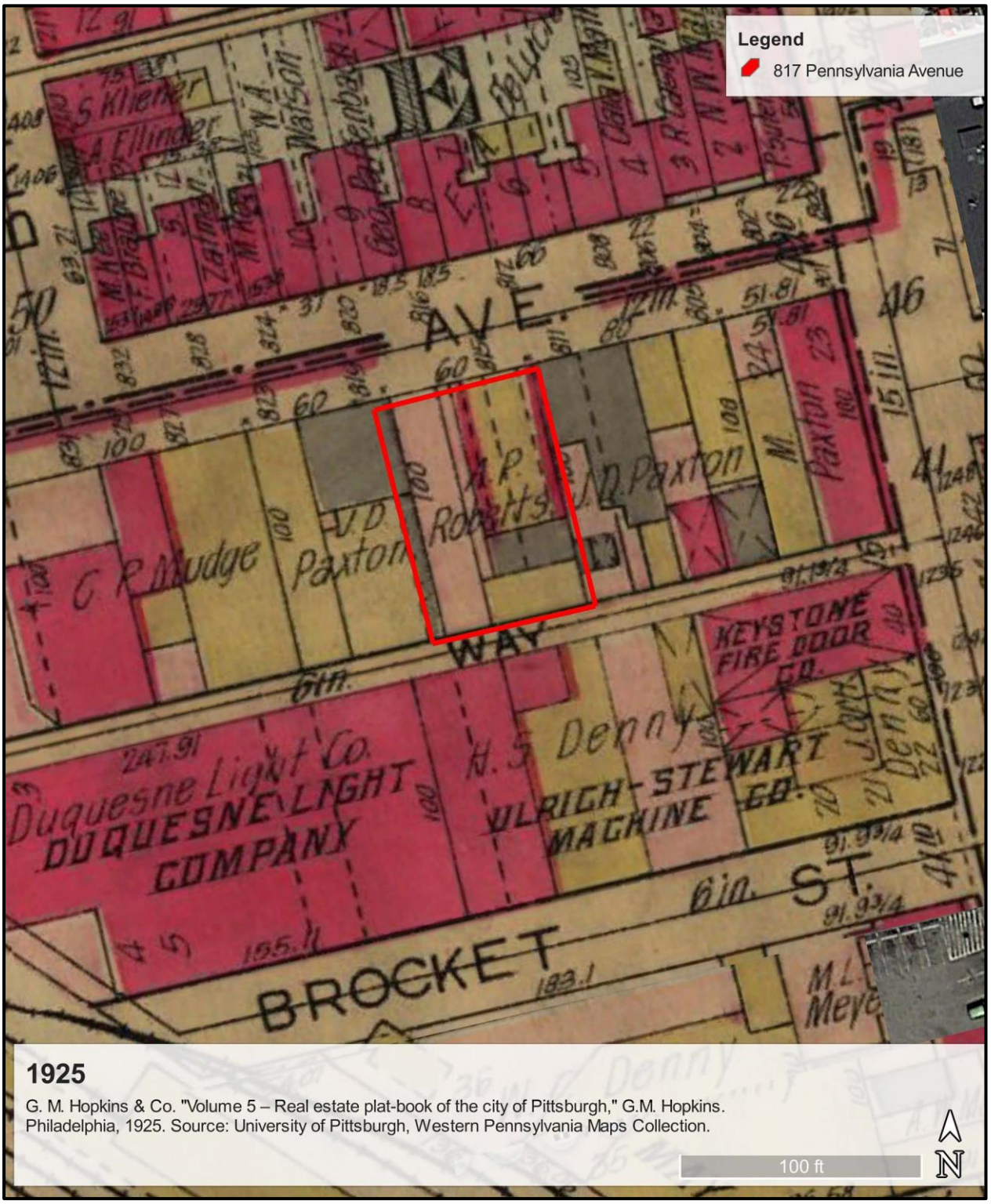


Historical Maps (Optional Attachment, Item 37)




Legend
817 Pennsylvania Avenue
ALLEGHENY
265
ST.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
817 Pennsylvania Avenue
C.E.Glenn
T.Dalzell
J.Munden
W.A.
Watson
Parsons
Kirschle
Clara L.
C.Hoedel
Mrs.
Jas.W.Carey
T.Heathcote
W.H.Murphy
Cameron Bros.
Rose & Fisher
Mehs & Miller
C.Jenkins
Mary Butler
Osborne Bros.
Eliz. Kebling
J.Clashle
S.Armstrong
33.
M.L.Myers
J.O'H.Denny
Maggie Smith
ALLEGHENY CITY ELECTRIC STA.N
265
ALLEY 9
S T.
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
817 Pennsylvania Avenue
AVE.
WAY
ST.
BROCKET
C. P. Mudge
J.D. Paxton
H. P. Roberts
J.D. Paxton
M. Paxton
KEYSTONE FIRE DOOR CO.
H. S. Denny
ULRICH-STEWART MACHINE CO.
Duquesne Light Co.
DUQUESNE LIGHT COMPANY
247.91
155.11
183.1
91.93/4
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
817 Pennsylvania Avenue
OFFLEY
WAY
4
5
NOGGED WAGON BLSM. & BUILDING
MACHINE SHOP 2ND CARPR. ELEC. POWER: WOOD POSTS
SHEET METAL WORKS POWER: ELECTRIC WOOD TRUSS ROOF
OIL & GREASE WARE HO
GAS ENG
Shop
1926
Sanborn Fire Insurance Map
100 ft
N


Legend
817 Pennsylvania Avenue
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
817 Pennsylvania Avenue
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
817 Pennsylvania Avenue
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photos (Optional Attachment, Item 37)



Allegheny County Assessor photograph dated 2010, showing northwest (front) façade prior to the construction of the fence in front of the building, facing southeast.

Physical Description and Integrity (Item 38)

Physical Description

817 Pennsylvania Avenue is located near the intersection of Pennsylvania Avenue and Brighton Road, on the southeaster side of Pennsylvania Avenue. The one-story, masonry building is constructed in the commercial form. The building measures three bay (35 ft) wide by seven bays (90 ft) deep and is set upon a poured concrete slab foundation. Its exterior walls are constructed of smooth-face concrete block; the northwest (front) façade is clad in yellow brick laid in a stretcher bond pattern. Its flat roof is concealed by a low parapet and is clad in built-up asphalt roofing. A multi-light, metal clad raised skylight or roof monitor is offset toward the northwest corner of the building. An internal red brick chimney rises from the parapet walls of the northeast (side) and southwest (side) façades. A single, external red brick chimney scales the southwest (side) façade. The northwest (front) façade is clad in brick veneer and rises above the roofline with a stepped parapet with stone coping. Although currently partially obscured by a corrugated metal fence, a 2010 Allegheny County Assessor photograph indicates that the façade contains a center garage bay with a pedestrian doorway to its left and a single window opening to its right. All the openings are surmounted by steel lintels and a single course of soldier brick. It currently appears that all window and door units have been removed.

The northeast (side) façade is largely obscured by a metal pipe fence with corrugated metal cladding. A painted sign is visible at the top right of the façade nearest to Pennsylvania Avenue that reads: "PAUL WARHOLA, WE BUY SCRAP METAL." The southeast (rear) façade contains a single garage bay opening and two window openings to is right. The garage door is fitted with a metal retractable garage door; the window openings are covered with metal mesh. The southwest (side) façade contains seven window openings, which have been infilled with concrete block or plywood. A large opening has been cut into the façade to allow vehicular access into the building leaving the interior open to the elements.

Integrity

The property retains a low level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains a low level of integrity of design because a large portion of the west façade has been removed. The property retains a low level of integrity of setting, as very few of the areas historic structures are extant.

The property's integrity of materials is low, given that the window and door openings have been infilled. The property retains a low level of integrity of workmanship, as indicated by the lack of architectural details on this building. The property retains a low level of integrity of feeling to express a historic sense of a particular period of time. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 265; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison soon became the first sheriff of Allegheny County.

After the Revolutionary War, military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist, James O'Hara (1752-1819) moved back to Pittsburgh where he founded a store and established the Pittsburgh Glassworks and a brewery. O'Hara was an Irish immigrant and a land speculator; he purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). Much of this property, including 817 Pennsylvania Avenue, stayed in the Denny family for many decades. This property was part of the 38+ acres in the North Side the Denny heirs owned at the time of Elizabeth's death in 1878, not including other land holdings elsewhere in Allegheny and Pittsburgh. The Denny's tended to retain ownership of their land, but often leased it out to various enterprises and businesses.

Plat maps from 1872 show limited development on the block bounded by Pennsylvania Avenue, Irwin [Brighton] Road, Riversea Road, and the railroad tracks. The property was part of a barrel factory operated by Ralya and Robertson (Hopkins 1872), though no buildings were present on this parcel. The 1882 map shows only one structure on the parcel: an outbuilding (Hopkins 1882). In 1883, the Denny's heirs transferred the property to Caroline Sophia Denny Paxton (ACDB 477:115). The 1884 Sanborn shows a wagon shop on the property, though this is not depicted on the 1890 Hopkins map. The wagon shop is, however, shown on the 1893 Sanborn, as a brick nogged structure. Nogged walls are a framing technique where bricks are used as infill between timber members. This technique, known by the German name "fachwerk," is also seen in the Teutonia Maennerchor Hall in nearby Deutschtown. An adjacent one-story dwelling is also present on the lot. By 1901, three frame buildings and associated outbuildings appear on the plat, occupied by Metz & Miller and C. Jenkins (Hopkins 1901). The 1906 Sanborn shows these in slightly more detail, as a wagon shop (Metz & Miller), and a one-story dwelling (C. Jenkins). By 1925, the owner of the subject parcel was Amy P. Roberts, one of the Denny heirs (Hopkins 1925). The 1926 Sanborn map continued to show the same building, though the house had been demolished. In 1927, Amy P. Roberts applied for a building permit to construct a brick building at 815 Pennsylvania Avenue, valued at $1,000 (Pittsburgh Press, 8 May 1927:25). It is possible this describes the existing building, though the current building is concrete-block with a brick façade.

By 1951, the existing concrete-block building had replaced the earlier brick-nogged building. Samuel M. and Marie Renkin owned the property between 1945 and 1969. Samuel (1881-1966) was 37 when he

signed his World War I draft registration card. At the time, he was a foreman in a pattern manufactory, working for his father, William W. Renkin. William died in 1922. By WWII, Samuel was 61, lived at 814 Cedar Avenue, and continued working at the Renkin Pattern Works (809 Pennsylvania Avenue). The Renkin Pattern Works was formally incorporated in 1967, though it had had been marketing products for over 50 years. By 1951, Dillott Brothers Service listed an address at 817 Pennsylvania Avenue, though the Renkins still owned the property (Pittsburgh Press, 30 December 1951).

The Pittsburgh Tag Company owned the property from 1969 (ACDB 4804:744) until Paul Warhola Scrap Metals, Incorporated purchased it in 1982. Paul Warhola was the uncle of artist Andy Warhol. The property is currently owned by the Warhola family (ACDB 6451:68). No buildings are mentioned in any of the deeds. The current building was built between 1926 and 1951.

Date	Consideration	Grantor	Grantee	Source Location	Notes
4/7/1982	$35,000	Pittsburgh Tag Company	Paul Warhola Scrap Metal	Allegheny County Deeds 6451:68	No buildings mentioned in any deeds
12/2/1969	$19,000	Pittsburgh National Bank	Pittsburgh Tag Company	Allegheny County Deeds 4804:744	
2/18/1969	$1	Marie M. Renkin	Pittsburgh National Bank	Allegheny County Deeds 4729:429	
11/17/1947	$1	Samuel M. Renkin	Samuel M. and Marie M. Renkin	Allegheny County Deeds 2977:186	
9/13/1945	$7,500	Amy P. Roberts	Samual M. Renkin	Allegheny County Deeds 2848:649	
4/25/1922	$1	Caroline S. Paxton	Amy P. Roberts	Allegheny County Deeds 2130:40	

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 02/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Mandel, Frank and Ida Building

CURRENT/COMMON NAME Northside Scrap Metals Inc.

OWNER NAME/ADDRESS WARHOLA PAUL SCRAP METALS INC / PO BOX 100016 PITTSBURGH , PA 15233-0016

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 825 Pennsylvania Avenue, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0022-M-00126-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Business	Junk Yard

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Business	Scrap Yard

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Privacy fencing		

Acreage (round to nearest tenth) 0.3

Key # _____

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Other _____ _____

_____ _____

_____ _____

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	
Walls	Metal	
Roof	Metal	
Other		
Structural System	Steel	

WIDTH 98 (feet) or _____ (# bays) **DEPTH** 56 (feet) or _____ (# rooms) **STORIES/HEIGHT** 1

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1945 ☒ Circa **Year Completed** _____ ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ☒ Documentary ☒ Physical

Explain Deeds, historic mapping; aerial photographs

Cultural/Ethnic Affiliation(s) _____

Associated Individual(s) _____

Associated Event(s) _____

Architect(s) _____

Builder(s) _____

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☒ Private Development ☐ Other

Explain The property is in the area of potential effects for a bridge raising project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☒ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 18, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

■ Not Eligible (due to ■ lack of significance and/or ■ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

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■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

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Photographer name Timothy G. Zinn

Date February 18, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

Photo #	Photo Subject/Description	Camera Facing
1	825 Pennsylvania Avenue, northwest (front) façade	SE
2	825 Pennsylvania Avenue, northeast (side) and northwest (front) façade	S
3	825 Pennsylvania Avenue, northeast (side) and northwest (front) façade	SW
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

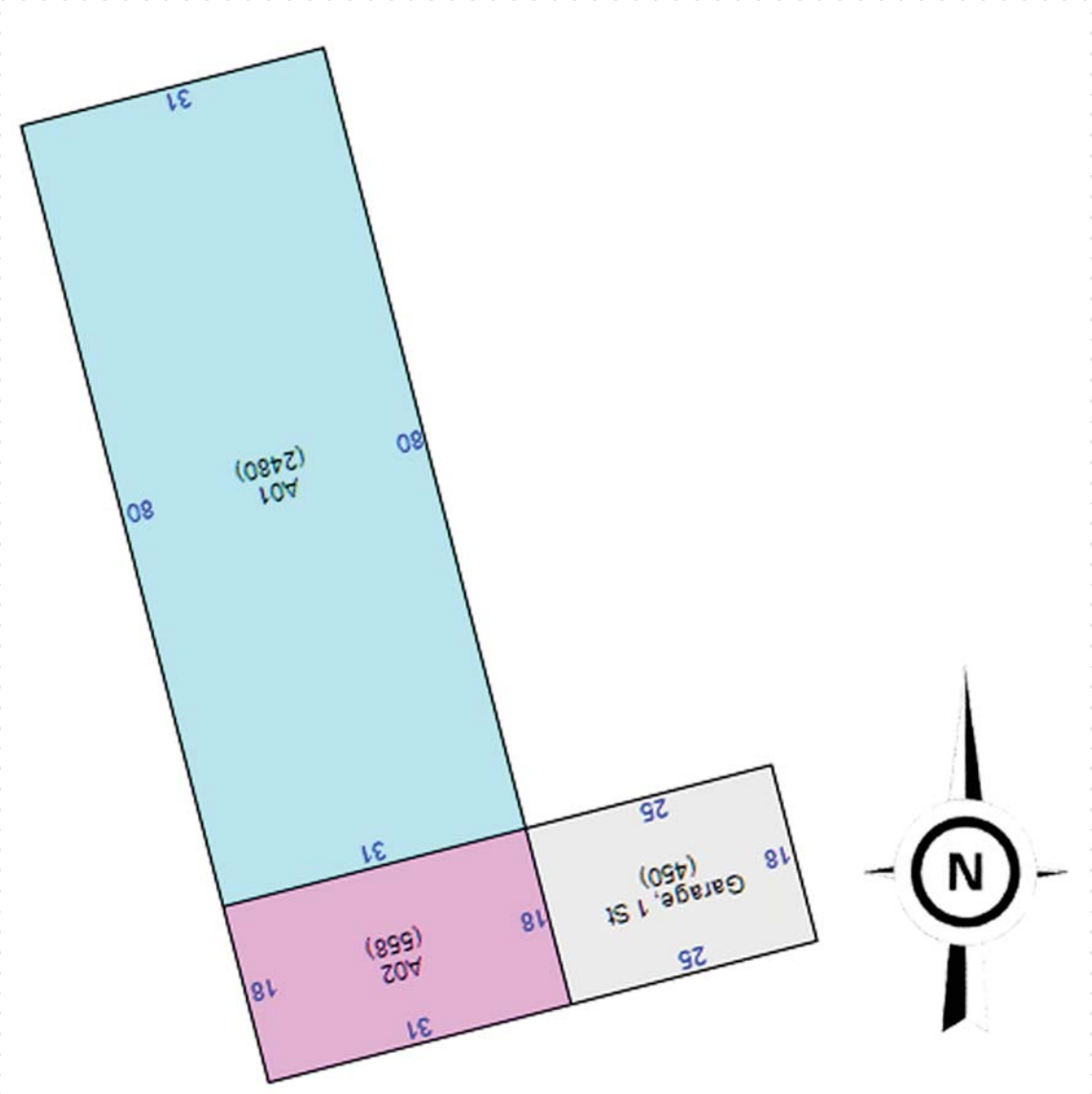


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



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G. M. Hopkins & Co.
1872 *Atlas of the cities of Pittsburgh, Allegheny, and the adjoining boroughs.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1872-atlas-pittsburgh-allegheny.
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1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.
1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.
1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.
1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: 825 Pennsylvania Avenue, northwest (front) façade, facing southeast.

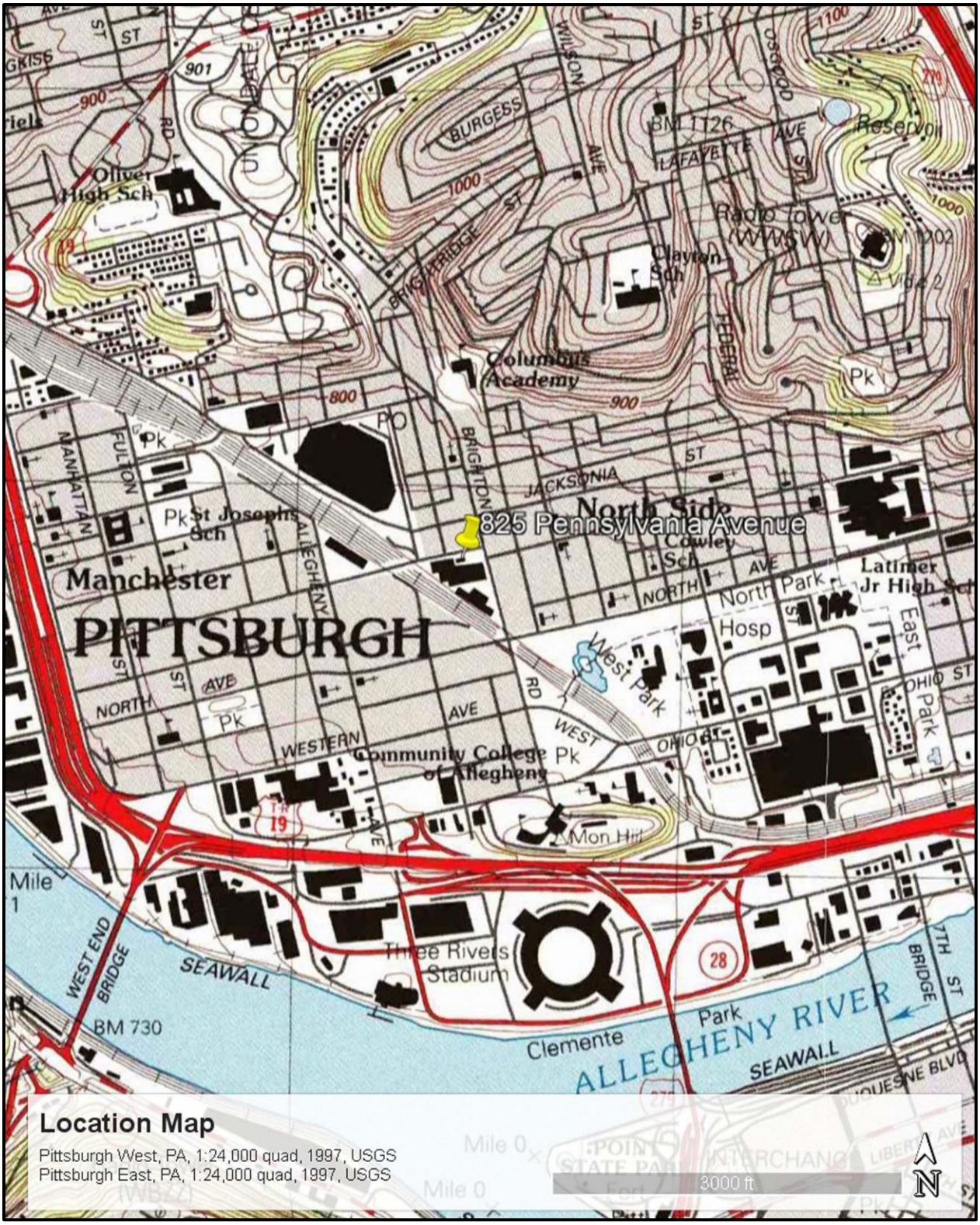


Photo 2: 825 Pennsylvania Avenue, northeast (side) and northwest (front) façades, facing south.

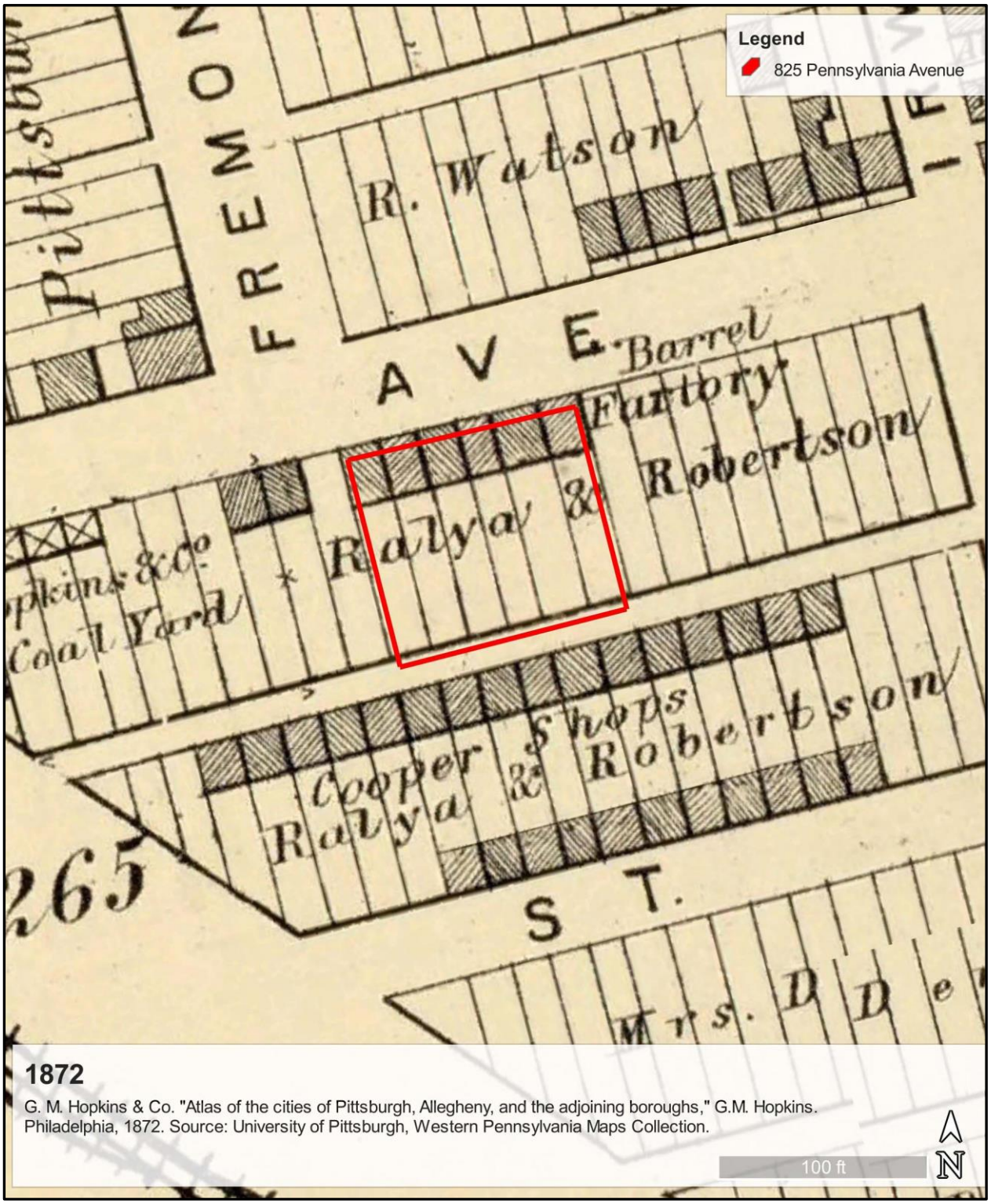


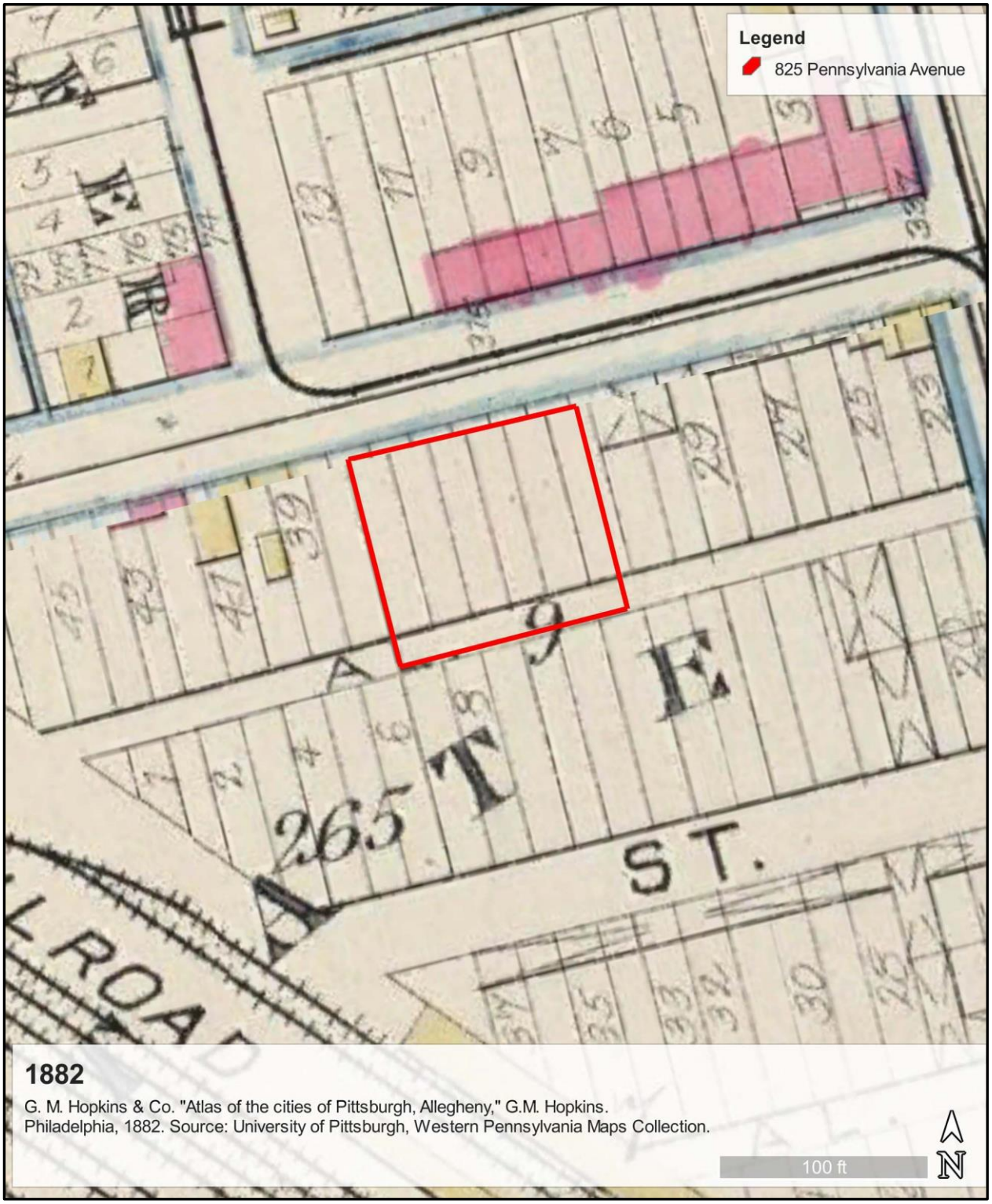
Photo 3: 825 Pennsylvania Avenue, northeast (side) and northwest (front) façades, facing southwest.

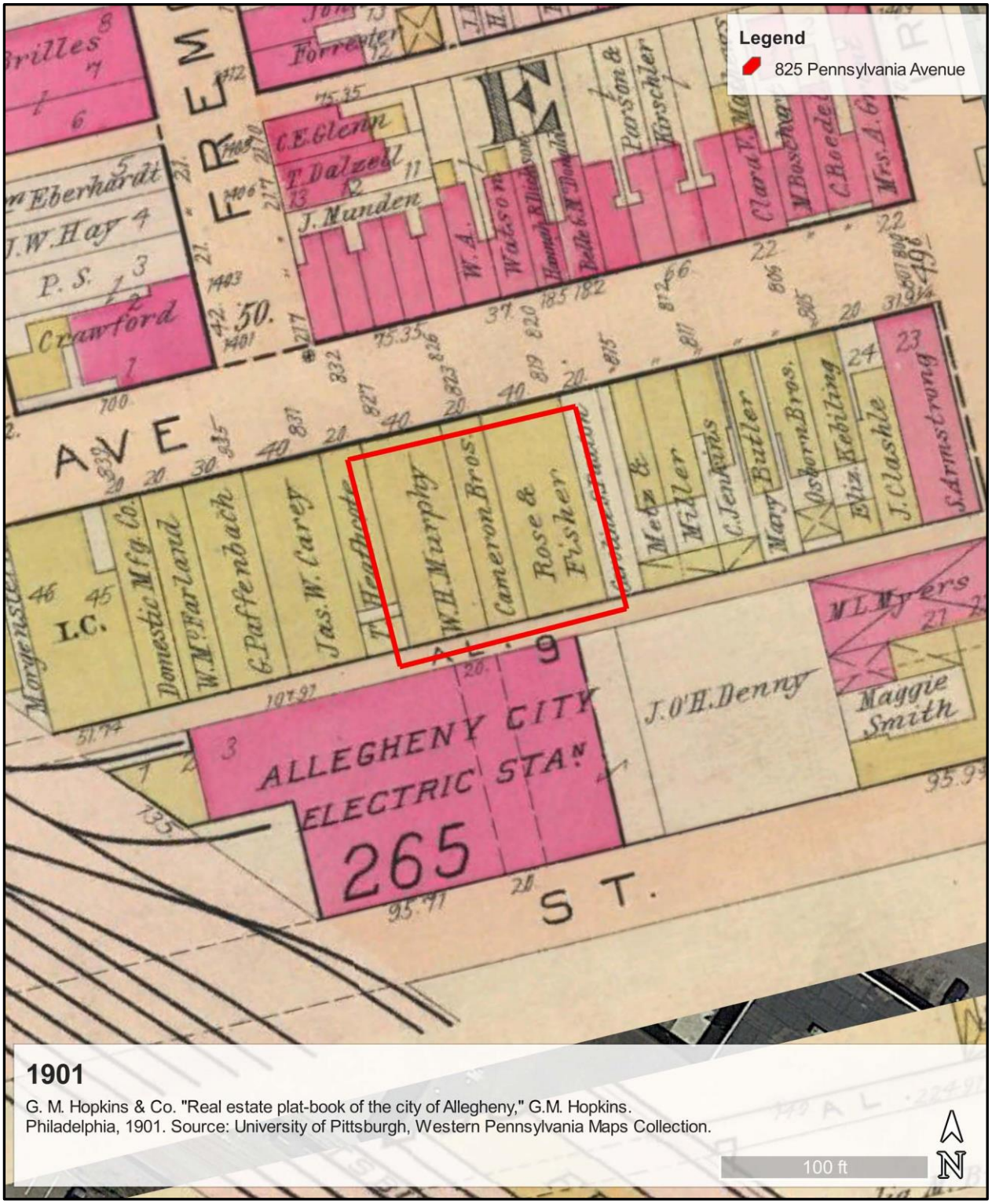
USGS Map (Item 36)

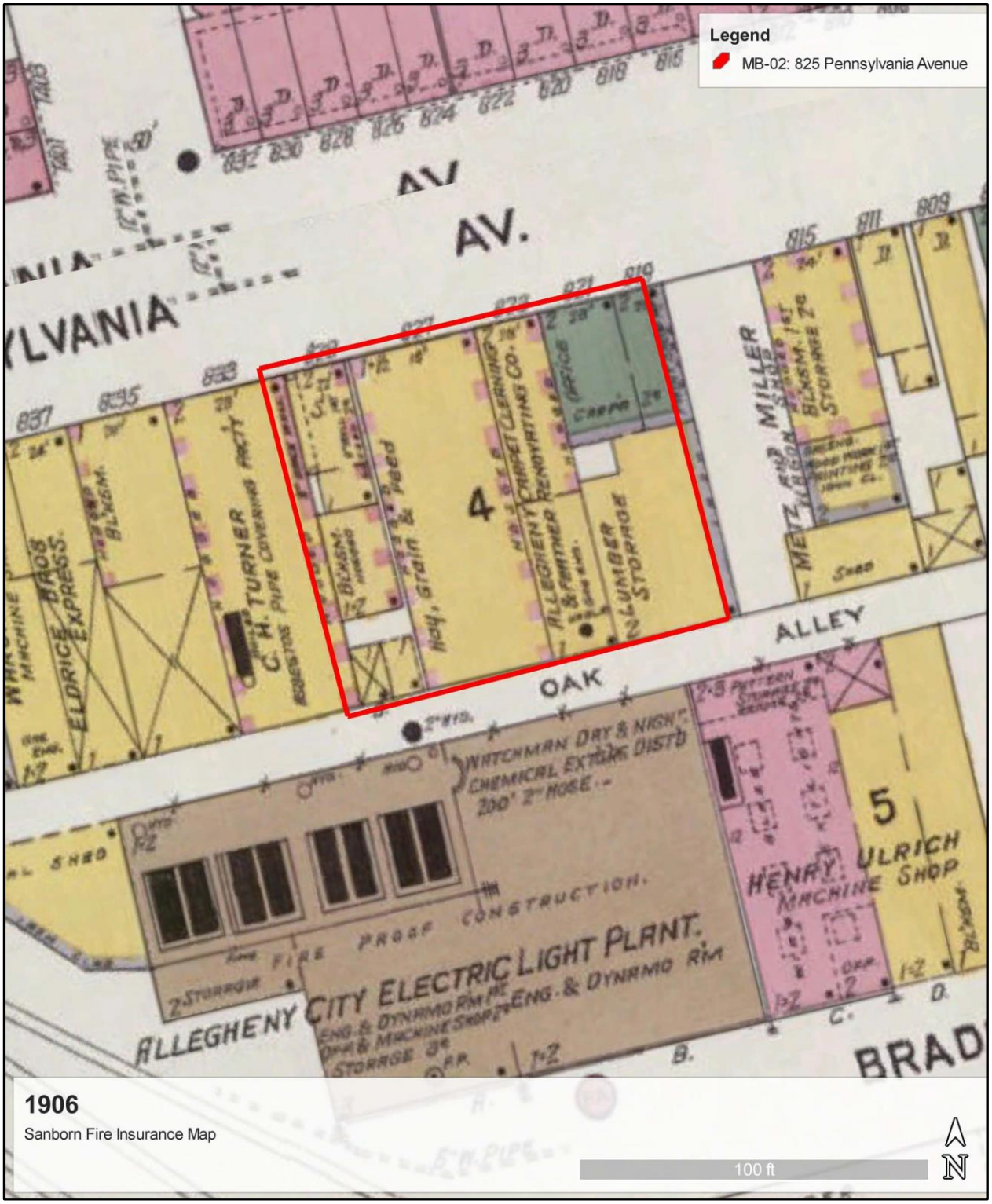


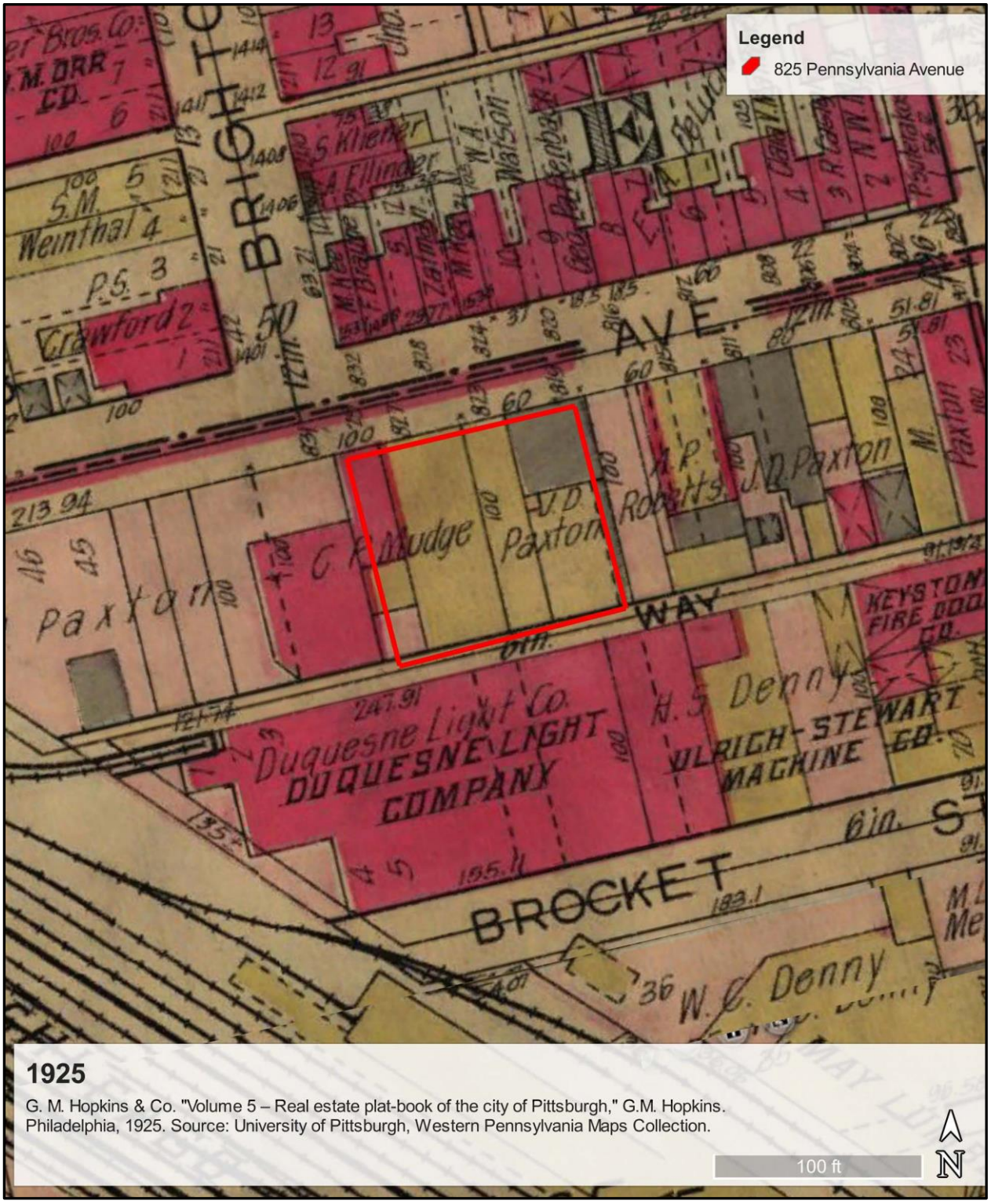
Historical Maps (Optional Attachment, Item 37)




Legend
825 Pennsylvania Avenue
265 T
S T.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
825 Pennsylvania Avenue
AVE
ALLEGHENY CITY ELECTRIC STA.N
265
S T.
LC.
J.O'H.Denny
Maggie Smith
M.L.Myers
W.H.Murphy
Cameron Bros.
Rose & Fisher
Jas.W.Carey
Domestic Mfg.Co.
W.M.Farland
G.Paffenbath
J.Munden
C.E.Glenn
T.Dalzell
P.S.
Crawford
J.W.Hay
Eberhardt
Forrester
Brilles
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

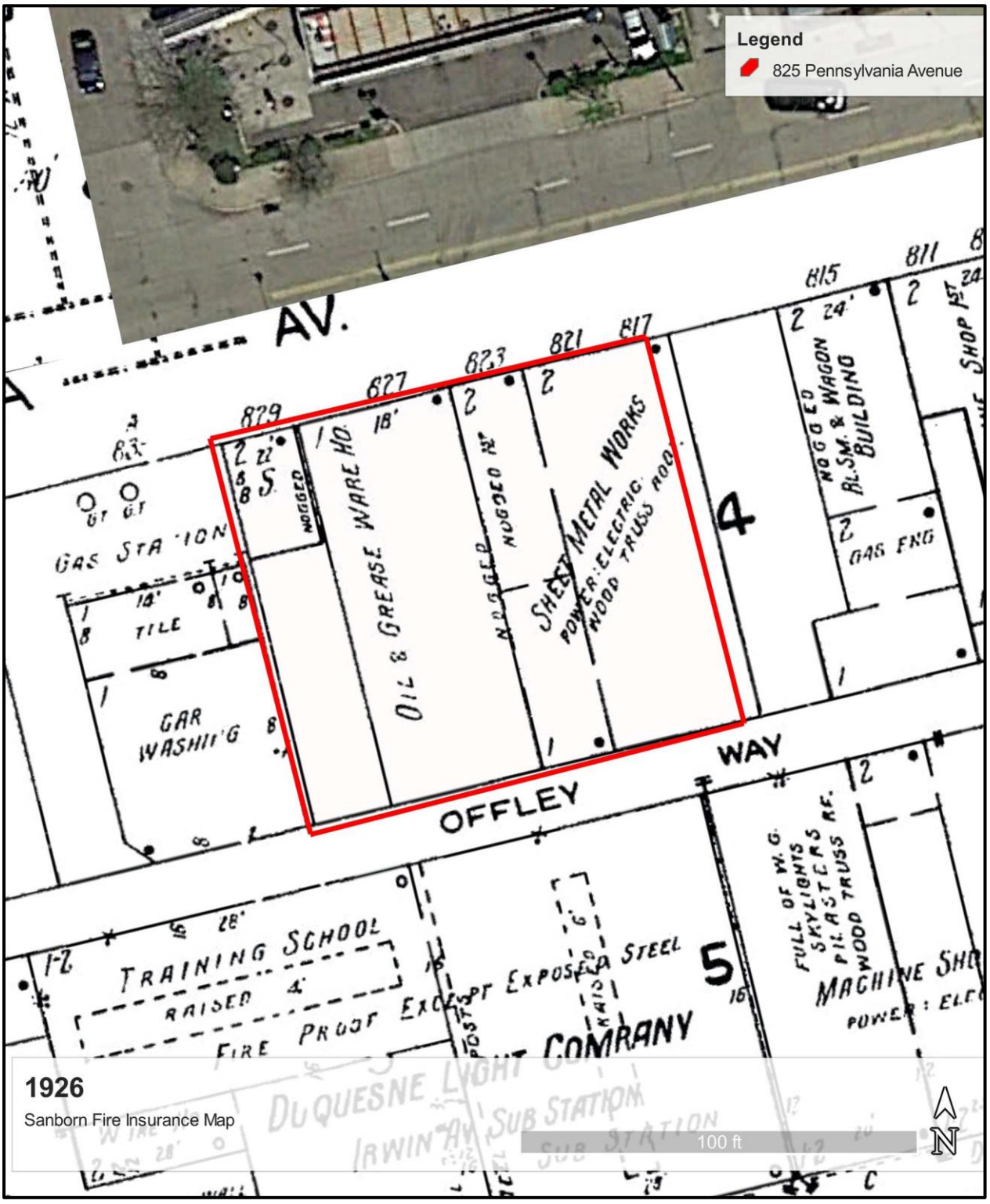

Legend
MB-02: 825 Pennsylvania Avenue
AV.
ALLEY
OAK
4
5
ALLEGHENY CITY ELECTRIC LIGHT PLANT.
HENRY ULRICH MACHINE SHOP
C. H. TURNER
ELDRICE BROS. EXPRESS
1906
Sanborn Fire Insurance Map
100 ft
N


Legend
825 Pennsylvania Avenue
BRIGHTON
AVE.
WAY
BROCKET
Duquesne Light Co.
DUQUESNE LIGHT COMPANY
ULRICH-STEWART MACHINE CO.
KEYSTON FIRE DOO CO.
Paxton
W. C. Denny
H. S. Denny
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N

825 Pennsylvania Avenue
Allegheny County, PENNSYLVANIA

Key #_____

ER# 2018-1595-003




Legend
825 Pennsylvania Avenue
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
825 Pennsylvania Avenue
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
300 ft
N


Legend
825 Pennsylvania Avenue
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
400 ft
N

Physical Description and Integrity (Item 38)

Physical Description

825 Pennsylvania Avenue (MB-02) is located near the intersection of Pennsylvania Avenue and Brighton Road, on the southern side of Pennsylvania Avenue. The one-and-a-half-story, steel-frame, commercial building is constructed in the gable-front form. The building measures one bay (32 ft) wide by two bays (100 ft) deep and is set upon a poured concrete slab foundation. Its exterior walls and gable-front roof are clad in corrugated metal. The building has no visible window openings. The northwest (front) façade contains one central garage bay opening that is fitted with paired steel slab sliding doors. The southwest (side) façade is completely obscured by a neighboring building on an adjoining parcel. The northeast (side) façade faces an open parking lot and storage area and has several door-like openings cut into the corrugated metal siding. The southeast (rear) façade is not accessible. The parking and storage area east of the building is surrounded by a metal pipe fence with corrugated metal cladding that fronts the parcel at the sidewalk edge. A curb-cut and double gates provides vehicular access to the parking lot/storage area.

Integrity

The property retains a low level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains a low level of integrity of design because a number of new window and door openings have been cut into the east facade. The property retains a low level of integrity of setting, as many of the surrounding buildings are no longer extant.

The property's integrity of materials is high, given that its simple materials are still in use. The property retains a low level of integrity of workmanship, as indicated by the lack of architectural details on this building. The property retains a low level of integrity of feeling to express a historic sense of a particular period of time. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 265; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison became the first sheriff of Allegheny County.

After the Revolutionary War, military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist, James O'Hara (1752-1819) moved back to Pittsburgh where he founded a store and established the Pittsburgh Glassworks and a brewery. O'Hara was an Irish immigrant and a land speculator; he purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). Much of this property, including 825 Pennsylvania Avenue, stayed in the Denny family for many decades. By the 1860s, the Elizabeth O'Hara Denny Estate had platted the majority of Morrison's land, including the parcels comprising this property (Section 9, lots 32-36). This property was part of the 38+ acres in the North Side the Denny heirs owned at the time of Elizabeth's death in 1878, not including other land holdings elsewhere in Allegheny and Pittsburgh. The Denny's tended to retain ownership of their land, but often leased it to various enterprises and businesses.

Plat maps from 1872 show limited development on the block bounded by Pennsylvania Avenue, Irwin [Brighton] Road, Riversea Road, and the railroad tracks. Several small buildings on the property were part of a barrel factory operated by Ralya and Robertson (Hopkins 1872). These buildings do not appear on the 1882 plat map (Hopkins 1882). In 1883, the property was transferred to Caroline Sophia Denny Paxton (1829-1914), daughter of Elizabeth Denny (Allegheny County Deeds 1883, DB 477:115). The 1884 map shows Jas. S. Bradley & Brother's frame (brick nogged), livery and sale building on the property, in addition to a small, one-story, brick-nogged blacksmith shop. Those earlier buildings were in the approximate location of the existing building (Sanborn 1884). These buildings also appeared on the 1890 plat, on land owned by Caroline S. Paxton (Hopkins 1890).

By 1893, there were new frame buildings on the property, which were used as a second blacksmith shop and a carpenter shop. The first blacksmith shop had expanded, and the livery persisted (Sanborn 1893). The 1901 plat indicates the owners of these buildings were T. Heathcote (first blacksmith shop on west side of parcel), W.H. Murphy (livery), Cameron Brothers (second blacksmith at east-center of parcel), and Rose & Fisher (carpenter shop) (Hopkins 1901). After Caroline Paxton died in 1920, her heirs transferred this property to one of her daughters, Caroline Denny Paxton Mudge (1866-1922) in 1921 (Allegheny County Deeds 1921, DB 2130:46). When Mudge died in 1922, her property conveyed to her husband, Lewis Seymour Mudge.

By 1906, the property's footprint was similar, despite a change in some of the building uses. The blacksmith shop at the west edge of the property remained, but the livery was referred to as "Hay, Grain, & Feed." The second blacksmith shop had become "Allegheny Carpet Cleaning & Feather Renovating Company." The carpenter shop also stored lumber (Sanborn 1906).

On the 1925 plat, owners of the subject parcel included C.P. (Caroline Paxton) Mudge and J.D. (James Donaldson) Paxton (two of Caroline's children, even though the deed research indicates that Mudge owned the entirety of the parcel, and not considering that Caroline had passed away in 1922) (Hopkins 1925). Uses depicted on the 1926 map include "store" (western side of parcel), "oil and grease warehouse" (former livery), and "sheet metal works" (eastern half of property).

Lewis Seymour Mudge passed away in April 1945. His estate transferred the property to Frank and Ida Mandel later that same year (Allegheny County Deeds 1945, DB 2867:154). It is possible the former buildings were demolished and the current building was constructed at this time, because by 1951, mapping depicts the current parcel mostly vacant, with the subject building in use as storage for "junk and used furniture" (Sanborn 1951). Therefore, the estimated construction date of the building is ca. 1945-1951.

In 1979, the property passed to Paul and George Warhola, relatives of artist Andy Warhol (ACDB 6085:271). The property is still owned and occupied by the Warhola family business, Paul Warhola Scrap Metals, Incorporated (ABDC 7305:147).

The existing building is first mentioned in the 1979 deed passing the property from Saul and Leona Mandel to Paul and George A. Warhola (ACDB 6085:271). The building was described as a "1-story corrugated steel warehouse and office building with attached 1-story concrete block building together known as 825-827 Pennsylvania Avenue." The concrete block portion of the building is not evident; it may have been located at the south-central portion of the property and demolished ca. 2008 (a one story garage appears on the floor plan at this location).

Date	Consideration	Grantor	Grantee	Source Location	Notes
5/22/1986	$1	Paul Warhola	Paul Warhola Scrap Metals Incorporated	Allegheny County Deeds 7305:147	"1-story corrugated steel warehouse and office building with attached 1-story concrete block building together known as 825-827 Pennsylvania Avenue."

Date	Consideration	Grantor	Grantee	Source Location	Notes
5/5/1984	$1	Paul and George Warhola	Paul Warhola	Allegheny County Deeds 6909:364	Same building description
4/2/1979	$48,000	Saul and Leona Mandel	Paul and George A. Warhola	Allegheny County Deeds 6085:271	Same building description
8/31/1978	$1	Saul and Leona Mandel	Saul and Leona Mandel	Allegheny County Deeds 5996:703	
10/12/1977	$1	Ida Mandel (will)	Saul and Martin Mandel	Allegheny County Deeds	
10/19/1945	$6,000	Lewis Seymour Mudge	Frank and Ida Mandel	Allegheny County Deeds 2867:154	
12/31/1921	WILL	Caroline S. Paxton	Caroline P. Mudge	Allegheny County Deeds 2130:46	"Building 825-827 Pennsylvania Avenue"
6/22/1883	WILL	Elizabeth F. Denny	Caroline S. Paxton	Allegheny County Deeds	

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 02/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Bradley Manufacturing Co.; Latshaw Pressed Steel and Pulley Co.; Pennsylvania Motor Car Co.; Williams and Company

CURRENT/COMMON NAME Allegheny County Children, Youth, & Families; Colorworks, Access; Czarnowski

OWNER NAME/ADDRESS 901 Pennsylvania LP / 1213 Galveston Ave., Pittsburgh , PA 15233-1603

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION Block bounded by Pennsylvania Ave., Norfolk Southern RR., Galveston Ave., Behan St., and Allegheny Ave.

STREET ADDRESS 901 Pennsylvania Avenue, Pittsburgh, PA **ZIP** 15233

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0022-S-00324-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	Factory

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Warehouse	
Commerce/Trade	Commerce/Trade - Business	Office

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Acreage (round to nearest tenth) 5.3

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Vernacular	Modern Movement
Art Deco	

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Concrete	Sandstone/Brownstone
Walls	Brick	Metal
Roof	Metal	Rubber
Other	Sandstone/Brownstone	
Structural System	Brick	Steel

WIDTH 628 (feet) or _____ (# bays) **DEPTH** 472 (feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1902 ☐ Circa **Year Completed** 1965 ☐ Circa

Date of Major Additions, Alterations 1939 ☐ Circa 1945 ☐ Circa 1965 ☐ Circa

Basis for Dating ☐ Documentary ☐ Physical

Explain Building permits; newspaper articles; deed records, historic mapping

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s) Samuel Diescher & Sons; John F. McWilliams

Builder(s) C.H. Bradley, Jr. & Company

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain The property is within the area of potential effects for a bridge raising project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ☐ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn/Justin P. Greenawalt, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

■ Contributes to Potential or Eligible District District Name Allegheny Second Ward Industrial Historic District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 17-18, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

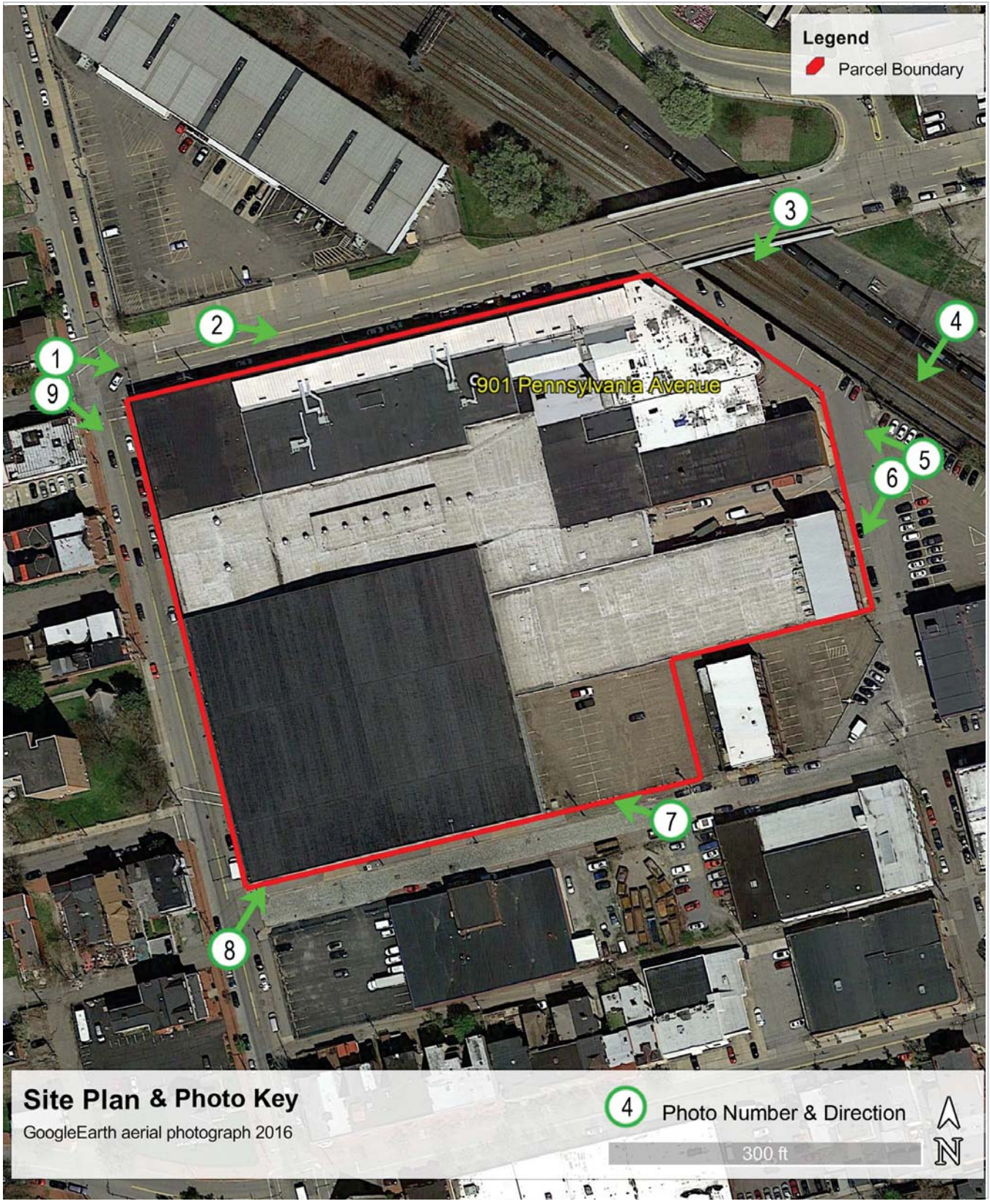
Photo #	Photo Subject/Description	Camera Facing
1	Williams & Company Complex, northwest (front) façade.	E
2	Williams & Company Complex, portion of northwest (front) façade.	E
3	Portion of northeast (side) and northwest (front) façades.	SW
4	Overview of northeast (side) façade of complex.	SW
5	Williams & Company Complex, portion of northeast façade.	NW
6	1213 Galveston Avenue, northeast (front) and northwest (side) façades.	SW
7	1200 Allegheny Ave. showing, SE (front) and NE (side) facades.	NW
8	1200 Allegheny Ave. showing, SW (side) and SE (front) facades.	NE
9	Williams & Company Complex, southwest (side) along Allegheny Ave.	SE
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
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27		
28		
29		
30		
31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

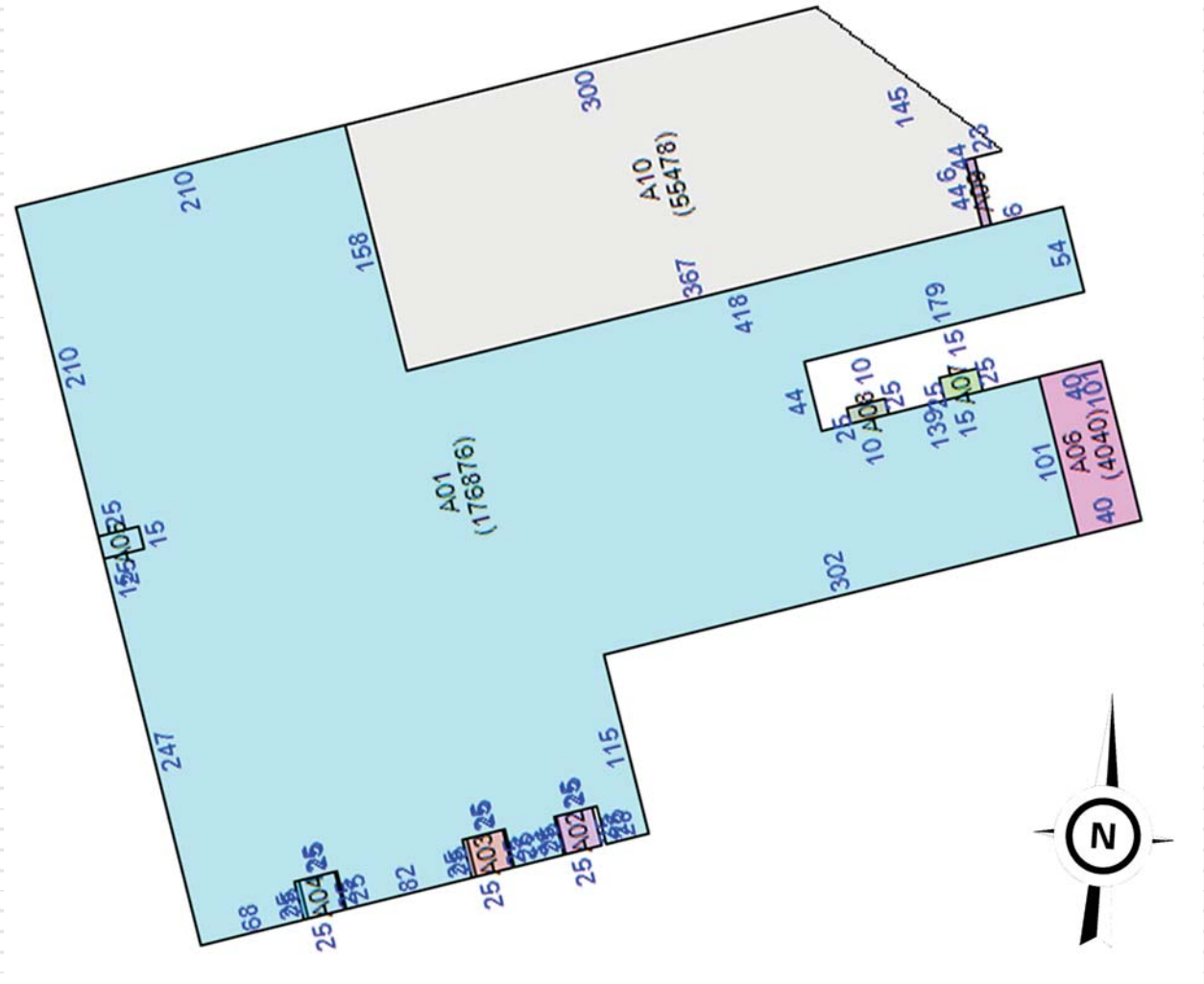


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

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1917c "The Pennsylvania Motor Car Company." 02 December:16. Pittsburgh, Pennsylvania.

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1940 "Remodeled Arnold School Now Part Of Shadyside." 7 September. Pittsburgh, Pennsylvania.

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1911 *Pittsburgh directory.* R.L. Polk & Co. and R.L. Dudley, Pittsburgh, Pennsylvania.

1912 *Pittsburgh directory.* R.L. Polk & Co. and R.L. Dudley, Pittsburgh, Pennsylvania.

1913 *Pittsburgh directory.* R.L. Polk & Co. and R.L. Dudley, Pittsburgh, Pennsylvania.

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1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Williams & Company Complex, northwest (front) façade, facing east.



Photo 2: Williams & Company Complex, portion of northwest (front) façade, facing east.



Photo 3: Williams & Company Complex, portion of northeast (side) and northwest (front) façades, facing southwest.



Photo 4: Williams & Company Complex, overview of northeast (side) façade of complex, facing southwest.



Photo 5: Williams & Company Complex, portion of northeast façade, facing northwest.



Photo 6: Williams & Company Complex, 1213 Galveston Avenue, northeast (front) and northwest (side) façades, facing southwest.



Photo 7: Williams & Company Complex, 1200 Allegheny Avenue showing, southeast (front) and northeast (side) facades along 900 block of Behan Street, facing northwest.

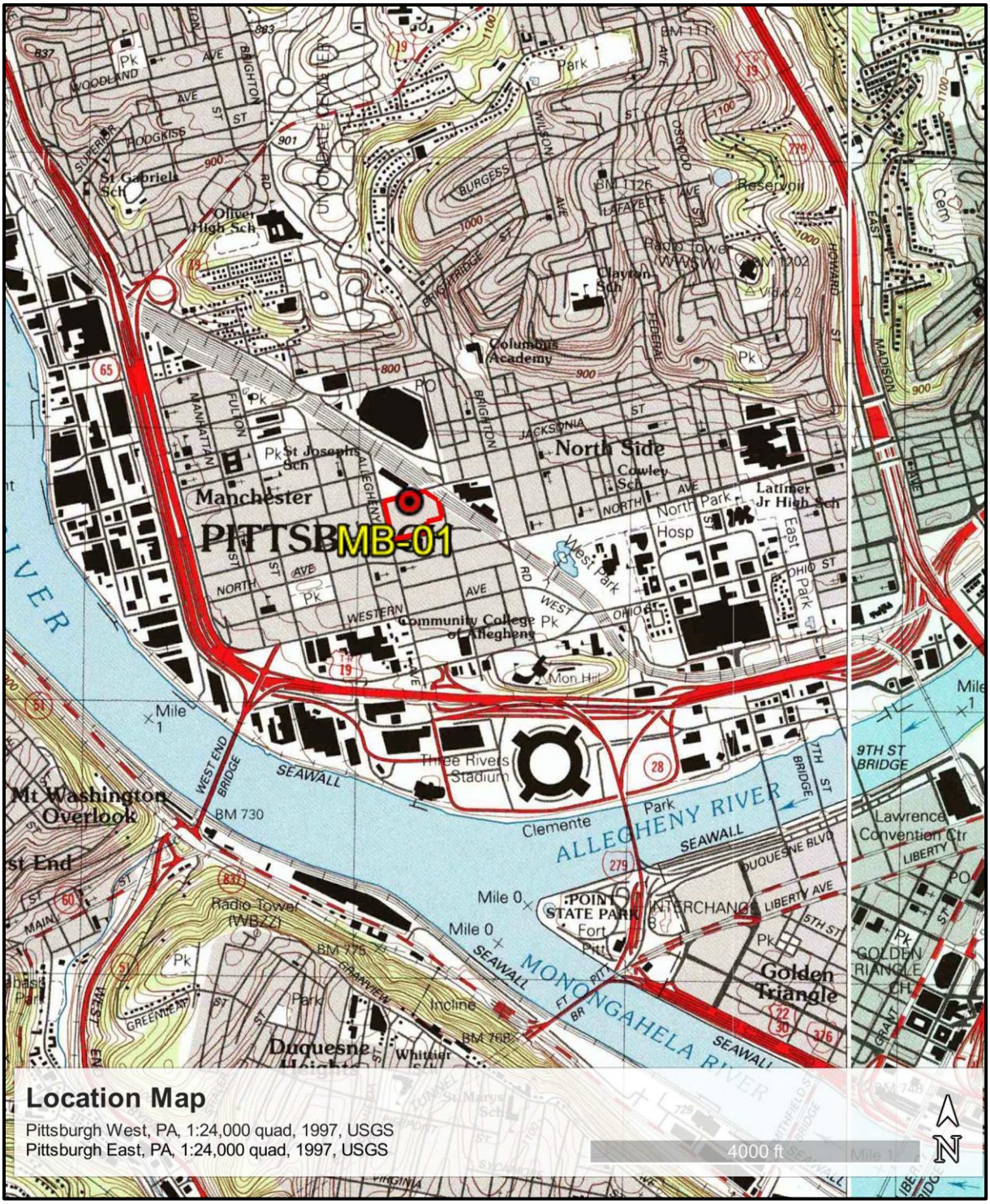


Photo 8: Williams & Company Complex, 1200 Allegheny Avenue showing southwest (side) and southeast (front) facades at the corner of Allegheny Avenue and Behan Street, facing northwest.

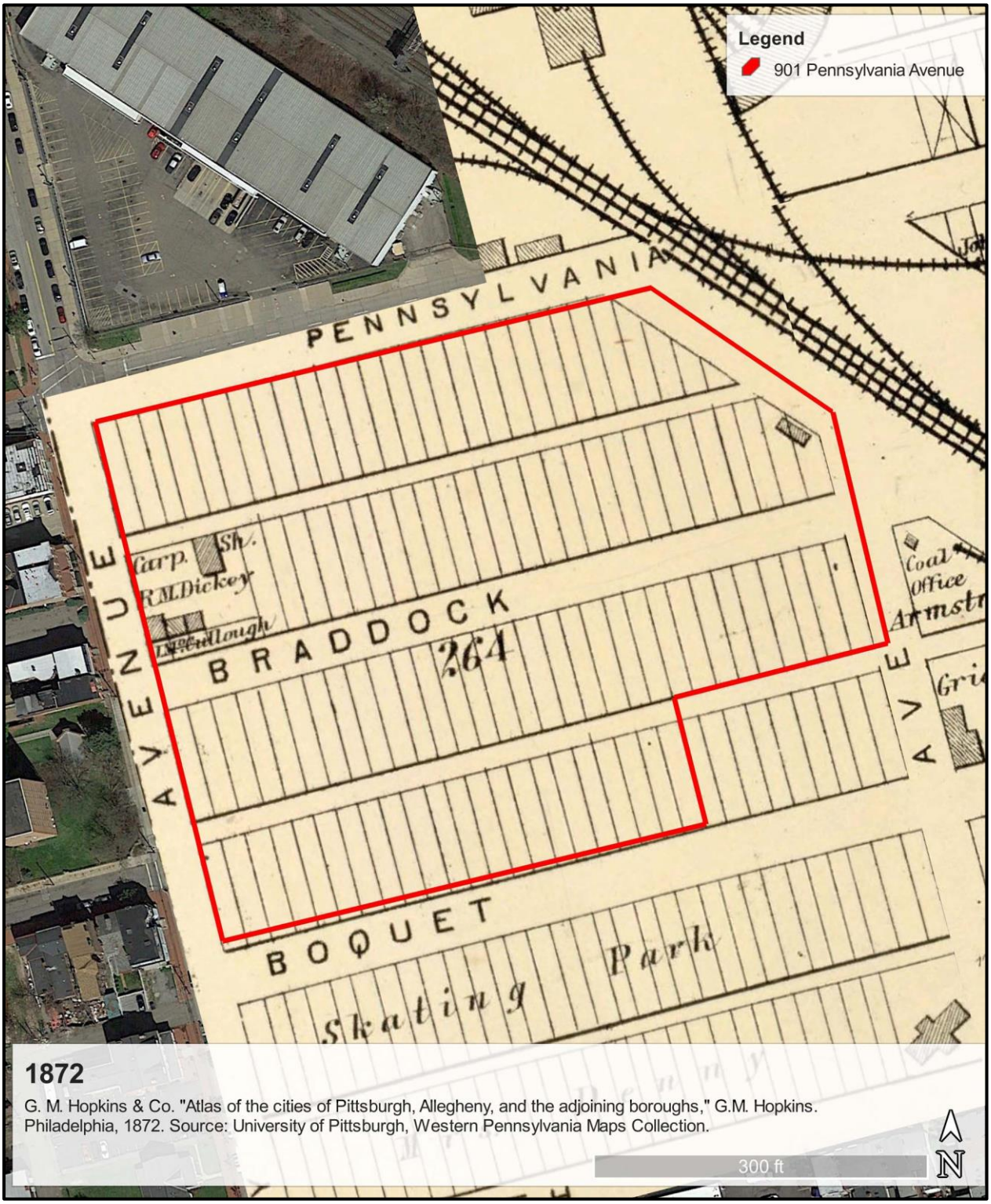


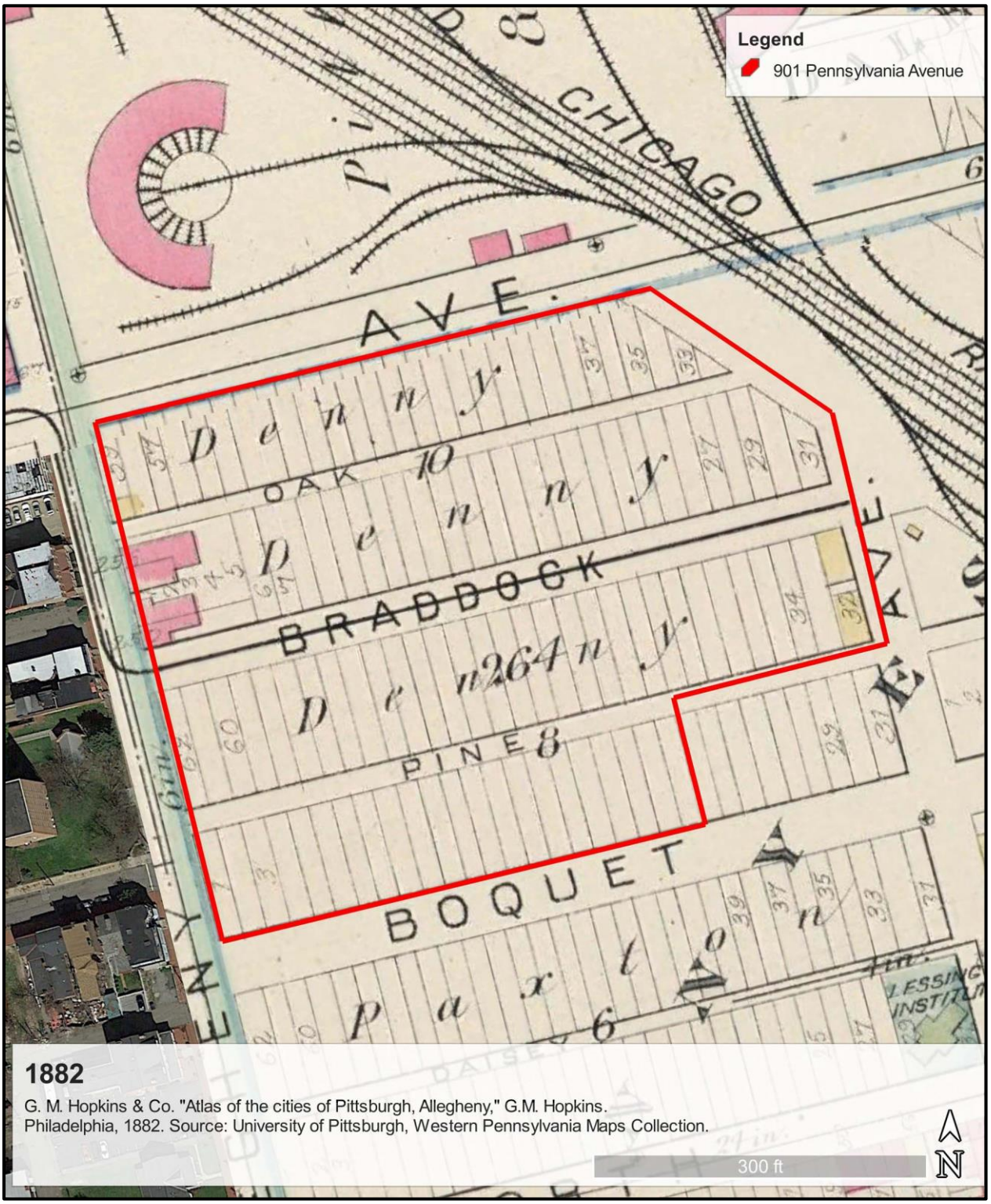
Photo 9: Williams & Company Complex, southwest (side) façade along Allegheny Avenue, facing southeast.

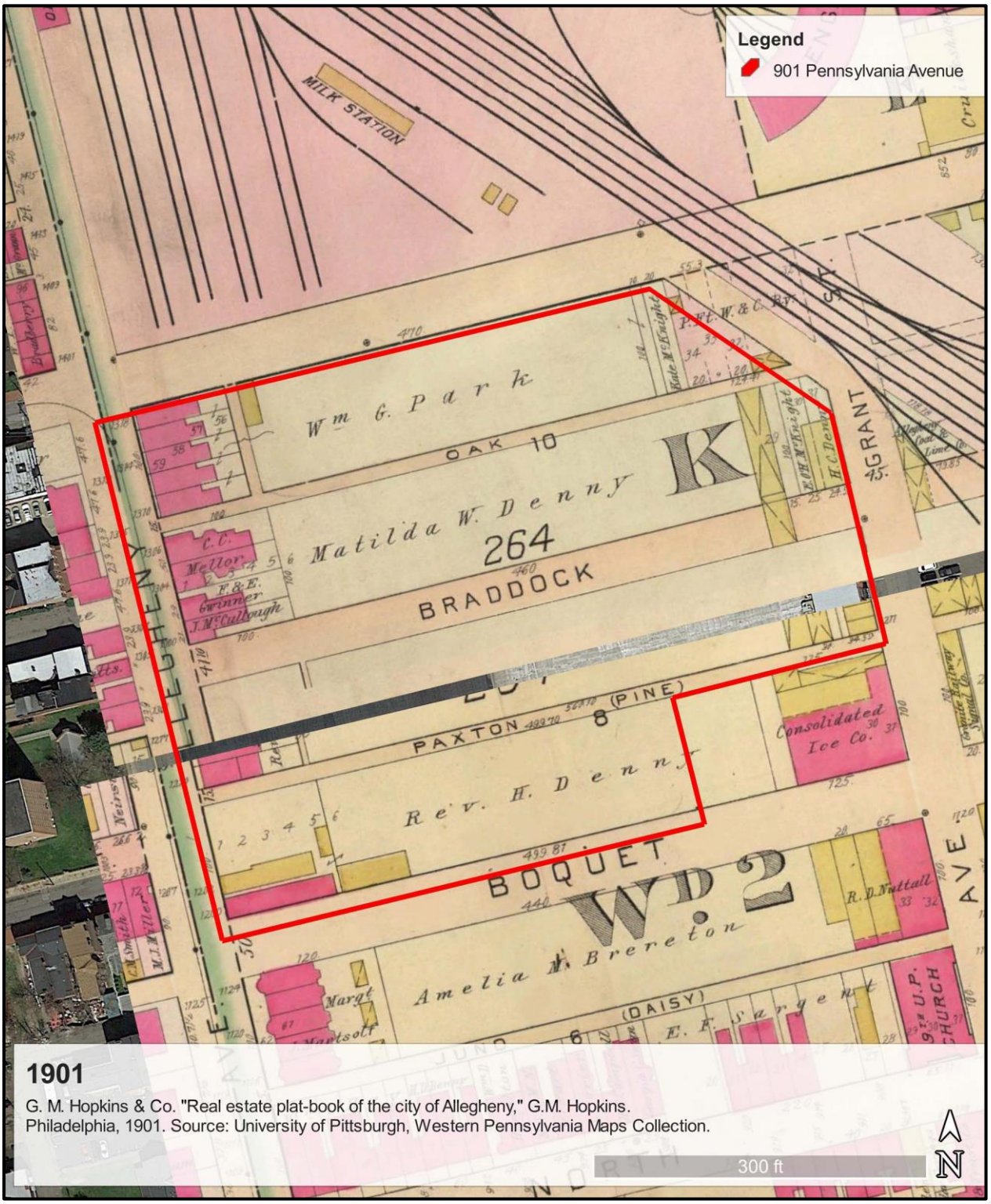
USGS Map (Item 36)

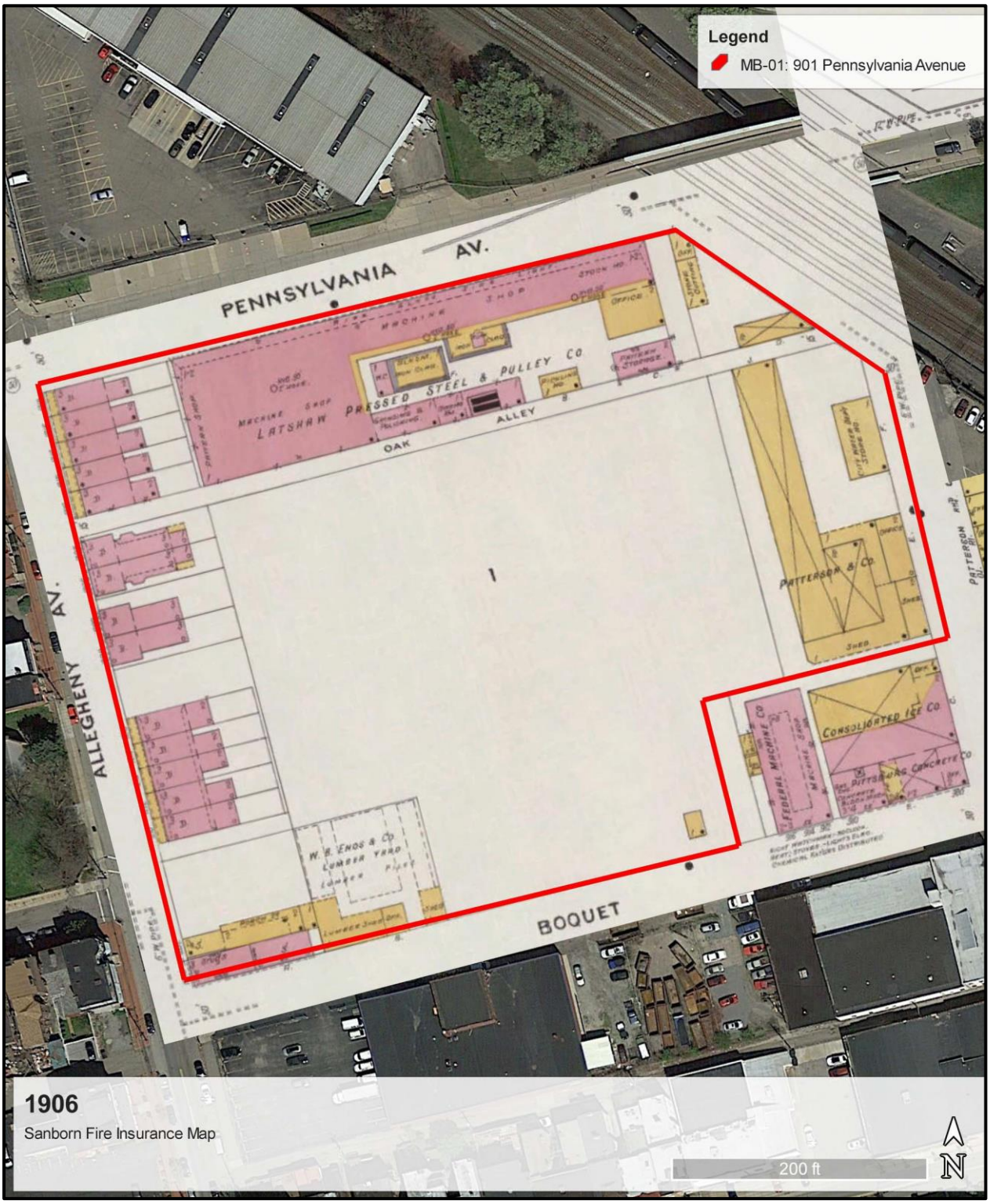


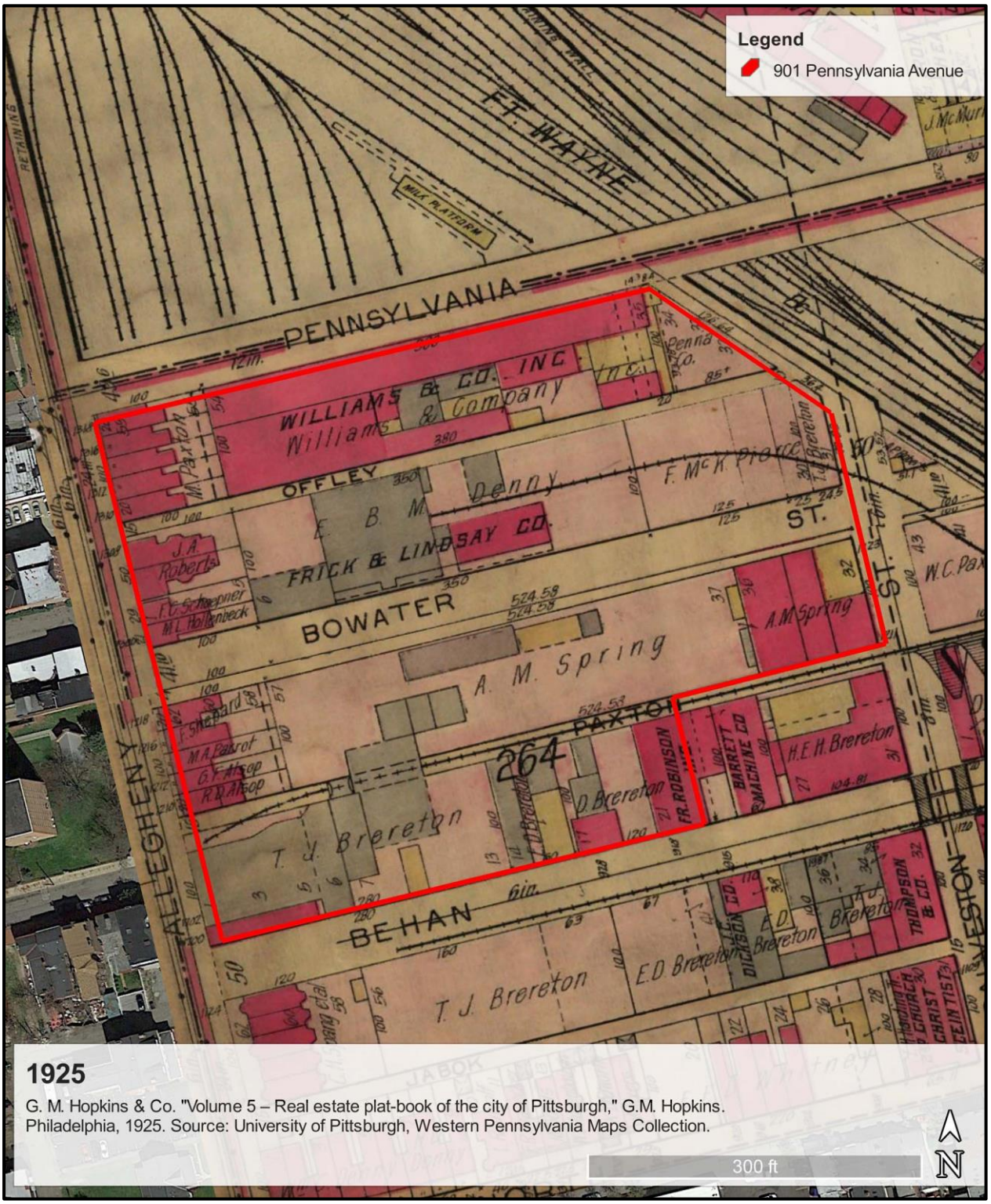
Historical Maps (Optional Attachment, Item 37)

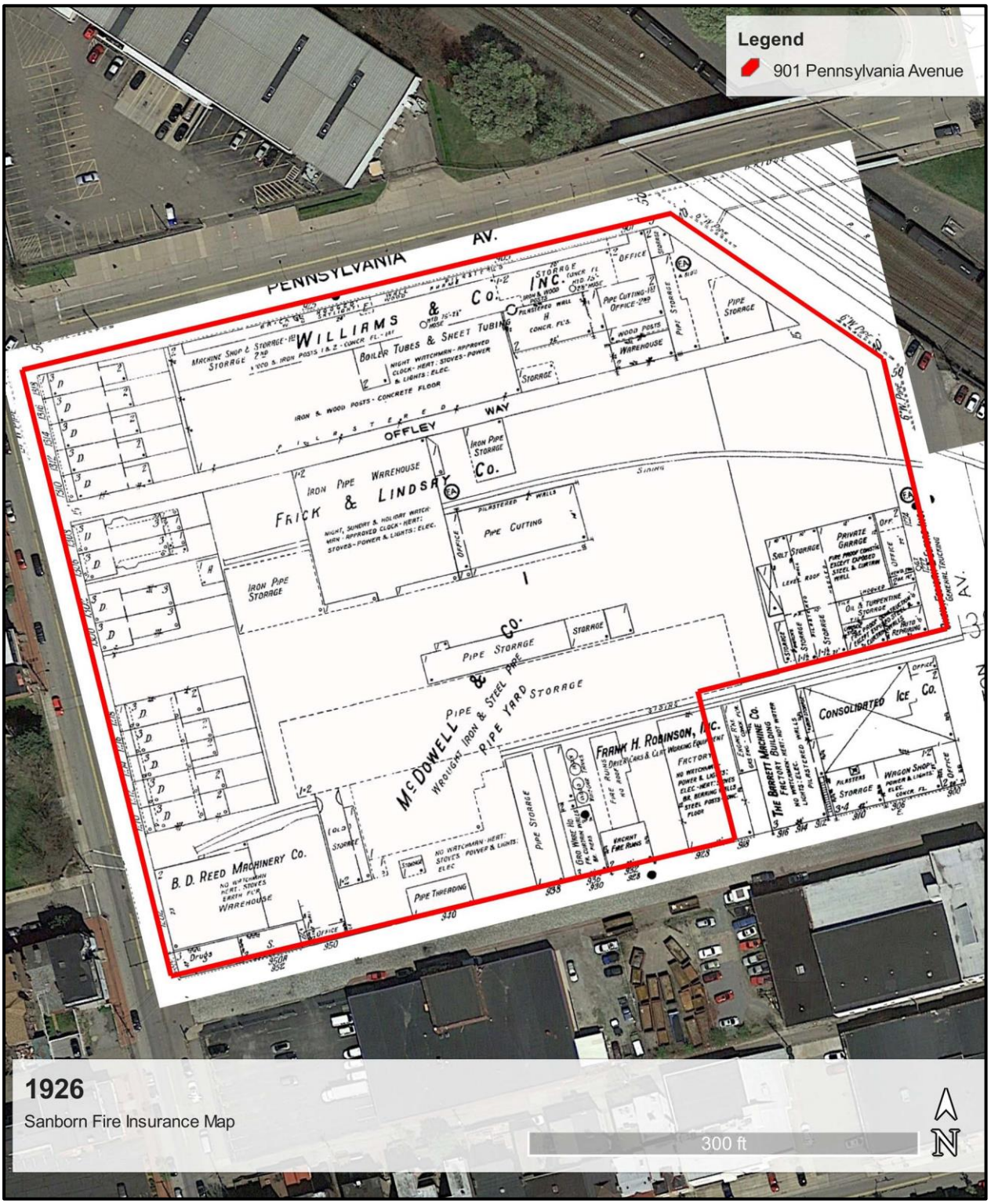



Legend
901 Pennsylvania Avenue
CHICAGO
AVE.
OAK
BRADDOCK
PINE
BOQUET
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins.
Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
901 Pennsylvania Avenue
MILK STATION
Wm G. Park
OAK 10
K
Matilda W. Denny
264
BRADDOCK
C.C. Mellor
F.&E. Gwinner
J.McCullough
PAXTON
(PINE)
8
Rev. H. Denny
Consolidated Ice Co.
BOQUET
WD 2
Amelia M. Brereton
(DAISY)
E. F. Sargent
R. D. Nuttall
9th U.P. CHURCH
GRANT
45
AVE.
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins.
Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
MB-01: 901 Pennsylvania Avenue
PENNSYLVANIA AV.
ALLEGHENY AV.
BOQUET
OAK ALLEY
PRESSED STEEL & PULLEY CO
LATSHAW
PATTERSON & CO
CONSOLIDATED ICE CO
FEDERAL MACHINE CO
W. R. ENOS & CO LUMBER YARD
1
1906
Sanborn Fire Insurance Map
200 ft
N


Legend
901 Pennsylvania Avenue
PENNSYLVANIA
FT. WAYNE
MILK PLATFORM
WILLIAMS & CO. INC
Williams & Company
OFFLEY
Denny
FRICK & LINDSAY CO.
BOWATER
A. M. Spring
PAXTON
264
BEHAN
T. J. Brereton
E.D. Brereton
ALLEGHENY
ST.
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
300 ft
N


Legend
901 Pennsylvania Avenue
PENNSYLVANIA AV.
WILLIAMS & Co. INC.
BOILER TUBES & SHEET TUBING
OFFLEY WAY
FRICK & LINDSAY Co.
IRON PIPE WAREHOUSE
PIPE CUTTING
IRON PIPE STORAGE
McDOWELL PIPE & STEEL Co.
WROUGHT IRON & STEEL PIPE YARD STORAGE
B. D. REED MACHINERY Co.
WAREHOUSE
FRANK H. ROBINSON, INC.
CONSOLIDATED ICE Co.
THE BARRETT MACHINE Co.
PRIVATE GARAGE
1926
Sanborn Fire Insurance Map
300 ft
N


Legend
901 Pennsylvania Avenue
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
400 ft
N


Legend
901 Pennsylvania Avenue
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
500 ft
N


Legend
901 Pennsylvania Avenue
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
300 ft
N

Historical Photographs (Optional Attachment, Item 37)



Figure 1: Advertisement, Latshaw Steel Split Pulley (Dale 1907).

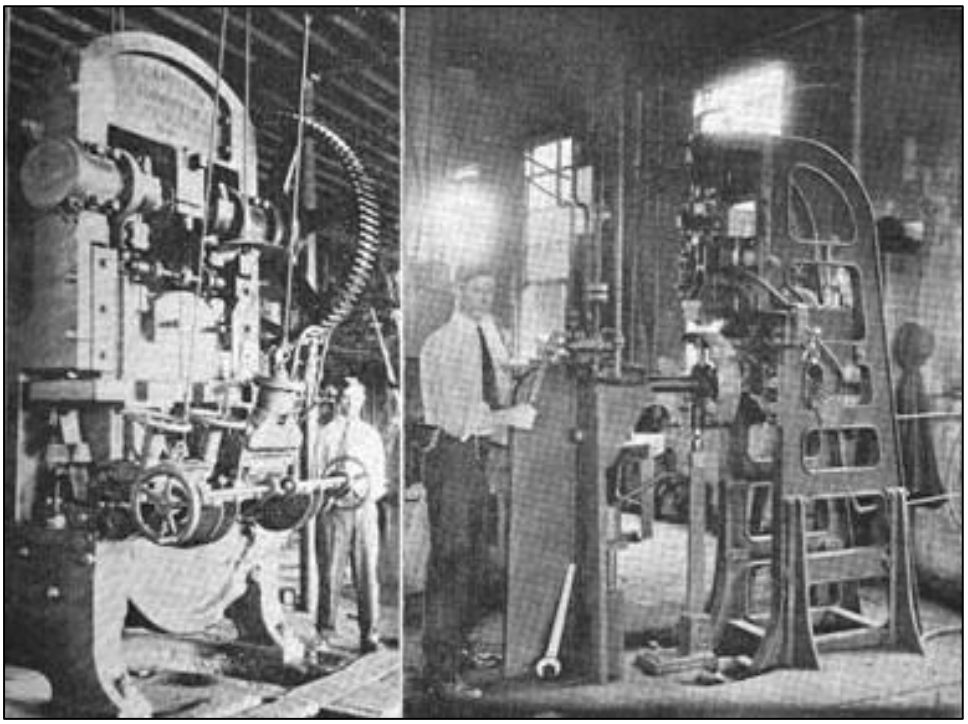


Figure 2: Interior view, 901 Pennsylvania Avenue ca. 1910 shortly after Pennsylvania Steel Pulley Company is acquired by the Oneida Steel Pulley Company (Industrial World 1910).



WHERE THE PENNSY CARS ARE MADE

Pennsylvania Ave., near Allegheny Ave., N. S., Pittsburgh, Pa.

EXPRESSING OUR APPRECIATION—The record-breaking throngs constantly around the Pennsy exhibit during the week of the show ended last evening served to emphasize the confidence of the people in their home enterprise. The Pennsy company was organized by Pittsburghers; its factory and offices are right here. It is not an industry a long way off, of which you know only what some stranger declares to you.

SHARE IN THE PROFITS—Profits in the automobile business is a subject on everybody's tongue. Why not share in them? Our first year's output practically is sold. The stock in our company set aside for the public is being heavily absorbed. Further sale may be withdrawn shortly. Will you lose your opportunity?

WHAT OTHERS HAVE DONE—Many persons enjoy independence today because they had the foresight to invest what means they had in some profitable enterprise when the opportunity was accorded them. Otherwise they still would be working for wages or a salary, dependent upon the whim of some "boss." In what position are you, in case your earnings stop, your savings are gone, and you have no dividends to aid in your support? You do not need much money to purchase enough Pennsy stock to give you the possibility of riches some day in the near future.

INQUIRY

The Pennsy Motors Company of Pittsburgh, Suite 704 Oliver Bldg., Pittsburgh, Pa.

Gentlemen: Please send me further particulars, including the partial payment plan, for purchasing stock in your company.

NAME .....

ADDRESS .....

.....

R. F. D. if any.

Pa. 32616.

LIMITED AMOUNT OF STOCK—The Pennsy Motors Company of Pittsburgh offers a limited amount of stock for sale to the public at the par value of $1 per share, to increase the number of boosters and buyers of PENNSY cars. All is VOTING stock. There are no preferred shares. All stockholders are on an equal basis, in proportion to their holdings.

REMIT $1 for each share you wish to purchase by money order, check or registered mail; or call in person at our offices and certificates will be issued, fully paid and non-assessable.

MOTOR—4-cylinder, 4-cycle; cast en bloc; 30-35 H. P. unit power plant.
CARBURETER—The famous "Master."
LIGHTING AND STARTING—Two unit system; high grade.
TRANSMISSION—Three speeds forward and reverse.

$855

PENNSY
"The Car Named by the People"

CONTROL — Left side drive; center control.
WHEELBASE, 114 inches; tread, 56 inches.
BODY—5-passenger, yachtline; 30-inch space for driver; wide doors; deep upholstering.
FINISH — "Pennsy" green.

$855

Special Announcement—Adhering to our profit-sharing policy, we plan to allow a reduction during 1916 on the price of one car for personal use to each stockholder having 100 shares or more. Kindly let us know if you are thinking of buying a car, so we can regulate production to answer your needs early.

THE PENNSY MOTORS CO. OF PITTSBURGH

Factory:
Pennsylvania Avenue,
Near Allegheny Avenue.

PITTSBURGH, PA.
Bell Phone Grant 1587

Downtown Offices:
Suite 704 Oliver Bldg.,
Smithfield Street.

Figure 3: Advertisement for Pennsy Motors Company, showing 901 Pennsylvania Avenue ca. 1916 (Pittsburgh Daily Post 1916).

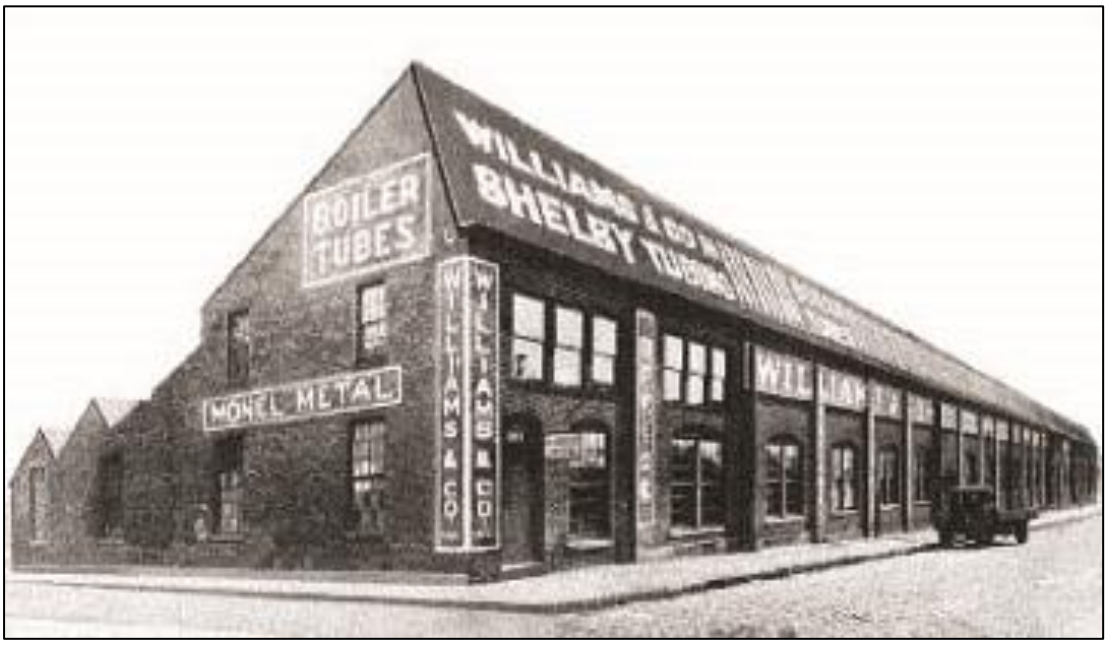


Figure 4: 901 Pennsylvania Avenue as Williams & Company ca. 1919, showing the Pennsylvania Avenue (northeast) and Galveston Avenue (northeast) facades of the original building (TW Metals 2013).

Physical Description and Integrity (Item 38)

Physical Description

Preparer's Note: Only visible facades are discussed in this description. All portions of 901 Pennsylvania Avenue are one to two stories in height. Unless otherwise noted, the various roofs are all sheathed in built-up asphalt or EPDM synthetic rubber.

The building at 901 Pennsylvania Avenue (MB-01) is located along the southern side of Pennsylvania Avenue. The building occupies the majority of the block bounded by Pennsylvania Avenue, Allegheny Avenue, Behan (formerly Boquet) Street, and Galveston Avenue (formerly Grant Street). Two small parcels at the southeast corner of the block are not part of this property. The present building is a large complex comprising several buildings and additions constructed by different industrial enterprises over the course of 40 years. Originally, the block was composed of numerous small parcels. These individual parcels have been abolished and combined to form one, single parcel. In creating this single parcel, Bowater Street, Offley Way, and Paxton Way—all having once ran through the site—were vacated.

The Pennsylvania Avenue (primary, northwest) façade (Photos 1-3) of 901 Pennsylvania Avenue is 35 bays (493 ft) wide, spanning from the abutment of the Pennsylvania Avenue Bridge to Allegheny Avenue. The exterior walls are clad in red brick laid in a common bond pattern. Brick infill, where present, is laid in a running bond pattern. At the far northeastern end of the building, as Pennsylvania Avenue increases in elevation, approaching the Pennsylvania Avenue bridge, the lower portion of the building, including its foundation, is obscured. Ca. 1929, improvements to the railroad necessitated the raising of several bridges near 901 Pennsylvania Avenue. Bridges and approaches were raised again ca. 1945 to accommodate taller locomotive engines. The current bridge dates to ca. 1980.

Reading the façade from left to right (northeast to southwest), bay 1 is part of a 1945 addition to the building. It has a modern glass and metal door flanked by two sidelights. As evidenced by different brick and mortar colors, this bay was once a larger opening that has been infilled. Above the door, a recessed brick panel has been placed in the brick infill that mimics an historic recessed panel directly above it. Above the door, a contemporary, arched sign reads: HOUSE OF METAL. Flanking the door and the brick infill are decorative, vertical, molded brick pilaster elements. The bay terminates in a parapet wall with sheet metal coping.

Bays 2 through 25 comprise the original Bradley Manufacturing Company building (Figure 4). This section dominates the Pennsylvania Avenue façade. Each bay is separated by a brick pilaster and exhibit similar, repetitive design elements. The typical configuration consists of an infilled window opening on the first story with brick segmental arch lintels. Lintels comprise three courses of radiating rowlock bricks flush with the façade. All bays have a window opening on the second story (some are extant, some are altered, some have been infilled).

Bay 2 has two, small infilled openings on the first story with brick segmental arch lintels. Originally, the opening on the left was a door, the opening on the right was a window (Figure 4). Bays 3 through 18 have

one large infilled window opening on the first story. The infilled opening in bay 8 was a door prior to the elevation of street grade. Bay 11 has had a pedestrian door cut into the center of the bay, exiting to street level. Beginning with bay 14, the building's poured concrete foundation becomes visible. Bay 19 is like bay 8 in that the opening and brick segmental arch lintel is placed lower than in other bays. Here, the opening has not been infilled. It serves as a door. The door is a contemporary aluminum and glass double door flanked by sidelights. Above, a large, glass transom fills the remainder of the opening. On either side of the door, two steel I-beams support a small canopy and a modern sign that reads: HOUSE OF METAL. Bays 21-26 have had overhead, rolling garage doors inserted into each bay on the first story. The brick pilasters separating each bay have been removed and replaced with thinner, rounded concrete piers. Each bay has had a steel lintel inserted above the door; however, the original segmental arch lintel is visible above each door; evidence of previously infilled fenestration.

Examining the second story, bays 2-4 and 8 have window openings with steel lintel and brick sills that have been infilled with brick. Bays 5 and 6 feature window opening with steel lintels and brick sills fitted with three grouped one-over-one light, aluminum sash windows. Bay 7 has two window openings with steel lintels and brick sills fitted with paired one-over-one light, aluminum sash windows. Bays 9-25 have modern, aluminum clerestory windows. In lieu of brick lintels, a steel U-channel is bolted to the building directly below each window, running the width of the bay between the brick pilasters.

The roof structure over bays 2-25 is a monitor clad in standing seam metal. The pitch of the roof is higher facing toward Pennsylvania Avenue and lower toward the back. A stepped party wall rises above the roofline between bays 8 and 9. The northern face of the gable was originally lined with glass skylights (Figure 3).

The far eastern portion of the parcel, comprising bays 26- 35, has a more modern brick structure of the same height with a flat roof. The brick is laid in a common bond pattern. This façade rises from a continuous poured concrete foundation. On the first story, in bay 26, a steel slab pedestrian door exits at street level. Bays 27-34 feature eight clerestory windows with steel lintels and brick sills. These windows are mostly infilled with glass block, though two are partially infilled with plywood. Two slightly lower window openings with brick sills are also infilled with plywood. The wall extends above the roofline forming a low parapet with stone coping.

The Allegheny Avenue (southwest) facade of 901 Pennsylvania Avenue (Photo 9), although cohesive in its materials, is divided into three, distinct façade bays. This reflects three different periods of construction. In total, it is 470 ft wide. All façade bays have a continuous, poured concrete slab foundation. The facade is clad in brick laid in a common bond pattern. Differing brick and mortar types differentiate the three, distinct façade bays of the facade. All façade bays of the Allegheny Avenue facade have very little fenestration. Reading the façade from left to right (northwest to southeast), one metal pedestrian door exits at street level in the middle façade bay. At the northwestern end of the third façade bay, one overhead, rolling garage door exits at street level. Two raised steel pedestrian doors exit onto concrete block platforms with seven poured concrete steps and metal pipe railings. The three façade bays are most discernable at the roofline, as each bay possesses a different roof height. The height of the second façade

bay is lower than the first and third bays. On the first and second façade bays, the roofline terminates in a low parapet with stone coping. The roofline of the third façade bay terminates in an aluminum gutter system attached to seven downspouts that directs runoff to an internal storm water management system.

The Behan Street (southeast) facade is divided into two, distinct sections: a southwestern section and a northeastern section. With the exception of the three northeastern bays of the northeastern section (which is two stories), both sections are one story in height. Reading the façade from left to right (southwest to northeast). the southwestern section rises from an elevated, continuous, poured concrete slab foundation (Photos 7 and 8). Atop the concrete slab foundation is a partial wall of concrete block. Above this wall the façade is clad in corrugated aluminum panels. A belt of differently corrugated metal runs below the roofline. The section is 4 bays (285 ft) wide. Bays 1 and 4 feature large garage door openings fitted with overhead, rolling doors. Bay 2 features a steel slab pedestrian door that exits onto a poured concrete platform with five steps, a metal railing, and an awning. Bay 3 features a steel, street-level pedestrian door paired with a large overhead, rolling garage door.

The northeastern section of the Behan Street facade is set back from the street, behind an expanse of asphalt-paved parking lot and one brick building (not included in this recordation). The façade rises from an elevated, continuous, poured concrete slab foundation. Above, the section is clad in brick laid in a running bond pattern. The section is 18 bays (340 ft) wide. Reading the façade from left to right (southwest to northeast), bay 1 features a street level opening infilled with metal. A louvered vent is present here. Bays 2, 3, 4, 6, 8, 9, 11, 12, and 14 feature small, rectangular window openings with steel lintels and rowlock brick sills. Each opening has been infilled with painted plywood. Bay 5 features one steel pedestrian door. The door exits onto a poured concrete platform with four steps and a metal pipe railing. Bays 7, 10, and 13 feature loading dock door openings fitted with overhead, rolling metal doors. These doors are elevated from the ground, having once serviced a now-disappeared rail spur adjacent to the building. Bay 15 features a window opening fitted with a single-light, aluminum fixed-sash window. Bays 16, 17, and 18 comprise the two-story segment of the northeastern section. Bay 16 features a first-floor window opening fitted with a single fixed-sash-over-awning-sash aluminum window. Bays 17 and 18 feature second-floor window openings fitted with fixed-sash-over-awning-sash aluminum windows. The second story of bays 16, 17, and 18 features decorative, horizontal brick banding. It has been painted red. The façade terminates with a parapet capped in stone. Below the coping, the parapet features a band of brick set in a sawtooth pattern. Signage centered on this segment of the northeastern section reads: Czarnowski Exhibit | Strategic | Event Services.

The Galveston Avenue (northeast) facade (Photo 4) is comprised of five distinct building sections. The first, southeastern section of the façade was originally a separate building; accounting for its disparate architectural detailing in comparison to the other facades of 901 Pennsylvania Avenue (Photo 6). This section exhibits a clear art moderne aesthetic. The façade rises from a continuous poured concrete slab foundation. The first and second stories are clad in red brick laid in a running bond patterning. The section is symmetric and 9 bays (100 ft) wide. Reading the façade from left to right (southeast to northwest), bays 1-4 and 6-9 feature first and second-story window openings with steel lintels. First story window openings possess cast stone slip sills. Second story window openings possess rowlock brick sills. First

story window openings are fitted with single-sash, aluminum fixed-sash windows. Second story window openings are fitted with one-over-one light, fixed sash aluminum windows. Deep red horizontal brick banding corresponds with the second story windows. Brick between the windows is laid in an English bond pattern. In bays 1 and 2, between the first and second story, signage centered on this segment of the northeastern section reads: Czarnowski Exhibit | Strategic | Event Services. Bay 5 features a contemporary metal pedestrian door. The door is centered and recessed. The door is flanked by thin sidelights and surmounted by a small transom. The door is surrounded by a light brown brick set in a checkerboard pattern. A modern canopy suspended from the building shelters the door. Freestanding letters affixed to the top of the canopy read: hello. The light brown brick extends above the canopy and terminates in a sawtooth pattern below a limestone sill. A double height, three-light window with horizontal aluminum muntins extends upward from the sill. Radiating outward from the door and window are four decorative courses of brick laid in a stacked bond pattern. These courses run upwards to a steel lintel on the second story. The section terminates in a parapet with a band of brick set in a sawtooth pattern, capped in stone.

The first section then jogs to the northwest, away from Galveston Avenue. The void in this portion of the façade corresponds with the historic right-of-way of the now-vacated Bowater Street. The northeast facade of the southeastern section, nearest Galveston Avenue, is 9 bays (180 ft) wide. Reading the façade from left to right (southeast to northwest), on the first floor, bay 2 features a window opening with a steel lintel and a cast stone slip sill. The window opening is fitted with a three-sash aluminum window with fixed upper and lower sashes and an operable middle awning sash. Bay 4 features a steel slab pedestrian door opening fitted with a contemporary metal and glass door with a fixed aluminum sash transom. The door opening has a rusticated red brick surround with a panel of deep red brick above. On the second story, bays 1-4 feature four window openings with steel lintels and rowlock brick sills. The openings are fitted with one-over-one light, fixed sash aluminum windows. Between bays 4 and 5, a brick chimney rises above the parapet and terminates in a sawtooth brick pattern with a stone coping. Bays 5, 6, 8, and 9 feature squared window openings with steel lintels and rowlock brick sills. Each opening has been infilled with glass block. Painted in bays 5 and 6 is signage that reads: CUSTOMER PARKING ONLY. Bay 7 features a loading dock door with an overhead, roll-up door exits onto a poured concrete loading dock structure with modern metal railing. The loading dock extends into a small asphalt-paved parking lot area.

The second section of the Galveston Avenue (northeast) façade is one bay (44 ft) wide. The façade rises from a continuous concrete block foundation. It features one loading dock door opening fitted with an overhead rolling garage door. The loading dock opens on a small asphalt-paved parking lot area.

The southwest facade of the third section of the Galveston Avenue (northeast) façade faces onto the small asphalt-paved parking lot area. The façade rises from a continuous poured concrete foundation. Above, the façade is clad in red brick laid in a common bond pattern. The façade is 15 bays (180 ft wide). Reading the façade from left to right (southwest to northeast), bays 1-11 feature squared window openings with steel lintels and rowlock brick sills. Each of the window openings is fitted with a 20-light, fixed sash steel windows. Window openings is bays 12-15 have been infilled with brick laid in a running bond pattern. The façade terminates in a brick parapet with terra cotta coping tile.

The northeast façade of the third section of the Galveston Avenue façade is also brick, rising from a poured concrete foundation (Photo 5). It is 54 ft wide. It possesses no fenestration. The section then jogs to the northwest.

The northwest façade of the third section of the Galveston Avenue (northeast) façade measures bays 4 bays (45 ft) wide. Reading the façade from left to right (southeast to northwest), bay 1 features a loading dock door opening fitted with an overhead, rolling metal door. Bay 2 features a steel pedestrian door exiting at street level. Bays 3 and 4 feature squared window openings that have been infilled with brick laid in a running bond pattern.

The fourth section of the Galveston Avenue (northeast) façade is recessed from the street, forming a small asphalt-paved parking lot and loading dock area. The section partially occupies the street bed of the now-vacated Offley Way. The section measures 6 bays (45 ft) wide. The foundation material of this section is not discernable. The façade is clad in brick with an overhanging second story. Reading the façade from left to right (southeast to northwest), on the first story, bay 2 features a steel pedestrian door. Bays 3-5 feature a single loading dock door opening fitted with an overhead, rolling metal door. Bay 6 features a metal louvered vent. On the second story, bays 1-5 feature vertical window openings fitted with three-light, fixed-sash vinyl windows. These windows are set in a vertical wood paneling the runs from the bottom of the overhang to the roofline. The parapet is capped in sheet metal.

The fifth section of the Galveston Avenue (northeast) façade meets the fourth section with a rounded corner. Here, Galveston Avenue angles and follows the path of the railroad, meeting Pennsylvania Avenue at a dead-end concrete wall. The façade is 5 façade bays (approximately 150 ft) wide. Each façade bay is separated by slightly protruding brick pilasters with two, thin vertical courses of molded brick on the pilasters. The foundation composition of this façade is not discernable. The face is clad in brick. Reading the façade from left to right (southeast to northwest), façade bay 1 features the rounded corner. It is clad in brick laid in a Flemish bond pattern and has no first-story fenestration. On the second story, a ribbon window of six fixed sash, single-light windows rest on concrete sills. Façade bays 2-5 were originally configured identically with ribbon windows on both the first and second stories. All second-story ribbon window openings have been fitted with nine fixed-sash, single-light windows. On the first story, façade bay 2 features a centered steel pedestrian door. The first story ribbon window opening in this façade bay has been infilled with brick and exhaust vents. Façade bay 5 features a protruding concrete block stair tower. The stair tower has a second story glass block window with a concrete sill. The façade terminates in a parapet capped with metal. On the parapet, the remains of painted signage reads: “The House of Metals” (script) WILLIAMS & COMPANY INC. ------urgh. The concrete block addition obscures the “Pittsb” in “Pittsburgh.”

Integrity

Overall, the property retains a moderately-low level of integrity.

The property retains integrity of *location* as the building remains in the place in which it was constructed.

The property retains moderately-low integrity of *design*. The building has been changed substantially since its construction. Numerous additions have been made, fundamentally changing the footprint of the original building. Fenestration has also been heavily altered with replacement windows, the relocation of window openings, and the infill of existing window openings.

The property retains moderately-low integrity of *setting*. The building is associated within Much of the area has changed since the building's construction. The buildings on the north side of Pennsylvania Avenue, associated with the railroad, are no longer extant. Subsequent expansions and alterations of the building also resulted in the loss of residential fabric along Allegheny Avenue. With the removal of railroad spurs that once serviced the building, it also no longer demonstrates any association with the neighboring railroad.

The property retains low integrity of *materials*. The building has been compromised by the addition of new buildings and incongruous connecting elements, creating a singular, larger complex out of numerous disparate buildings.

The property retains low integrity of *workmanship* as indicated by the fact that many windows and doors have been moved and that the newer buildings lack the quality of craftsmanship present in earlier portions of the building.

The property retains a moderately-low level of integrity of *feeling*. In spite of numerous changes and evolution for various industrial uses, the building is still recognizable as an early-twentieth-century industrial building.

The property retains integrity of *association* with the potentially-eligible Allegheny Second Ward Industrial Historic District, to which it contributes.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 264 (Hopkins 1872); part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. James Morrison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Morrison soon became the first sheriff of Allegheny County.

After the Revolutionary War, military officer, quartermaster of the U.S. Army, trader, businessman, and industrialist, James O'Hara (1752-1819) moved back to Pittsburgh where he established a store, the Pittsburgh Glassworks, and a brewery. O'Hara was an Irish immigrant and a land speculator. He purchased thousands of acres in Western Pennsylvania's developed and undeveloped tracts (within Woods Plan, Reserve Tract, Town of Allegheny, Borough of Pittsburgh, and many other areas) (Shetler 1951:33). When O'Hara died in 1819, his vast land holdings were placed in trusts and divided amongst his surviving heirs, including daughter Elizabeth Febiger O'Hara Denny (1796-1878). Elizabeth's inheritance included Reserve Tracts 264, 265, 267 (and 266 from her mother) bounded by Pennsylvania Avenue, Brighton Road, Western Avenue, and Allegheny Avenue (Shetler 1951:30). Much of this property, including 901 Pennsylvania Avenue, stayed in the Denny family for many decades. This property was part of the 38+ acres in the North Side the Denny heirs owned at the time of Elizabeth's death in 1878, not including other land holdings elsewhere in Allegheny and Pittsburgh. The Denny's tended to retain ownership of their land, often leasing it to various enterprises and businesses.

In contrast to areas west of Allegheny Avenue and south of North Avenue, early plat maps show sparse development in the block bounded by Pennsylvania Avenue, Grant Street (now Galveston Avenue), Boquet (now Behan) Street, and Allegheny Avenue. Immediately preceding development, much of this land belonged to the Matilda W. Denny Estate (ACDB 1956:229).

The earliest development in this block appears ca. 1872. A carpenter shop owned by R.M Dickey and a separate residential parcel owned by J. McCullough stood along Allegheny Avenue at the intersection with Braddock Street (Bowater Street, now vacated) (Hopkins 1872). As the nineteenth century progressed, little changed. By 1882, aside from the construction of two wood frame buildings along Grant Street (now Galveston Avenue) and the erection of a brick structure on the site of R.M. Dickey's carpenter shop, no additional, substantial development had occurred (Hopkins 1882).

In the late 1880s and early 1890s, the Denny estate was subdivided and sold. Residential development began on the periphery of the block. At the western edge, along Allegheny Avenue, 14 brick rowhouses were built between Pennsylvania Avenue and Pine (Paxton) Way (Hopkins 1890). Near the railroad, on Grant (now Galveston), clusters of wooden industrial buildings developed. Despite this development, the majority of the block remained vacant. The 1890 plat map shows this vacant area as having been adapted for use as a pleasure grounds, known as Recreation Park (originally Union Park). This area became a recreational space for baseball and football games, fairs, bike races, and other events (Peterson and Rooney 2015:163). Recreation Park featured a crescent-shaped grandstand at the northeast corner of

Behan Street and Allegheny Avenue (there was also a toboggan slide at the northwest corner of Behan Street and Galveston Avenue). This baseball field was the home to the Pittsburgh Alleghenys, who later became the Pirates. After the teams left the park for Exposition Field and later Forbes Field in the late 1890s, the land was converted to industrial uses. It appears the grandstand was demolished by 1901.

Residential to the west and industrial to the east, the composition of the block was not atypical for the neighborhood at that time. Plat maps demonstrate that the juxtaposition of residential, commercial, and industrial usages was common. However, the block remained comparatively underdeveloped far longer than others in the vicinity. This block was among the last parcels of open land to be developed.

By 1901, the early residential development along Allegheny Avenue persisted, but no new residential buildings were being constructed (Hopkins 1901). By 1902, aided by the proximity to the Fort Wayne & Chicago Railroad to the east and the expansive railyard to the north, the block became definitively industrial in character. Ten years earlier, in 1892, William G. Park had purchased the majority of the vacant lots fronting Pennsylvania Avenue from the Denny Estate (ACDB 813:193). They remained vacant until the Bradley Manufacturing Company (Bradley Company) chose the site as the location for its new engine manufacturing plant (Pittsburgh Daily Post 1901). William G. Park maintaining ownership of the land.

The Bradley Company was incorporated in February 1902 (Pittsburgh Press 1902) for the purpose of manufacturing stationary steam engines. Specifically, the company specialized in a class of engine known as the Willians central valve engine (Pittsburgh Daily Post 1901). The Willians engine was a type of steam engine developed by Willians & Robinson Limited in Rugby, Warwickshire, England. The Willians engine was popular in the early twentieth century for its ability to operate at a consistent speed. At the time, the Bradley Co. held the American patents for the Willians engine; having secured them from the M.C. Bullock Manufacturing Company of Chicago (American Manufacturer 1902). The Bradley Co. chose the Pennsylvania Avenue site for its proximal location to the railroad. Reports from January 1902 indicate that engineer Armin Schotte was preparing plans for the company's new building (Iron Trade Review 1902); however, by late spring, updated reports indicate that the Bradley Company had selected Samuel Diescher & Sons to design the building (American Manufacturer 1902). C.H. Bradley, Jr. & Company was contracted to construct the building (American Manufacturer 1902; BP 1902:3:4).

Samuel Diescher (1839-1915) was a prominent late nineteenth and early twentieth century Pittsburgh-based engineer. Diescher was born in Budapest. He was educated at both the Carlsruhe Polytechnic College in Germany and the University of Zurich in Switzerland. In 1866, he immigrated to the United States, first settling in Cincinnati, OH. Diescher relocated to Pittsburgh ca. 1870; working with the City of Pittsburgh Engineer's Office and eventually establishing his own private practice. In addition to the Bradley Manufacturing Company building, his most noteworthy Pittsburgh projects include: Brownsville Road (now S. 18th Street), including construction of retaining walls; the Duquesne Incline; the Fort Pitt Incline, the Castle Shannon Incline; the Penn Incline; and the Nunnery Hill Incline, the first in the world to operate on a curved track. He helped to conceptualize Pittsburgh's first electric street car lines in the early 1880s. Diescher also designed the incline in Johnstown, PA following the 1889 Johnstown flood. Outside of the Pittsburgh region, Diescher designed the machinery for the first Ferris Wheel, debuted at

the 1893 Columbian Exposition, as well as several inclines in South America. In 1901, Diescher formed Samuel Diescher & Sons with his sons, Samuel E., August P., and Alfred J. Diescher. He remained active in the firm until 1908. Diescher died December 24, 1915 (Proceedings of the Engineers' Society of Western Pennsylvania 1915).

The total cost for construction of 901 Pennsylvania Avenue, including machinery, was estimated at $175,000 (American Manufacturer 1902). The Bradley Company operated at 901 Pennsylvania Avenue for approximately two years. Reports confirm that the company secured at least two known contracts for its Willians engines, but by June 1904, the company was having difficulties paying its creditors. The Pittsburgh Forge and Iron Company issued an attachment on the Bradley Company for failure to pay for machinery and specialty forgings (Pittsburgh Daily Post 1904). In July 1904, the Bradley Company ceased operations and sold 901 Pennsylvania Avenue to the Latshaw Pressed Steel & Pulley Company (Mansfield 1904).

Founded in 1904 by William H. Latshaw and Joshua Rhodes, the Latshaw Pressed Steel & Pully Company (Latshaw Company) specialized in the manufacture of split pressed steel pulleys, bells, and gongs (Mansfield 1904:31). Latshaw and Rhodes were previously acquainted. Prior to the National Tube Company's 1901 acquisition by U.S. Steel, William H. Latshaw served as National Tube's vice president (Mansfield 1904:31; Pittsburgh Post 1911). Joshua Rhodes served as National Tube's board chairman (Pittsburgh Press 1902; Official Gazette 1908). But even before this, Rhodes had been involved with Latshaw's father, J.W.H. Latshaw, through mutual business interests in the Eagle Cotton Mill on Sandusky Street in Allegheny City (Pittsburgh Gazette Times 1911).

When Latshaw and Rhodes founded the Latshaw Company, the split pressed steel pulley was a recent innovation. It was a new type of pulley that was half the weight of traditional cast iron pulleys, but it had not yet been patented (Findley 1906). In June 1904, the Latshaw Company entered into an agreement with John T. Duff, mechanic, inventor, and potential patent-holder of the split pressed steel pulley. The Latshaw Company agreed to construct and test Duff's invention. If the pulley proved to be commercially viable, the company would incorporate. As payment for the company's exclusive use of Duff's patent, the Latshaw Company would offer him and his financier 40% of the company's stock. After testing, the Latshaw Company determined Duff's design to be insufficient. Latshaw discussed design improvement with Duff, but the relationship dissolved. Latshaw and Rhodes terminated their agreement with Duff, unable to broker a mutually agreeable resolution (Official Gazette 1908).

Latshaw subsequently had Joseph A. Kaplan, superintendent of the Latshaw Company, alter Duff's design. Kaplan incorporated the changes to which Duff had objected. Latshaw then directed Kaplan to file a patent for the design. Duff subsequently sued for interference, winning on appeal (Official Gazette 1908). Shortly thereafter, the Latshaw Pressed Steel & Pulley Company became the Pennsylvania Steel Pulley Company. Due to ill health, William H. Latshaw had no discernable, direct association with 901 Pennsylvania Avenue after this shift. He died August 29, 1911 (Pittsburgh Post 1911). However, that is not to suggest that the property or the Pennsylvania Steel Pulley Company was completely dissociated from Latshaw or Rhodes.

The Pennsylvania Steel Pulley Company operated under the umbrella of the National Car Wheel Company. James D. Rhodes, nephew of Joshua Rhodes, was president of the National Car Wheel Company (American Manufacturer and Iron World 1905). After Joshua Rhodes died in January 1909, J.D. Rhodes also controlled a considerable portion of his estate. In 1910, citing a desire to leave the pressed steel pulley industry, the National Car Wheel Company sold the Pennsylvania Steel Pulley Company to the Oneida Steel Pulley Company of Oneida, NY (Industrial World 1910). The Oneida Steel Pulley Company removed much of the manufacturing operation to its plant in New York and renamed itself the Keystone Pulley Company (Crawford 1911).

Although the business interests were acquired, associates of Latshaw and Rhodes maintained control over the building at 901 Pennsylvania Avenue; making appearances with several of the subsequent businesses that cycled through. From 1910 to 1913, the Pennsylvania Casting and Machine Company claimed 901 Pennsylvania Avenue as its address (Polk 1910:1196; Polk 1911:1222; Polk 1912:1261; Polk 1913:1259). The Pennsylvania Casting and Machine Company was an established business with James D. Rhodes as president. By 1914, the company was claiming offices on the 13th floor of the Keystone Building, Fourth Avenue, Downtown (Polk 1914: 1347). 901 Pennsylvania Avenue does not appear in directories that year.

R.E. Hampton & Company (late the Garey-Kissnae-Hampton Ornamental Iron Company) established itself at 901 Pennsylvania Avenue in late 1915. The company was a short-lived ornamental iron company formed by Edward S. Garey, Joseph Kissnae, and R.E. Hampton (Findley 1916). In the year that the company was in operation at 901 Pennsylvania Avenue, its most notable commission was ornamental iron work for the warehouse of the Pittsburgh & Lake Erie Railroad located on Carson Street (Construction Record 1916).

In the nineteen-aughts and nineteen-teens, Pittsburgh developed a diverse, though short-lived, automobile manufacturing industry. 901 Pennsylvania Avenue next served as the manufacturing plant of the Pennsy Motors Company. Initially known only as "The Motors Company of Pittsburgh," the company was chartered in November 1915 (Philadelphia Inquirer 1915). Claiming its product to be "…a Pittsburg [sic] car, built by Pittsburgers [sic], with Pittsburg [sic] money…" the Motors Company of Pittsburgh intended to be a wholly western Pennsylvania-based business (Pittsburgh Press 1915). Shortly after its chartering, the Motors Company of Pittsburgh began an aggressive advertising campaign in Pittsburgh newspapers. At the center of this campaign was a public contest to name its first car and rename the company; the winner receiving a free car in exchange for the name. Entrants in the contest needed to purchase stock in the company to be considered (Pittsburgh Press 1915). On January 2, 1916, "Pennsy" and "Pennsy Motors Company of Pittsburgh" were announced as the winning names (Pittsburgh Gazette Times 1916).

By February 1916, after only a year in operation, the Garey-Kissnae-Hampton Ornamental Iron Company vacated 901 Pennsylvania Avenue and the Pennsy Motors Company of Pittsburgh (Pennsy Motors) secured the building (Pittsburgh Daily Post 1916). Coincidentally, William H. Latshaw, Jr. would be elected vice president of Pennsy Motors in February 1917 (Polk 1917:1969; Altoona Times 1917). Like the Bradley Company before it, Pennsy Motors cited the building's proximity to the railroad as the primary motivator

for its choice in location, stating, "Unexcelled shipping facilities feature the selection of the Pennsy company's factory. These include a dozen sidings leading directly to the main tracks of the Ft. Wayne road; a freight depot and loading platforms. A child could toss a pebble from the factory to the Ft. Wayne tracks alongside" (Pittsburgh Daily Post 1916). However, as convenient as the Pennsy Motors plant was from the standpoint of logistics and production, 901 Pennsylvania Avenue was far removed from Pittsburgh's developing Automobile Row on Baum Boulevard in the city's East End. By the early 1920s, no fewer than 30 automobile manufacturers, showrooms, and service garages were established along Baum Boulevard (Hopkins 1924). Conversely, there were approximately four such enterprises near the Pennsy Motors location (Hopkins 1925).

The first Pennsy automobiles were complete by summer 1916. Pennsy Motors advertised nearly $700,000 in signed contracts for their products (Pittsburgh Press 1917). However, Pennsy Motor's public attestations were not factual. In February 1917, the Pennsy Motors Stockholders Protective Association filed a bill of equity on Pennsy Motors, requesting that a receiver be appointed to oversee the company (Pittsburgh Daily Post 1917a). The Association stated, "…the automobile is a failure, and that the officers who are promoting the company are inexperienced… that instead of turning out a finished product the men are merely engaged in building trucks and then tearing them down, to give the plant an appearance of being busy. It is said that although the company had been in business one year, and claimed to have an output of two cars a day, only 91 cars had been turned out" (Pittsburgh Daily Post 1917b). In July 1917, stockholders agreed to a bailout (Pittsburgh Press 1917b). By September 1917, notices of bankruptcy sales appeared in print (Pittsburgh Gazette Times 1917). The Pennsy Motor Company remained in business, however, advertising its new 1918 models in December 1917 (Pittsburgh Press 1917c). But by year-end, the company publicly admitted bankruptcy (Pittsburgh Press 1917d). Still, the company persisted. In August 1918, the appointed receiver for Pennsy Motors requested and was granted 30 more days to operate (Pittsburgh Post 1918). This was the last mention of the company in newsprint.

On February 1, 1919, the land on which 901 Pennsylvania Avenue is sited was conveyed to Andrew Muirhead by the Farmers Loan and Trust, acting as Trustee for William G. Park (ACDB 1950:292). Muirhead served as secretary to the Pennsylvania Casting and Machine Works and as assistant secretary of the National Car Wheel Company, both under the direction of James D. Rhodes. This transaction was mostly likely made to unify both building and parcel in preparation for sale. Prior to this, the building and the land were separately owned. In March 1919, Williams & Company purchased the parcel, paying $27,000 more than Muirhead had the month prior (ACDB 1956:229). Although no buildings are mentioned in the deed, this significant increase in price indicates that the inclusion of a building in the sale was likely. Between 1925 and 1968, Williams & Company purchased the majority of the lots comprising the block, expanding the footprint of 901 Pennsylvania Avenue considerably.

Williams & Company, Inc. (now part of TW Metals) was chartered on June 15, 1907 as the Lees-Williams Company (List of Charters of Corporations 1909). In 1909, Harold E. Williams left his position as a salesman, draftsman, and estimator with the National Tube Company to establish his own company (Pittsburgh Press 1972). Based in the House Building, Downtown, the Lees-Williams Company specialized in general mill supplies, iron, steel, steel tubes, machinery, and machine parts. After acquiring 901

Pennsylvania Avenue, Williams & Company relocated its operation from the Terminal Building on the city's south side.

By 1925, industry dominated the block. The brick townhouses along Allegheny Avenue, however, persisted (Hopkins 1925). Recent developments within the block included iron clad and brick building erected by the Frick & Lindsay Company. To the south, along Behan Street, additional iron clad buildings had been built for McDowell & Company and the B.D. Reed Machinery Company on land owned by T.J. Brereton and Anna Melazina Spring (Hopkins 1925; Sanborn 1926). Two rail spurs ran through the block; one along Paxton Way, the other servicing the Frick & Lindsay Company building. That same year, Williams & Company began acquiring the block piecemeal in preparation for expansion. First, it acquired a parcel along Galveston Avenue from the Pittsburgh, Fort Wayne and Chicago Railway Company (ACDB 2250:300). The land remained vacant. In 1938, the company acquired the parcel to the south of 901 Pennsylvania Avenue containing the Frick & Lindsay Building from Elizabeth B.M. Denny (ACDB 2604:665). The company erected a building on the site, demolishing the former Frick & Lindsay building.

In April 1938, Francis H. Leggett & Company relocated to the block, acquiring a lot at Galveston Avenue and Bowater Street (now vacated) from J.W. Brass, the ancillary administrator for the estate of Anna M. Spring (ACBD 2603:92). Francis H. Leggett & Company was founded in 1870 in New York City. As a grocery wholesaler, the company quickly established itself as a premier importer of "…fancy groceries and food products, buying in foreign markets, and receiving only the best and purest in every line" (Finance and Industry 1886:192). In 1929, the company expanded, establishing a distribution warehouse in Pittsburgh at the B&O Warehouse on Isabella Street, Northside (Pittsburgh Press 1938). In 1938, after purchasing the plot for their new warehouse facility, Francis H. Leggett & Company hired Pittsburgh architect John F. McWilliams, Jr. to design the building (Pittsburgh Press 1938).

John F. McWilliams was educated at the Carnegie Technical Schools. Before establishing his own practice, McWilliams was employed as an architect for the Pennsylvania Railroad (Ancestry Census 1920, Wilkinsburg Ward 1, District 0857). Reflecting his early experience with the railroad, many of his early buildings are of an industrial typology: garages, automobile storage and showrooms, and warehouses. However, his design philosophy incorporated contemporary aesthetic into these often-utilitarian buildings. This is evident in the distinctly art moderne styling of the Francis H. Leggett & Company Building. In addition to the Francis H. Leggett & Company Building, his most noteworthy projects in the Pittsburgh region include: the Hudson Essex Motor Car Showroom (1926, altered), the Pennsylvania Transfer Company Garage (1929, altered), the Ligonier, PA Municipal Building (1937), and the remodel of the Braddock Avenue location of Shadyside Academy (1940) (Pittsburgh Gazette Times 1926; Pittsburgh Press 1929; Pittsburgh Press 1940).

Throughout the mid-twentieth century, the block continued its industrial development. In the 1940s, Williams & Company continued its piecemeal assemblage of lots. The city of Pittsburgh formally vacated the right of way known as Offley Way (formerly Oak Way) in 1941, clearing the way for expansion and development. In 1942, Williams & Company erected a one-story addition on Bowater Street (Pittsburgh

Press 1942) and in 1945, built a two-story addition at the eastern end of the building along Galveston Avenue (Pittsburgh Press 1945).

Beginning in 1952, Williams & Company began the slow acquisition of small, individual parcels along Allegheny Avenue in preparation for expansion. Aerial imagery indicates that an addition at Pennsylvania Avenue and Allegheny Avenue was under construction in 1957 (Pennsylvania Geological Survey 1957). To the south of the Williams & Company plan, Francis H. Leggett & Company operated until 1959, when it was acquired by wholesale grocer Seeman Brothers. In October 1960, Williams & Company acquired the building and began the process of incorporating it into its expanding plant (ACBD 3832:519). In 1962, the company acquired the HG Tench Company at Allegheny Avenue and Behan Street, the last available parcel along Allegheny Avenue (ACDB 3986:632). In 1963, the city of Pittsburgh formally vacated the rights of way known as Bowater Street (formerly Braddock Street), and a portion of Paxton Way (formerly Pine Way). The largest addition to 901 Pennsylvania Avenue was completed in 1965. Spanning much of the remaining frontage from Allegheny Avenue to Behan Street, this addition demolished remaining nineteenth century residential building stock and expanded the facility to over 280,000 square feet (Pittsburgh Press 1966).

Williams & Company divested itself of 901 Pennsylvania Avenue in 1997, selling to the Gardner Displays Company for a total consideration of $2,500,000.00 (ACDB 10009:298). Gardner Displays Company built commercial displays for trades shows as well as events like the 1964 New York World's Fair. In 2000, the current owner, 901 Pennsylvania LP, purchased the property for a consideration of $3,000,0000 (ACDB 10697:287).

Date	**Consideration**	**Grantor**	**Grantee**	**Source Location**	**Notes**
2/18/2000	$3,000,000	Gardner Displays Company	901 Pennsylvania LP	Allegheny County Deeds 10697:287	No buildings mentioned in any deeds
8/8/1997	$2,500,000	Williams and Company	Gardner Displays Company	Allegheny County Deeds 10009:298	25 parcels Sold to Williams and Company from 1919-1968

Parcel 1 (22-S-324)

Denny 10: 36-54

3/31/1919 3/19/1924	$65,000	Andrew Muirhead	Williams and Company Inc.	Allegheny County Deeds 1956:229	No buildings mentioned in any deeds

				Allegheny County Deeds 2186:677 (corrected)	
2/1/1919	$38,000	Farmers Loan and Trust (Trustee for William G. Park)	Andrew Muirhead	Allegheny County Deeds 1950:292	

1A

9/1/1892	$1	Matilda W Denny	William G Park	Allegheny County Deeds 813:193	Included lots 10:37-54 and west half of 36
12/18/1879	Partition Deed	Elizabeth F Denny	Matilda W Denny	Allegheny County Deeds 401:110	Included lots 10:37-54 and west half of 36

1B

9/1/1892	$1250	William and Caroline Paxton	William G. Park	Allegheny County Deeds 813:195	Included east half of lot 10:36
6/22/1883	Partition Deed	Elizabeth F Denny	William and Caroline Paxton	Allegheny County Deeds 477:115	Included east half of lot 10:36

Parcel 2

Denny 10:32-35

6/8/1925	$9,000	Pittsburgh, Fort Wayne and Chicago Railway Company	Williams and Company Inc.	Allegheny County Deeds 2250:300	
6/24/1924	$10,509	Pennsylvania Company	Pittsburgh, Fort Wayne and Chicago Railway Company	Allegheny County Deeds 2220:300	

2A

9/30/1889	$1	Thomas D. Messler (Trustee for	Pennsylvania Company	Allegheny County Deeds 639:498	Denny 10:33-35

		William Hesson)			
3/19/1888	$5,700	Amelia Brereton	William Hesson	Allegheny County Deeds 607:85	Denny 10:33-35
6/22/1883	Partition Deed	Elizabeth Denny	Amelia Brereton	Allegheny County Deeds 477:115	Denny 10:33-35

2B

3/19/1888	$2850	Margaret S Denny et al	William Hesson	Allegheny County Deeds 602:293	Denny 10: part of 32
6/22/1883	$1	Elizabeth S Denny	Margaret S Denny	Allegheny County Deeds 477:115	Denny 10: part of 32

2C

3/19/1888	$5462	Mary O'Hara Spring	William Hesson	Allegheny County Deeds 602:296	Denny 10: part of 32
6/22/1883	$1	Elizabeth S Denny	Mary O'Hara Spring	Allegheny County Deeds 477:115	Denny 10: part of 32

Parcel 3

Denny 10:6-22 and part of 23

11/1/1938	$35,000	Elizabeth BM Denny	Williams and Company Inc.	Allegheny County Deeds 2604:665	No buildings mentioned in any deed
12/31/1918	Partition Deed	Matilda Wilkins Denny	Elizabeth BM Denny	Allegheny County Deeds 2070:108	
12/18/1879	Partition Deed	Elizabeth F Denny	Matilda Wilkins Denny	Allegheny County Deeds: 401:110	

Parcel 4

Denny 10:24-30

3/26/1941	$12,000	Elizabeth Denny Blegen	Williams and Company Inc.	Allegheny County Deeds 2696:359	No buildings mentioned in any deeds

7/16/1908	Partition Deed	Elizabeth O'Hara McKnight	Flora McKnight Pierce	Allegheny County Deeds 1611:635	
12/18/1879	Partition Deed	Elizabeth F Denny	Elizabeth O'Hara Denny	Allegheny County Deeds: 401:110	

Parcel 5

Denny 10: part of 31

1/15/1943	$3,000	William D. Brereton Jr	Williams and Company Inc.	Allegheny County Deeds 2697:224	No buildings mentioned in any deeds
12/1/1911	Partition Deed	Amelia M Brereton	William Brereton	Allegheny County Deeds 1757:1	

Parcel 6 (22-S-293)

Denny 10:1-5

10/15/1947	$1	John T Conner	Williams and Company Inc.	Allegheny County Deeds 2965:524	2-family brick dwelling house numbered 1300-1302 Allegheny Avenue

Parcel 7 (22-S-287)

Denny 8:58-62

5/10/1949	$1	Norman LaVerne Bogg	Williams and Company Inc.	Allegheny County Deeds 3057:99	No buildings mentioned
10/17/1946	$1	Charles P Burdman	Norman LaVerne Bogg	Allegheny County Deeds 2923:520	No buildings mentioned
8/20/1946	$1	Elizabeth F. Shepard	Charles P Burdman	Allegheny County Deeds 2912:558	Two 2-story mansard brick dwelling houses numbered 1216 and 1218

					Allegheny Avenue

Parcel 8 (22-S-222)

Denny 8:9-17

4/27/1953	$45,000	William D Brereton Jr	Williams and Company Inc.	Allegheny County Deeds 3257:264	No buildings mentioned in any deeds
4/30/1946	Partition Deed	Harmar Denny	William D Brereton	Allegheny County Deeds 2899:62	
4/12/1944	Partition Deed	Denny Brereton	Harmar Denny	Allegheny County Deeds 2790:634	
12/1/1911	Partition Deed	Elizabeth D Brereton	Denny Brereton	Allegheny County Deeds 1757:1	

Parcel 9 (22-S-326)

Denny 10: parts of 55-59

11/7/1952	$10,000	Grace Silverize	Williams and Company Inc.	Allegheny County Deeds 3363:397	3-story brick party wall dwelling numbered 1318 Allegheny Avenue

Parcel 10 (1314 Allegheny Avenue: 22-S-327; 1316 Allegheny Avenue 22-S-328)

Denny 10: parts of 55-59

4/20/1954	$19,000	Willard P. Winans	Williams and Company Inc.	Allegheny County Deeds 3470:53	Two 2-story brick dwellings numbered 1314 and 1316 Allegheny Avenue

Parcel 11 (22-S-330)

Denny 10: parts of 55-59

3/2/1956	$17,500	Alice K Barb	Williams and Company Inc.	Allegheny County Deeds 3571:345	Brick dwelling numbered 1310 Allegheny Avenue

Parcel 12 (22s329)

Denny 10: parts of 55-59

3/5/1956	$17,500	Veronica M. Truhar	Williams and Company Inc.	Allegheny County Deeds 3571:425	Brick dwelling numbered 1312 Allegheny Avenue

Parcel 13 (22-S-286)

Denny 8: parts of 58-62

11/28/1956	$8,000	Anthony Valanisi	Williams and Company Inc.	Allegheny County Deeds 3585:721	No building mentioned
10/17/1946	$1	Charles P Burdman	Anthony Valanisi	Allegheny County Deeds 2923:518	2-story brick dwelling numbered 1216 Allegheny Avenue

Parcel 14 (22-S-215)

Denny 8:1-5

12/28/1956	$50,000	Joseph Hersh	Williams and Company Inc.	Allegheny County Deeds 3587:385	No buildings mentioned on any deeds
4/27/1953	$39,337.74	William D. Brereton	Joseph Hersh	Allegheny County Deeds 3257:266	
4/30/1946	Partition Deed	Harmar D Denny Jr	William D. Brereton	Allegheny County Deeds 2899:62	

Parcel 15 (22-S-285))

Denny 8: parts of 58-62

6/26/1957	$9,000	Helen F Christa	Williams and Company Inc.	Allegheny County Deeds 3620:283	3-story brick dwelling numbered 1214 Allegheny Avenue

Parcel 16 (22-S-229)

Denny 8:18-23

10/14/1957	$66,000	Lee E. Robinson	Williams and Company Inc.	Allegheny County Deeds 3620:746	No buildings mentioned in any deed
5/4/1953	$30,596	Denny Brereton (Randle Brereton, Trustee)	Lee E. Robinson	Allegheny County Deeds 3257:273	
12/1/1911	Partition Deed	Elizabeth D Brereton	Denny Brereton	Allegheny County Deeds 1757:1	

Parcel 17 (22-S-316 and 22-S-256))

Denny 8:18-23 and triangular lot in 7/9:38

3/10/1958	$13,486	Susan DW Leas	Williams and Company Inc.	Allegheny County Deeds 3688:594	No building mentioned in any deed
12/31/1921	WILL	James D. Paxton	Amelia P Roberts	Allegheny County Deeds 2130:46	
12/18/1879	Partition Deed	Elizabeth F Denny	Caroline S. Paxton	Allegheny County Deeds 401:110	

Parcel 18 (22-S-270)

Denny Block 9 (triangular) and Block 7:40-43

3/7/1958	$34,750	Francis M Brereton et al	Williams and Company Inc.	Allegheny County Deeds 3688:603	No buildings mentioned in any deeds
1/28/1948	Partition Deed	William C. Deny	O'Hara Deny Brereton	Allegheny County Deeds 2985:325	

6/22/1883	Partition Deed	Elizabeth F. Denny	William C. Denny	Allegheny County Deeds 477:115	

Parcel 19 (22-S-283)

Denny Block 8: parts of 58-62

5/25/1959	$10,000	John Fuchs et al	Williams and Company Inc.	Allegheny County Deeds 3798:22	2-story brick dwelling numbered 1210 Allegheny Avenue

Parcel 20 (22-S-282)

Denny Block 8:32-57

10/10/1960	$350,000	Francis B Leggett and Company	Williams and Company Inc.	Allegheny County Deeds 3832:519	No buildings mentioned in any deed
4/7/1938	$45,000	JW Brass (ancillary administrator for the estate of Anna Melazina Spring)	Francis B Leggett and Company	Allegheny County Deeds 2603:92	
3/8/1899	Partition Deed	Mary O'Hara Spring	Anna Melazina Spring	Allegheny County Deeds 1696:159	

Parcel 21 (22-S-219)

Denny Block 8:6-8

6/1/1962	$40,000	HG Tench Company	Williams and Company Inc.	Allegheny County Deeds 3986:632	1-story sheet metal and frame building
4/27/1953	$15,735	William Brereton Jr et al	HG Tench Company	Allegheny County Deeds 3257:269	Iron-clad buildings and iron-clad garage
4/30/1946	Partition Deed	Harmar Denny	William D Brereton	Allegheny County Deeds 2899:62	No buildings mentioned

4/12/1944	Partition Deed	Denny Brereton	Harmar Denny	Allegheny County Deeds 2790:634	
12/1/1911	Partition Deed	Elizabeth D Brereton	Denny Brereton	Allegheny County Deeds 1757:1	

Parcel 22 (22-S-284)

Denny Block 8: parts of 58-62

6/29/1963	$17,000	Louis P. Burdman	Williams and Company Inc.	Allegheny County Deeds 4060:355	2-story brick mansard dwelling numbered 1212 Allegheny Avenue

Parcel 23 (22s213)

Denny Block 8:57-62

4/7/1964	$35,000	Random Development Corporation	Williams and Company Inc.	Allegheny County Deeds 4072:529	Brick apartment house numbered 1120, 1122, 1124 Allegheny Avenue
6/25/1962		Thomas W Nolle Jr.	Random Development Corporation	Allegheny County Deeds 3995:75	Same

Parcel 24 (22-S-236)

Denny Block 8:27-31

4/14/1965	$48,000	Diamond Leasing Corporation	Williams and Company Inc.	Allegheny County Deeds 4135:311	Washroom on lot 27 attached to 3-story brick building on lot 26 (not part of this parcel)

1/23/1964	$20,000	Parkway Distributing Company	Diamond Leasing Corporation	Allegheny County Deeds 4096:426	Lot 26 can use buildings on lot 27 (washroom)
5/4/1953	$30,596.03	Randle Brereton	Parkway Distributing Company	Allegheny County Deeds 3263:96	No buildings mentioned
12/1/1911	Partition Deed	Elizabeth D Brereton	Denny Brereton	Allegheny County Deeds 1757:1	No buildings mentioned

Parcel 25 (22-S-213)

Denny 6:42-48 and part of 41

10/8/1968	$42,782.85	Abbott Sales and Services, Inc.	Williams and Company Inc.	Allegheny County Deeds 4612:477	No buildings mentioned in any deed
9/14/1950	$1	Jack Feldshue et al	Abbott Sales and Services, Inc.	Allegheny County Deeds 3098:552	
1/23/1948	$14,625	Thomas J Brereton estate	Jack Feldshue et al	Allegheny County Deeds 2993:255	
12/1/1911	Partition Deed	Amelia M Brereton	Thomas J Brereton	Allegheny County Deeds 1757:1	

Parcel 26

Former right of way known as Oak Way (off of Offley Way) vacated by city in 1941

Parcel 27

Former right of way of Bowster Street between Allegheny and Galveston vacated by city in 1963

Parcel 28

Former right of way of Bowater Street between Galveston and land of the PGH/FTW/CHI RR vacated by the city in 1963

Parcel 29

Former right of way of the portion of Paxton Way that used to be called Pine Way vacated by the city in 1963

Significance

The resource at 901 Pennsylvania Avenue is recommended *not eligible* for individual listing in the National Register of Historic Places. Although the property has a strong association with events that have made a significant contribution to the broad patterns of history (NRHP Criterion A) and, at least a portion of the building represents the work of a master (Criterion C), low integrity (mid-twentieth century façade alterations and significant and sizable additions) preclude the property from individual listing in the NRHP. Further, the building is not associated with the lives of significant persons in our past (Criterion B); and is not likely to yield information important in history or prehistory (Criterion D).

The building is recommended **eligible** as a contributing element of the potentially-eligible Allegheny Second Ward Industrial Historic District encompassing properties along the 800 and parts of the 900 blocks of W. North Avenue, the 1100 and 1200 blocks of Galveston Avenue, the 800 and 900 blocks of Behan Street, 850 and 901 Pennsylvania Avenue, and the 700 block of Riversea Road.

Under Criterion A, the resource at 901 Pennsylvania Avenue contributes to the potentially-eligible Allegheny Second Ward Industrial Historic District as a locally significant representative example of pervasive early twentieth century industrial development occurring in the immediate vicinity of the Fort Wayne and Chicago Railroad in the City of Allegheny (now the Northside of Pittsburgh). Having housed the Bradley Manufacturing Company, the Latshaw Pressed Steel & Pully Company, the Pennsylvania Steel Pulley Company, the Pennsylvania Casting and Machine Company, R.E. Hampton & Company, the Pennsy Motors Company, and Williams & Company, 901 Pennsylvania Avenue also speaks to the broad and diverse history of industry and manufacturing in Pittsburgh. Further, as a subset of this history of industry and manufacturing, the building's association with the Pennsy Motors Company—although a failed enterprise—illustrates an often-overlooked chapter in the city of Pittsburgh's history as a center for automobile manufacture and distribution.

Under Criterion C, the resource at 901 Pennsylvania Avenue contributes to the potentially-eligible Allegheny Second Ward Industrial Historic District as a locally significant example of the work of a master, specifically, the section of the building fronting onto Pennsylvania Avenue. This section is representative of engineer, Samuel Diescher. As one of the late nineteenth century's eminent engineers, both in Pittsburgh and beyond, Diescher's work is celebrated for its ingenuity and inventiveness. Several of his surviving works in Pittsburgh and the Pittsburgh environs, like the Duquesne and Johnstown Inclines, have become icons of their respective locales. As one of the extant examples Diescher's works of architecture, 901 Pennsylvania is both unusual and significant.

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key #

ER# **2018-1595-003**

Date Prepared 02/18/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Cruickshank Brothers & Company

CURRENT/COMMON NAME 850 Pennsylvania Avenue

OWNER NAME/ADDRESS 850 PENNSYLVANIA AVENUE LLC/ 1300 BRIGHTON RD PITTSBURGH , PA 15233-1630

TOTAL NUMBER OF RESOURCES 1

COUNTY Allegheny **MUNICIPALITY** Pittsburgh

USGS QUAD Pittsburgh West, PA

LOCATION

STREET ADDRESS 850 Pennsylvania Avenue, Pittsburgh, PA **ZIP** 15212

CATEGORY OF PROPERTY ■ **Building** ☐ **District** ☐ **Object** ☐ **Site** ☐ **Structure**

OWNERSHIP ■ **Private** ☐ **Corporate**
☐ **Public/Local** ☐ **Public/County** ☐ **Public/State** ☐ **Public/Federal**

TAX PARCEL #/YEAR 0022-M-00097-0000-00

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Industry/Processing/Extracting	Industry/Processing/Extract - Manufacturing Facility	Canning plant
Commerce/Trade	Commerce/Trade - Warehouse	

Current Function	Subcategory	Particular Type
Commerce/Trade	Commerce/Trade - Warehouse	

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Security fencing		

Acreage (round to nearest tenth) 0.4

Key #

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Late 19th and Early 20th Century

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation	Sandstone/Brownstone	
Walls	Brick	
Roof	Rubber	
Other		
Structural System	Brick	

WIDTH 78 (feet) or _____ (# bays) **DEPTH** 137 (feet) or _____ (# rooms) **STORIES/HEIGHT** 4

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1895 ☐ Circa **Year Completed** _____ ☐ Circa

Date of Major Additions, Alterations _____ ☐ Circa _____ ☐ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ■ Physical

Explain Building permits, deeds, historic mapping, newspaper articles.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations None

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain The property is in the area of potential effects for a bridge raising project.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 18, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address Airside Business Park, 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** Katherine.molnar@mbakerintl.com

Key # _____

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

☐ Eligible Area(s) of Significance _____

Criteria Considerations _____ Period of Significance _____

■ Contributes to Potential or Eligible District District Name Allegheny Second Ward Industrial Historic District

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

■ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key #

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy G. Zinn

Date February 18, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc.

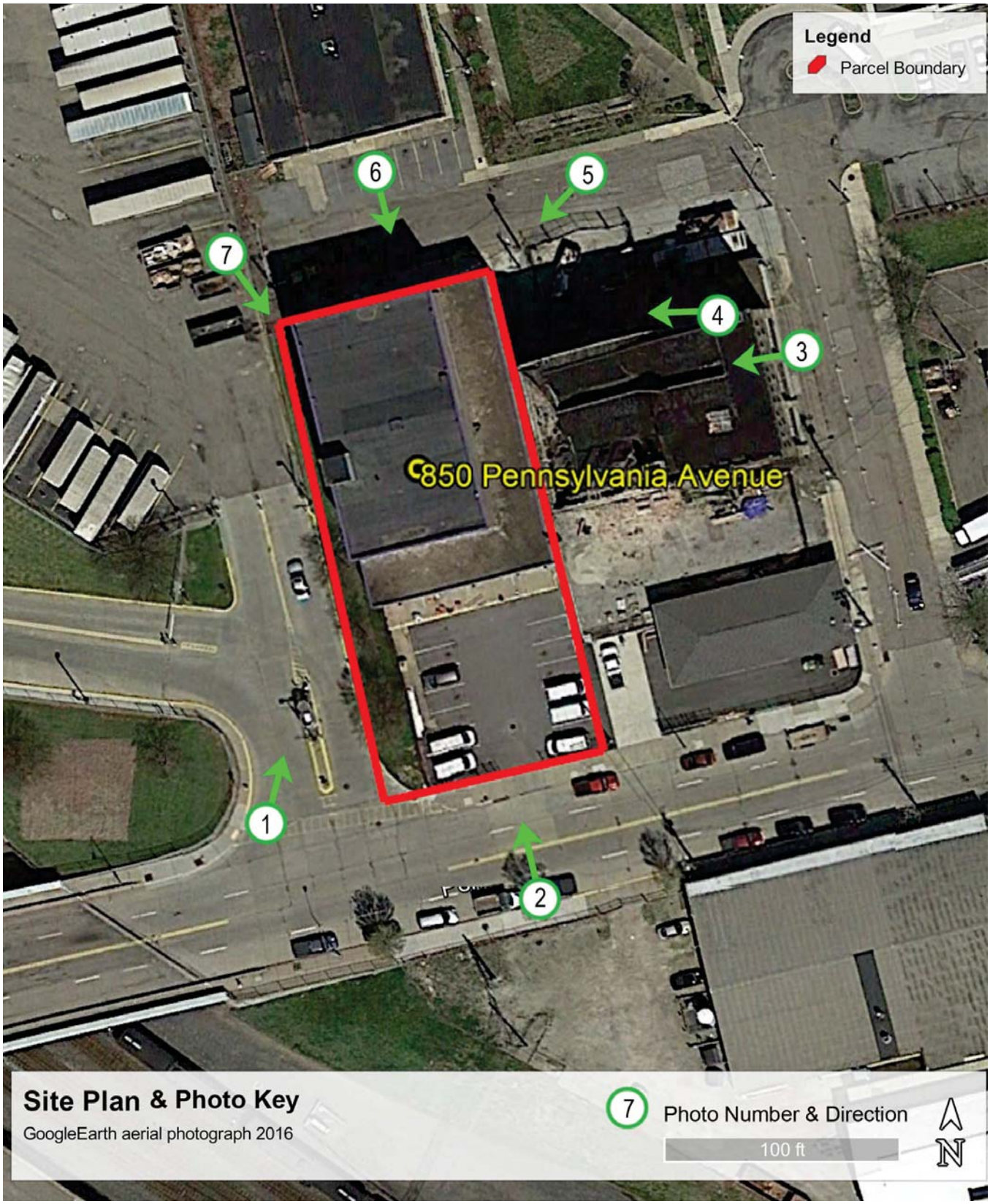
Photo #	Photo Subject/Description	Camera Facing
1	Cruickshank Bros., southwest (side) and southeast (rear) façades.	NE
2	Cruickshank Bros. Building, southeast (rear) façade.	NW
3	Cruickshank Bros. Building, northeast (side) façade.	SW
4	Detail of northeast (side) façade showing faded Cruickshank wall sign.	SW
5	Cruickshank Bros., northeast (side) and northwest (front) façade.	SW
6	Cruickshank Bros. Building, northwest (front) façade.	SE
7	Cruickshank Bros. Bldg., northwest (front) & southwest (side) façade.	SE
8		
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24		
25		
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31		
32		

Key #

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

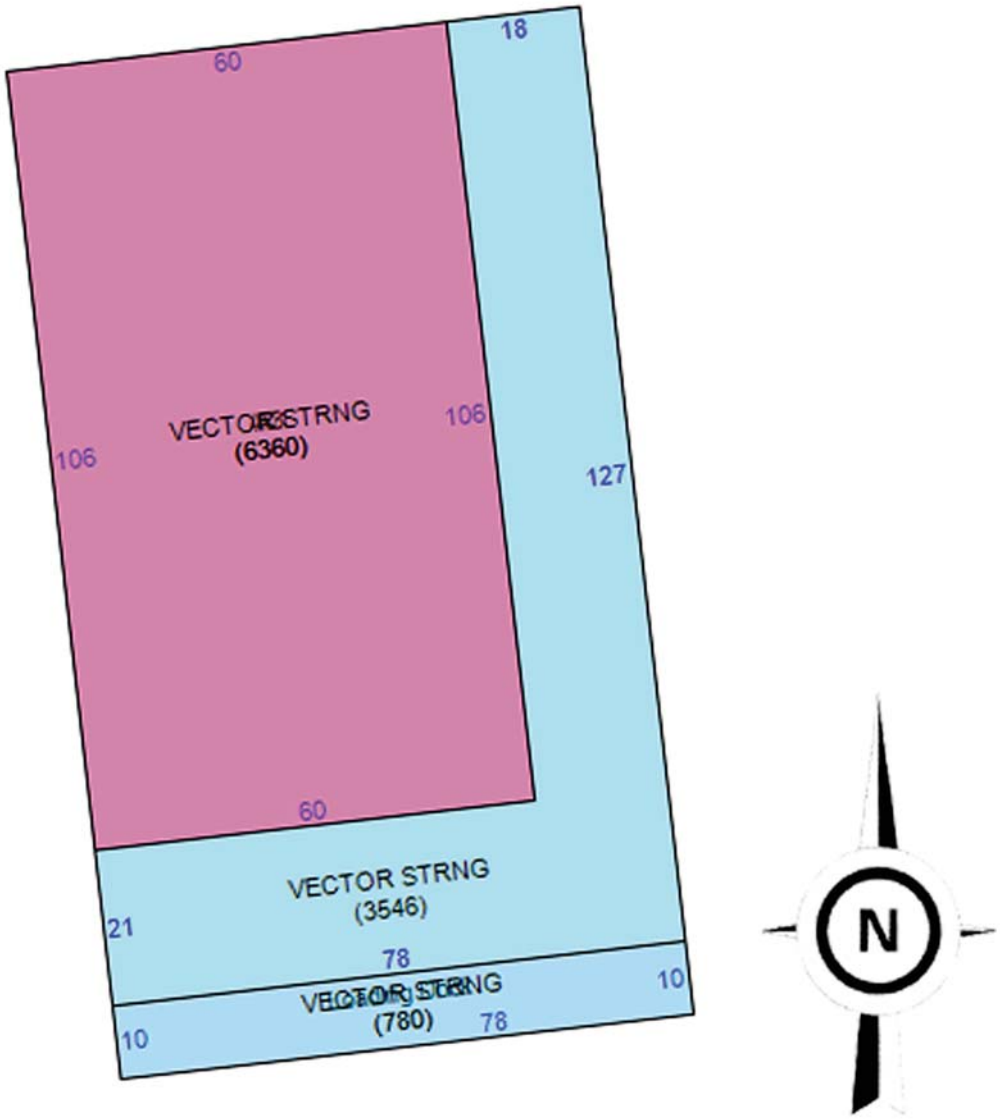


Key #

ER# **2018-1595-003**

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.



Bibliography (Item 32)

Allegheny County, Pennsylvania

Various Dates Tax Maps, Assessor's Property Cards, Plans, Deed Books (ACDB), Estate Indexes, and Wills on file at the Allegheny County Department of Real Estate, Pittsburgh, Pennsylvania.

Everett, Edward G.

1960 Some Aspects of Pro-French Sentiment in Pennsylvania, 1790-1800. *The Western Pennsylvania Historical Magazine.* 43(1): 23-41.

Cruikshank, Frank

2009 "Cruikshank Family: Manufacturers of jellies and preserves." Union Dale Cemetery website, electronic document: *http://www.uniondalecemetery.org/notables-detail.php?notableID=%207*

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1882 *Atlas of the cities Pittsburgh and Allegheny.* G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1882-atlas-pittsburgh-allegheny.

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1925 *Volume 5 – Real estate plat-book of the city of Pittsburgh*. G.M. Hopkins, Philadelphia, Pennsylvania. Electronic document. http://historicpittsburgh.org/maps-hopkins/1925-volume-5-plat-book-pittsburgh.

Hofstra, Warren R.

2011 *Ulster to America: The Scots-Irish Migration Experience, 1680-1830.* University of Tennessee Press. Knoxville, Tennessee.

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1903 "Pickle Firm Buys Tannery," 22 January. Pittsburgh, Pennsylvania.

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1909 Advertisement. 28 February:30. Pittsburgh, Pennsylvania.

1911 Advertisement. 28 July:27. Pittsburgh, Pennsylvania.

1913 "Heating Company Employes [sic] Dine." 4 May:2. Pittsburgh, Pennsylvania.

1947 "Radiant Heating System Installed." 7 January:15. Pittsburgh, Pennsylvania.

1960 "4 Low Bids on City Jobs." 16 August:38. Pittsburgh, Pennsylvania.

Pittsburgh Press

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1904 "Mfg. Sites and Plants." 8 October:12. Pittsburgh, Pennsylvania.

1948 "Jams and Jellies . . . Scotch Thrift Started A Business." 28 March:68. Pittsburgh, Pennsylvania.

1955 "Forward Look in Room Air Conditioners." 19 May:44. Pittsburgh, Pennsylvania.

Pittsburgh Weekly Gazette

1901 "An Ordinance," 8 November:8. Pittsburgh, Pennsylvania.

Sanborn Map Company

1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 15. Corrected to 1951. Sanborn Map Company, New York.

U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Union Dale Cemetery Website

Union Dale Cemetery Notables: Cruickshank Family. http://www.uniondalecemetery.org/notables-detail.php?notableID=%207. Accessed 2/16/2018.

Current Photographs (Item 33)



Photo 1: Cruickshank Bros. Building, southwest (side) and southeast (rear) façades, facing northeast.



Photo 2: Cruickshank Bros. Building, southeast (rear) façade, facing northwest.



Photo 3: Cruickshank Bros. Building, northeast (side) façade, facing southwest.



Photo 4: Cruickshank Bros. Building, detail of northeast (side) façade showing faded Cruickshank wall sign, facing southwest.



Photo 5: Cruickshank Bros. Building, northeast (side) and northwest (front) façades, facing southwest.

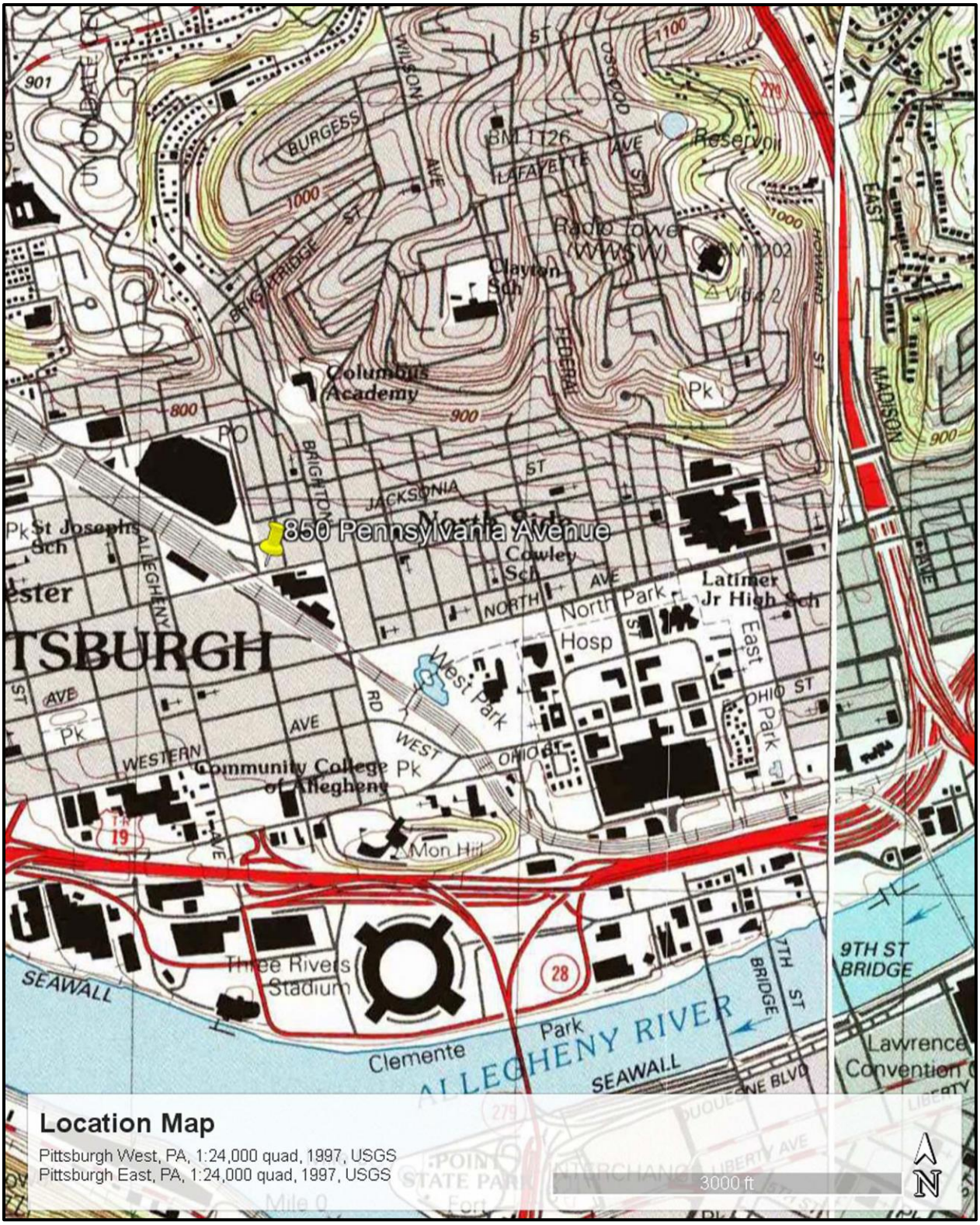


Photo 6: Cruickshank Bros. Building, northwest (front) façade, facing southeast.

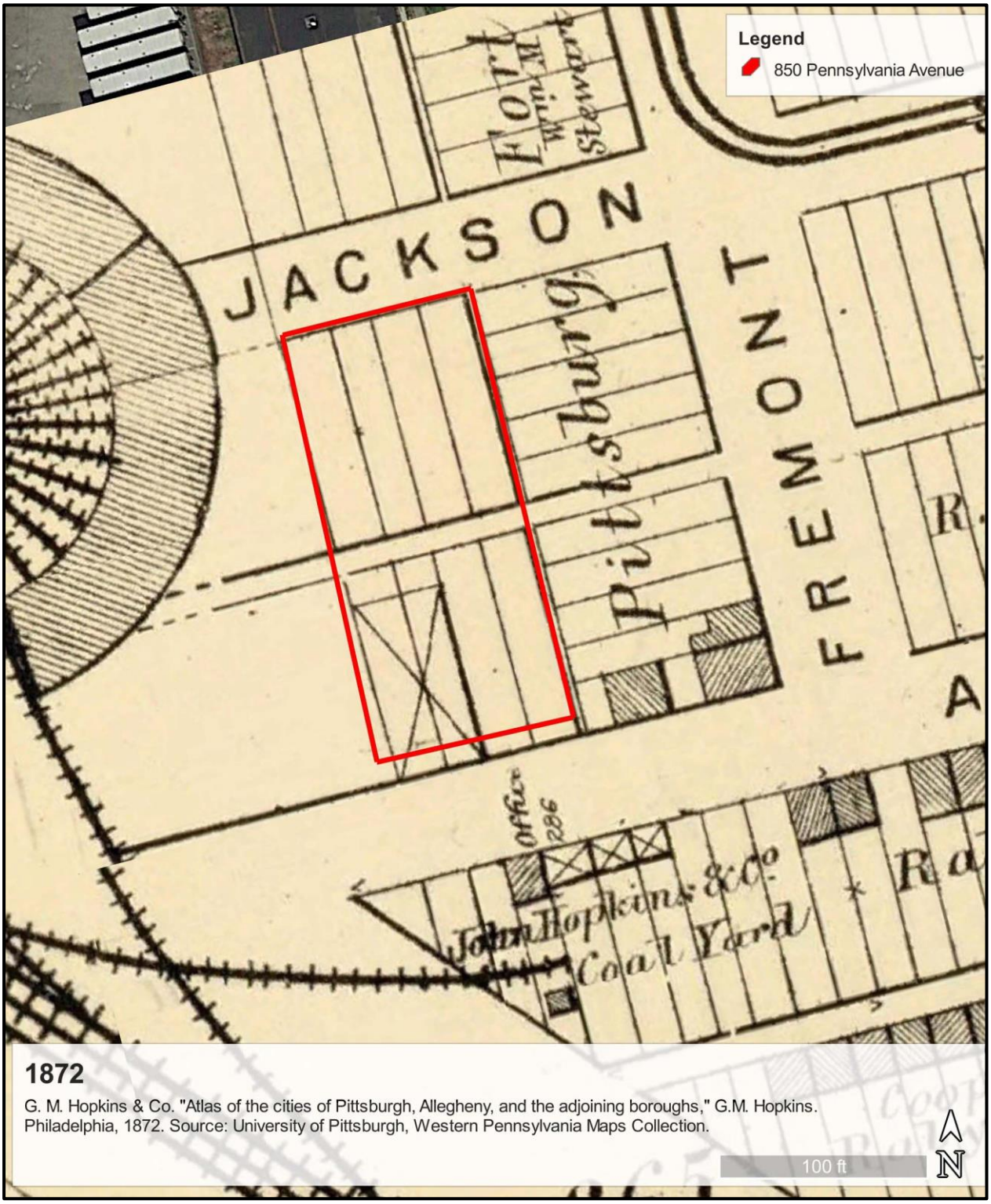


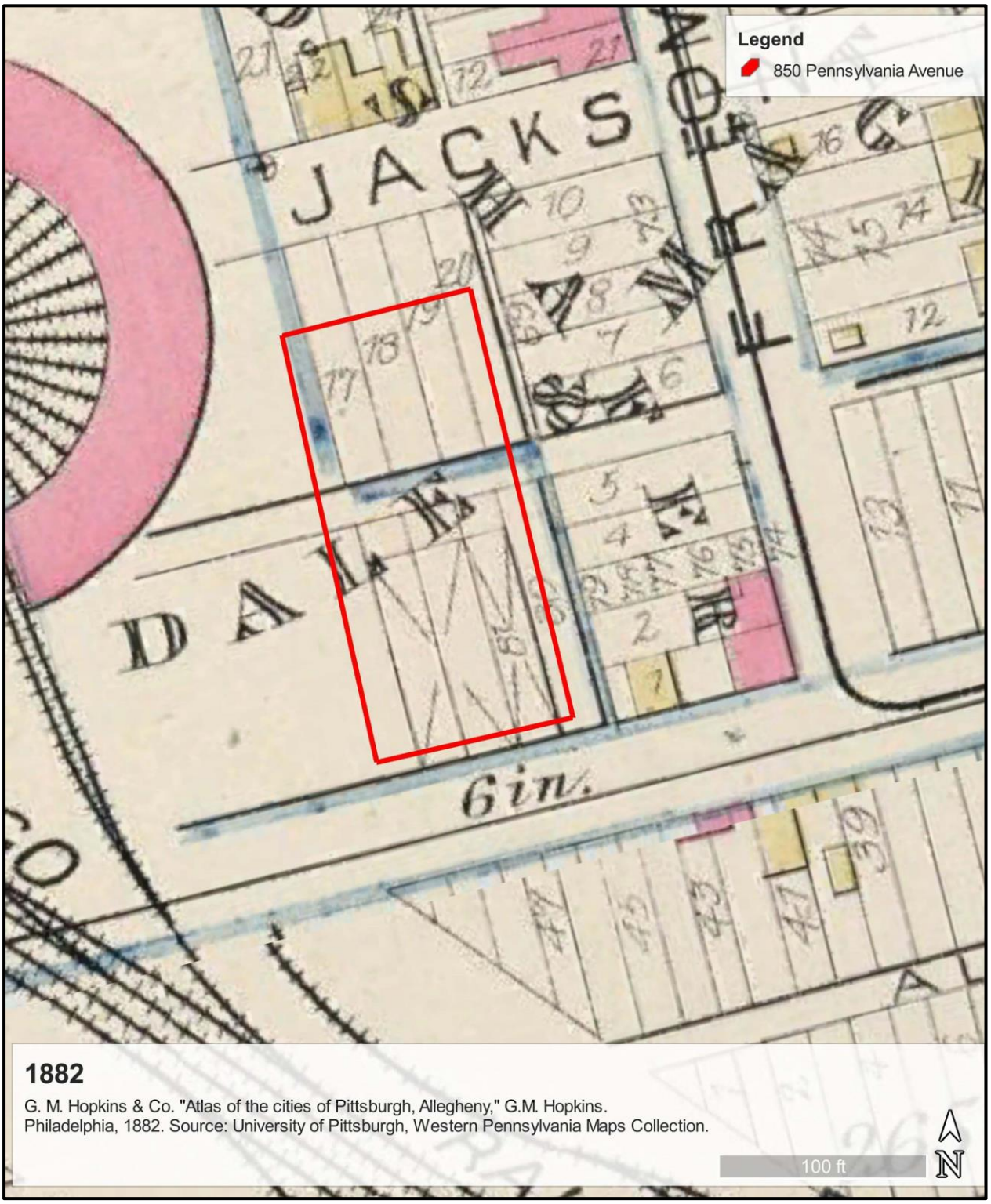
Photo 7: Cruickshank Bros. Building, northwest (front) and southwest (side) façades, facing southeast.

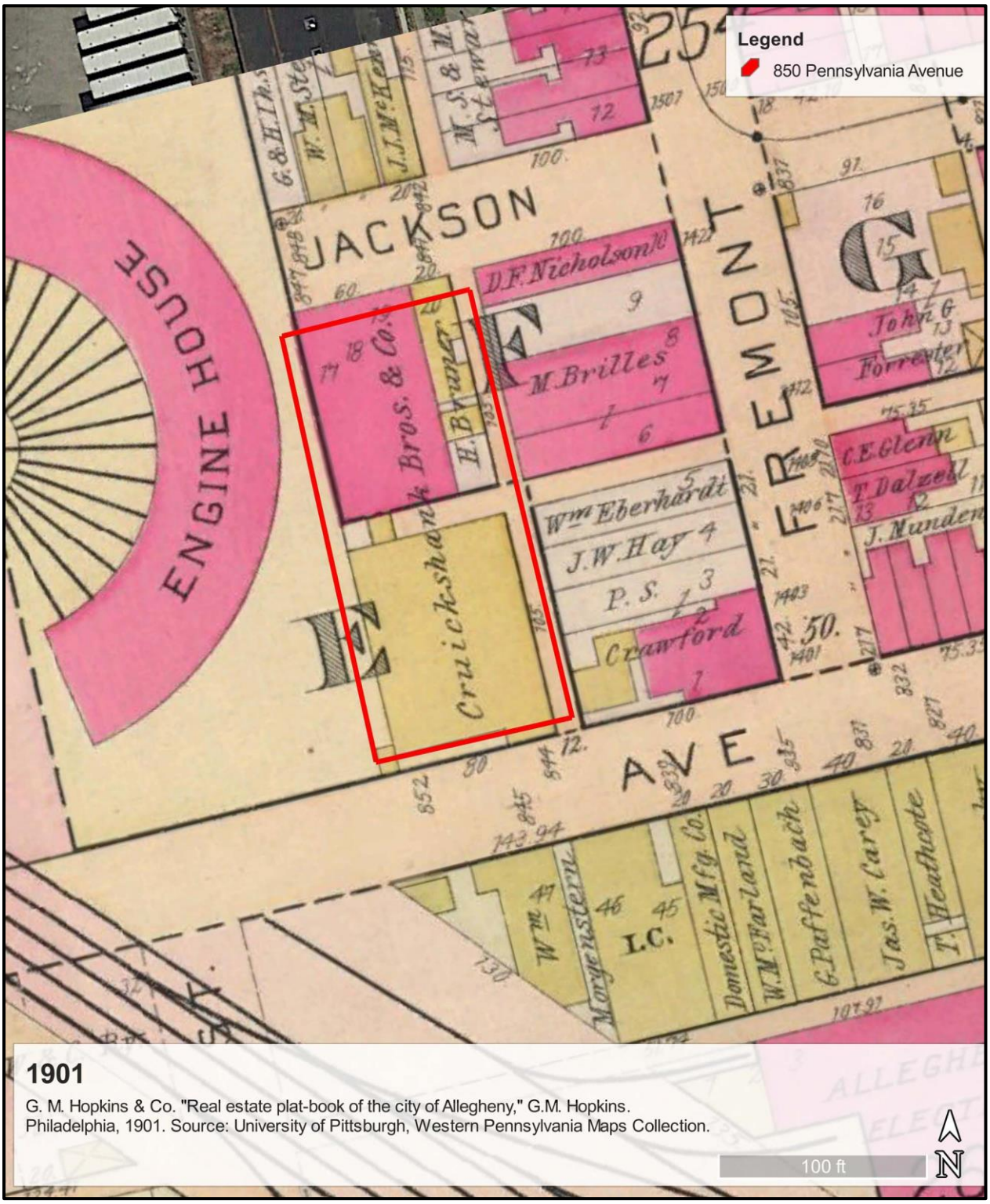
USGS Map (Item 36)

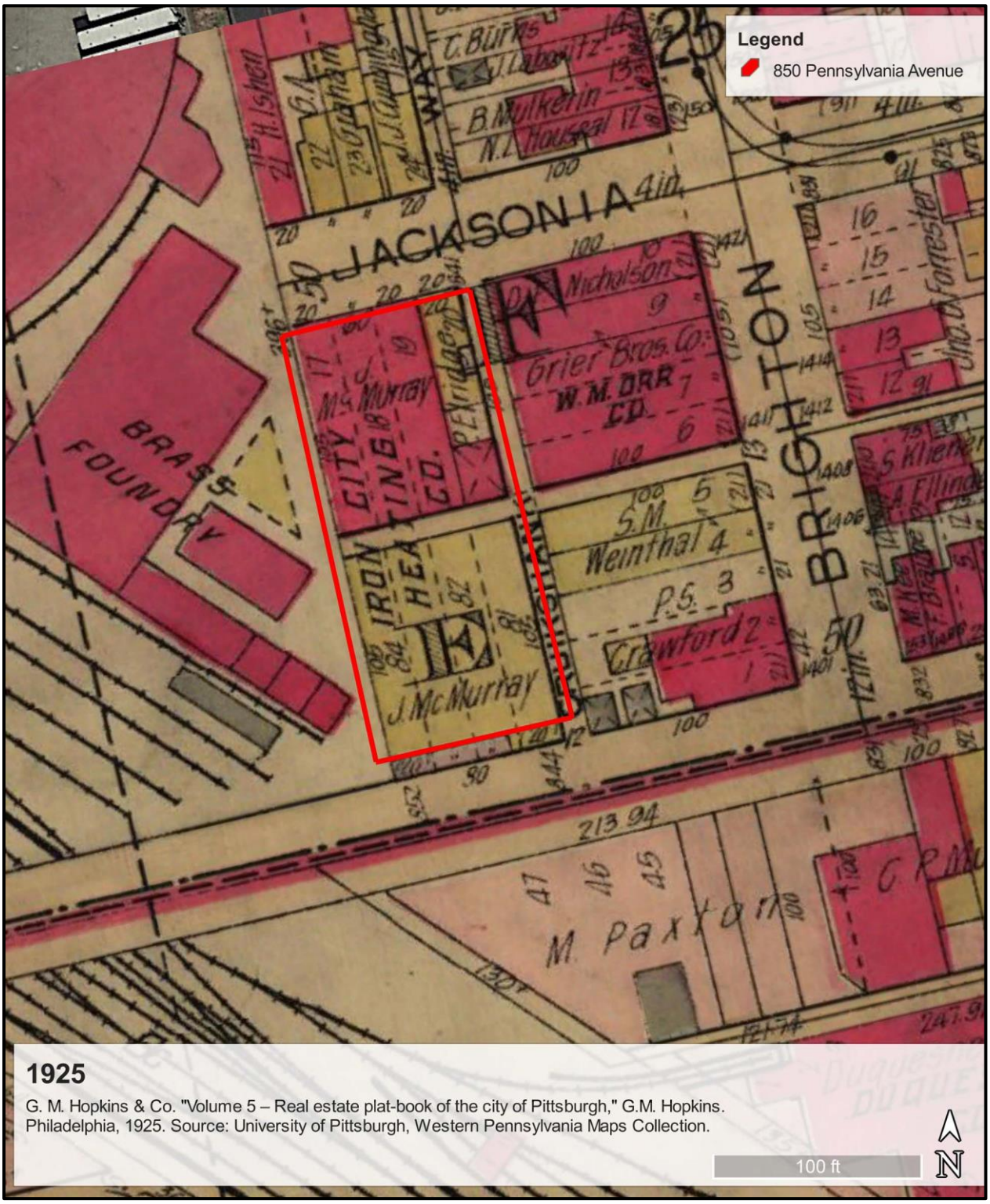


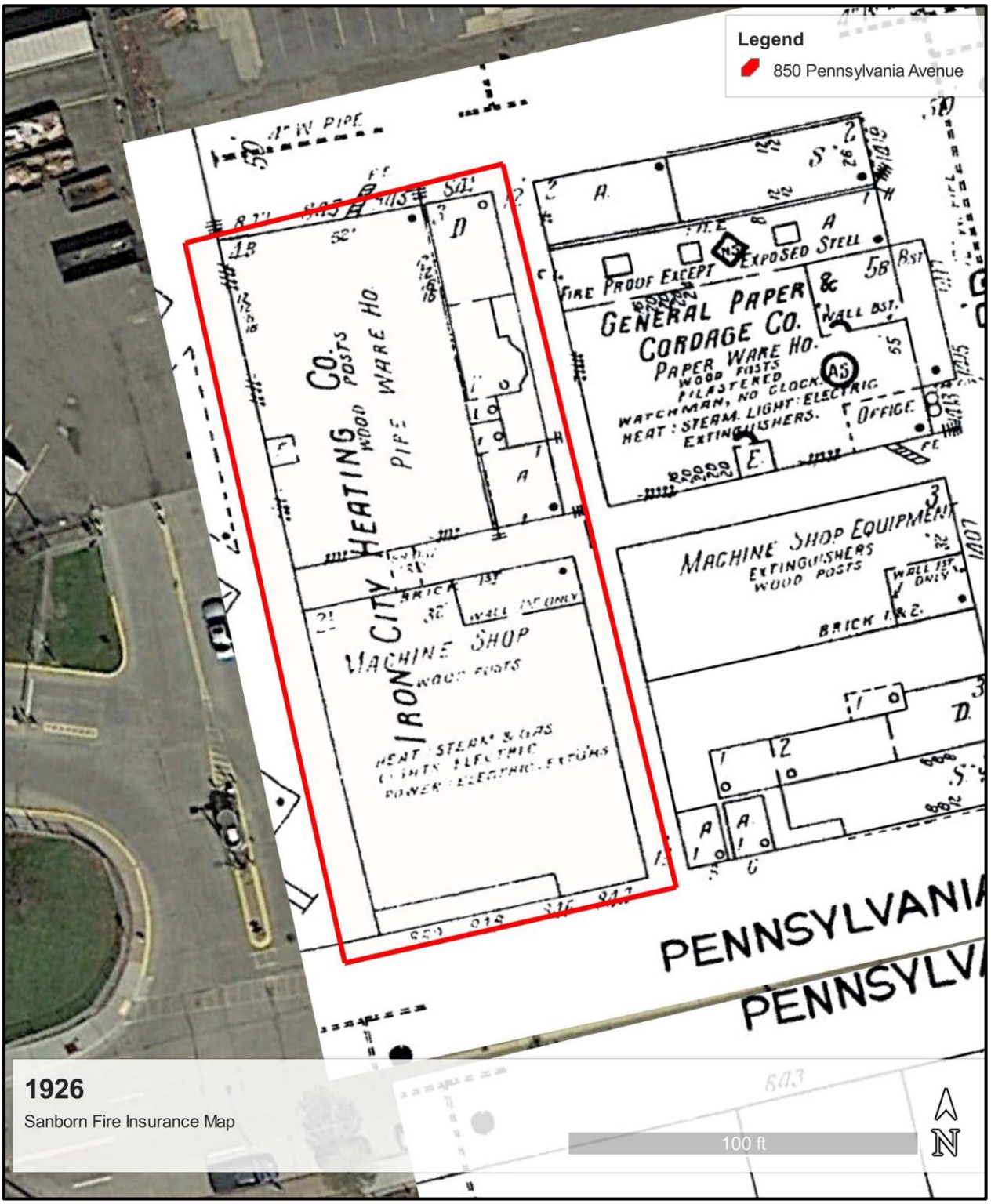
Historical Maps (Optional Attachment, Item 37)




Legend
850 Pennsylvania Avenue
JACKS
DAL
6in.
1882
G. M. Hopkins & Co. "Atlas of the cities of Pittsburgh, Allegheny," G.M. Hopkins. Philadelphia, 1882. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
850 Pennsylvania Avenue
JACKSON
FREMONT AVE
ENGINE HOUSE
Cruickshank Bros. & Co.
H. Bruner
D.F. Nicholson
M. Brilles
Wm Eberhardt
J.W. Hay
P.S. 3
Crawford
C.E. Glenn
T. Dalzell
J. Munden
John G. Forrester
L.C.
Morgenstern
Domestic Mfg. Co.
W.M. Farland
G. Puffenbach
Jas. W. Carey
T. Heathcote
1901
G. M. Hopkins & Co. "Real estate plat-book of the city of Allegheny," G.M. Hopkins. Philadelphia, 1901. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
850 Pennsylvania Avenue
JACKSONIA 4th.
BRIGHTON
BRASS FOUNDRY
Grier Bros. Co.
W.M. ORR CO.
CITY IRON ROOFING CO.
S.M. Weinthal
P.S. 3
Crawford 2
J. McMurray
M. Paxton
213.94
1925
G. M. Hopkins & Co. "Volume 5 – Real estate plat-book of the city of Pittsburgh," G.M. Hopkins. Philadelphia, 1925. Source: University of Pittsburgh, Western Pennsylvania Maps Collection.
100 ft
N


Legend
850 Pennsylvania Avenue
GENERAL PAPER CORDAGE CO.
PAPER WARE HO.
WOOD POSTS
PILASTERED
WATCHMAN, NO CLOCK.
HEAT: STEAM. LIGHT: ELECTRIC.
EXTINGUISHERS.
OFFICE
FIRE PROOF EXCEPT EXPOSED STEEL
WALL BST.
IRON CITY HEATING CO.
WOOD WARE HO.
POSTS
PIPE
MACHINE SHOP
WOOD POSTS
MACHINE SHOP EQUIPMENT
EXTINGUISHERS
WOOD POSTS
BRICK
PENNSYLVANIA
1926
Sanborn Fire Insurance Map
100 ft
N


Legend
850 Pennsylvania Avenue
1939
May 17, 1939 (PennPilot, Pennsylvania Geological Survey)
400 ft
N


Legend
850 Pennsylvania Avenue
1957
May 7, 1957 (PennPilot, Pennsylvania Geological Survey)
400 ft
N


Legend
850 Pennsylvania Avenue
1967
May 26, 1967 (PennPilot, Pennsylvania Geological Survey)
400 ft
N

Physical Description and Integrity (Item 38)

Physical Description

850 Pennsylvania Avenue is located at the intersection of Pennsylvania Avenue, Brighton Place, and Jacksonia Street. The four-story, brick industrial building measures nine bays (60 ft) wide by eleven bays (105 ft) deep and is constructed on a continuous stone foundation. Its exterior walls are constructed of red brick laid in a common bond pattern and extend above the roofline to form low parapets. A corbelled brick cornice wraps the building's northwest (front), southwest (side), and southeast (rear) façades. The building's low-pitched roof is concealed behind the parapet walls and is covered in a synthetic rubber roofing membrane. The only roof penetration is a brick, one-bay by one-bay stair tower that is flush with the building's southwest (side) façade. The building's window openings have segmental-arch lintels formed by three courses of rowlock bricks and lug sills formed by one course of rowlock bricks. All of the window openings have been infilled with glass block, concrete block, or T1-11 plywood. A two-story, concrete-block, L-shaped addition fronts the building's northeast (side) and southeast (rear) façades. The exterior walls of the addition are constructed of plain-faced concrete block. Most of the window openings in the addition have steel lintels and slip sills formed by one course of rowlock bricks. The window openings are infilled with glass block, T1-11 plywood, or one-over-one light, double-hung aluminum sash windows.

The northwest (front) façade was originally seven bays wide on the first floor and nine bays wide on the second through fourth floors. A large center doorway opening is formed by a segmental-arch lintel formed by four courses of rowlock bricks. The opening has been partially infilled with brick to reduce its size to fit a standard metal slab door. Half-circle concrete steps lead to the doorway. The center doorway was originally flanked by three window openings. Two of the window openings to the left of the doorway have been removed to create a garage bay/loading dock; the third window opening has been infilled with concrete block. The three window openings to the right of the center doorway have also been infilled with concrete block. The second-floor window openings have been infilled with glass block, and the third and fourth floor window openings have been covered with T1-11 plywood siding. It appears that a painted sign existed between the first and second floors, but no lettering is discernable. A canopy over the center doorway has been removed. The two-story addition to the left of the façade contains a garage bay opening on the first floor. The opening has been reduced in size to fit paired metal slab doors, and is fronted by a small, poured concrete loading dock with side steps. The second floor of the addition contained a single window opening that has been infilled with concrete block.

The northeast (side) façade of the original four-story building was constructed with no fenestration. A faded wall sign occupies the right half of the fourth story. While the first line is not discernable, the second line reads: "Picklers, PRESERVERS & Packers of PURE FOOD PRODUCTS. The two-story, concrete block addition contains seven window openings per floor. The window openings have brick rowlock sills and one stretcher course of brick below the sills. The left two first-floor window openings are fitted with paired one-over-one light, double-hung aluminum sash windows. The right-most second floor window opening has been covered with plywood. All remaining window openings are infilled with glass block.

The southeast (rear) façade consists of the two-story concrete block addition and the third and fourth floors of the original four-story building. The visible third and fourth floors each contain five window openings. All of the window openings except the center opening on both floors have segmental arched lintels. The third-floor center window opening has a flat steel lintel; the fourth-floor center window opening also has a flat steel lintel but is set within a much larger segmental brick arched lintel that apparently formed a larger opening. The two center window openings are infilled with glass block and the remaining windows are covered with T1-11 plywood. The first floor of the two-story, concrete block addition contains four garage bays. The two center garage bays are fitted with multi-light, retractable, wood garage doors. The left-most garage bay has been partially infilled with concrete block to reduce its size to fit a standard metal slab door. The right-most garage bay has been partially infilled with concrete block and is fitted with a one-over-one light, double-hung aluminum sash window. Between the third and fourth garage bays, are a pedestrian doorway and a single window opening also fitted with a one-over-one light, double-hung aluminum sash window. The second floor contains four window openings, which are covered with T1-11 plywood. The entire façade has been painted, obscuring any wall signs that may have been present.

The northwest (side) facade elevation has eleven window openings on each floor. The openings have brick rowlock sills and brick segmental arched lintels. The first and second floor windows are infilled with concrete block; the third and fourth floor windows are covered with T1-11 plywood. The one-bay stair tower rises from the corbeled brick cornice between the seventh and eighth bays. Faded wall signs are present on the stair tower and below each row of windows. The stair tower wall reads “CRU BROS CO.”; between the third and fourth floor reads “CRUIKSHANK [LOGO] BROS. CO.”; between the second and third floor reads “PICKLERS [illegible]”; between the first and second floors reads “of PURE FOOD PRODUCTS”; and below the first-floor windows the wall sign is obscured by plantings.

Integrity

The property retains a moderately-low level of integrity. The property retains integrity of location as the building remains in the place in which it was constructed. The property retains a low level of integrity of design because the window and door openings on the Pennsylvania Avenue façade have mostly been infilled or altered. The property retains a low level of integrity of setting, as most of the historic buildings in this area have been removed.

The property’s integrity of materials is moderate, having been compromised by new materials on the loading docks modern window and door openings. The property retains a low level of integrity of workmanship, as indicated by the lack of architectural details on this building, except on the north (front) façade where much detail is extant. The property retains a low level of integrity of feeling to express a historic sense of a particular period of time. The property lacks integrity of association as it is not directly linked to an important historic event or person.

History and Significance (Item 39)

Historical Overview

This parcel of land was originally part of Reserve Tract Lot 254; part of the larger 3,000-acre Reserve Tract of land set aside for distribution to veterans who served in the War of American Independence. Major James Brison received a patent for the land from the Commonwealth of Pennsylvania ca. 1797. Brison was a Federalist politician who served as the county's first prothonotary (from 1788 to 1799) and as a justice of the peace (Hofstra 2011:182). Brison was also secretary of the board of trustees of the Pittsburgh Academy and a captain of the Pittsburgh Troop of Light Dragoons (Everett 1960:32). He was also involved in the Whiskey Rebellion.

By 1835, mapping shows the subject property under the ownership of "Snyder," though more information on this entity is not known. A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. The PFW&C likely purchased this property early on, holding it for development of rail-related purposes, including shops and a roundhouse. By 1872, the PFW&C owned a significant amount of property in the blocks bounded by Washington (California) Avenue, Fremont Street (Brighton Place), Pennsylvania Avenue, and Allegheny Avenue (as depicted on the Hopkins 1872 plat). In this area, immediately north and west of the subject parcel, the railroad had developed machine shops, paint shops, carpenter shops, and three engine houses. At this time, the subject parcel contained a large outbuilding or stable, though the ownership of the parcel is unclear based on mapping.

By 1882, it appears the railroad had relinquished most of its holdings between Brighton Place and Margue Alley (Marquis Way); the subject property is shown on mapping as part of a subdivision developed by "Dale & Matland." At this time, there was an additional frame building adjacent to the existing frame structure, though no other major developments had occurred along the parcel (Hopkins 1882). The 1890 map shows the property, as well as several adjacent parcels, owned by the Pittsburgh, Allegheny, and Manchester Passenger Railway Company (PA&MP RR Co.) (Hopkins 1990). The company was first incorporated in 1859 with the intention of providing rail service (with cars drawn by horse power) between Pittsburgh (Penn and St. Clair streets) and Woods Run, Allegheny City (Pittsburgh Press, 18 December 1890:2). This company later merged with several others to form the Pittsburgh, Allegheny & Manchester Traction Company. It is possible that the building on the subject property was used as a stable, or potentially as a car barn.

Mary Harvey Lafourcade Scaife (1843-1923) acquired the property at some point and subsequently transferred it to the Bellevue Homestead Loan and Trust Company in 1893 for a consideration of $16,350 (ACDB 813:600). Mary was the wife of Oliver Perry Scaife, founder of the Oliver P. Scaife & Company (tank works), and member of the prominent Scaife family. Oliver was "one of the most prominent business men of Allegheny County." He was an iron manufacturer, a trustee and vice president of the Dollar Savings Bank, a director of the Tradesman's National Bank, involved with the Scaife Foundry and Machine Company, and president of the Boatmen's Insurance Company, among other ventures. In 1898, Mary entered the Friends Asylum for the Insane (Philadelphia), where she resided until her death in 1923. Her

interest in the subject property is not well established, though it seems likely she held the property as an investment.



Figure 1: 1938, CRUBRO factory at location along Ohio River, intersection of Preble and Island avenues. Source: Walter T. Teskey Photograph Collection, Historic Pittsburgh, University of Pittsburgh.

Shortly after the Bellevue Homestead Loan and Trust Company acquired the property, they began leasing the existing buildings to Cruikshank Brothers and Company, a local preserves company (Sanborn 1893). The Cruikshank Brothers & Company was founded in 1879, when brothers Frank, Zachariah, and George began mass producing their family's line of preserves, jams, and jellies. Their father, Alexander, owned a grocery store at 214 Arch Street (now approximately 1400 Arch Street) where the brothers sold their product (and converted unsold produce into canned goods). Before the advent of household refrigeration, canned products were important wintertime grocery staples. Their business was a success, and quickly the brothers expanded out of their mother's kitchen into a small brick building at the southwest corner of Jackson and Freemont (Jacksonia Street and Brighton Place) (ca. late 1880s). From there, Cruikshank Brothers & Co. moved into the former PA&MP RR Co. building facing Pennsylvania Avenue (ca. 1893).

In 1895, business prompted expansion; Cruikshank Brothers & Company applied for a building permit to construct a four-story, brick building (60x104') at a cost of $11,000. The building permit notes the class of building as "storage" (Allegheny County, 1895). The Bellevue Homestead Loan and Trust Company finally sold the subject property to Cruikshank Brothers & Company in 1899 (ACDB 1056:209). In 1901, Allegheny City passed an ordinance allowing Cruikshank Brothers & Co. to erect a weigh scale on Jackson Street (Jacksonia Street) near the outer depot of the PFW&C railroad (Pittsburgh Weekly Gazette, 8 November 1901:8).

Within a few years, the business had outgrown its buildings. After only 8 years, in 1903, the company purchased the C.C. Hax Leather Company's Eclipse Tannery at the northwest corner of Preble and Island avenues, where it continued making a variety of products, including ketchup, baked beans, apple butter, pickles, preserves, etc. (Pittsburgh Daily Post, 22 January 1903:10) (Figure 1 and Figure 2).

Cruickshank Brothers, later known as "Crubro," eventually became nationally distributed until the company closed in 1956 (Cruikshank 2009).



CRUIKSHANK'S LEADERS

Cruikshank's Preserves, Canned Goods and Condiments are Absolutely Pure, contain no Artificial Preservatives, Coloring Matter or Adulterants, and are Guaranteed to comply with all National and State Pure Food Laws. Cruikshank's Products are made of the purest, cleanest and most wholesome materials, in clean, neat home-like kitchens. They have that good "home taste" that factory goods usually lack. There are no goods on the market superior to Cruikshank's—WE CHALLENGE PROOF TO THE CONTRARY. You will like Cruikshank's Ketchup, Baked Beans, Apple Butter, Pickles, Preserves, Etc. Try them. At all Good Grocers.

← Cruikshank's Baked Beans ←

CRUIKSHANK'S PORK & BEANS TOMATO SAUCE

Delicious Baked Beans

Cruikshank's Baked Beans with tomato sauce are a delicious table delicacy—the kind of baked beans for which you pass your plate for a second helping. No other baked beans, either home-baked or ready-baked, can be compared to these in goodness.

Choicest kind of beans—beefy, red-ripe tomatoes—sweet, juicy pork, with plenty of lean—of such choice materials are Cruikshank's Baked Beans made.

Healthful Baked Beans

There are more muscle and bone in a pound of Cruikshank's Baked Beans than in a pound of beef. This is a fact. Cruikshank's Baked Beans are 84% nutriment. No matter how hard a man works, Cruikshank's Baked Beans are substantial enough.

Cruikshank's Baked Beans Handy

It is best always to have a couple of cans in the house for busy days, for unexpected callers, for days when you are not feeling well. You can eat Cruikshank's Baked Beans cold, and it takes only a minute; or it takes only 10 minutes to have them on the table steaming hot. Lay in a few cans or a dozen; they will keep.

Cruikshank's Baked Beans Economical

They cost only one-third as much as beef, and are every bit as good. Cruikshank's Baked Beans are ALL FOOD—no bone, fat or gristle to throw away. A 10c can makes a meal for four or even six people.

You will like Cruikshank's Baked Beans better than any you ever tasted. Try a can or two.

10c and 15c Cans Sold By All Good Grocers

→ CRUIKSHANK'S APPLE BUTTER →

"THE AMERICAN SPREAD"

Cruikshank's Apple Butter is made of the sweetest cooking apples, the best cider and fresh spices that are imported direct by us. It is made by an old recipe that calls for many spices, and tastes better than any you could make at home.

Crubro Apple Butter is a healthful food. Apples are richer in phosphorus than any fruit or vegetable grown, and phosphorus is the basis of nerve tonics.

Crubro Apple Butter is handy. Simply cut the can and pour contents into a dish for the table. Eat it with bread for breakfast; put it in dinner pails and school luncheons; and for supper it is just what everyone likes to finish up the meal with. Very handy for Sunday supper and light lunches. Helps to reduce your butter bills.

Crubro Apple Butter is packed in sanitary, enamel-lined can. $100 reward will be paid to anyone who finds any adulteration in Crubro Apple Butter.

Try a can or two of the richly spiced, healthful, delicious Crubro Apple Butter, made from the "King of Fruits."

CRUBRO APPLE BUTTER CRUIKSHANK BROS. CO. PITTSBURGH U.S.A.

10c and 25c Cans at All Good Grocers

CRUIKSHANK BROS. CO., North Side, Pittsburgh, Pa.

Figure 2: 1911 Cruikshank Bros. Co. advertisement. Source: Pittsburgh Post-Gazette, 28 July 1911:27.

In 1903, the same year that Cruikshank Brothers & Co. moved their new location along the Ohio River, the Iron City Heating Company purchased the former Pennsylvania Avenue property for $35,000 (ACDB 1297:104). The Iron City Heating Company was expanding its presence to the northside; its downtown office was located at 8th and Penn avenues. The company used the northside building as a factory and warehouse. The business contracted out its engineering services and provided expertise in steam heating, hot water heating, ventilating, and power and hydraulic piping, among others (Post-Gazette, 28 February 1909:30). In 1904, the Iron City Heating Company ran a series of classifieds advertising the lease of "three upper floors of four story brick building, 60x105 feet: good light, suitable for light manufacturing or storage; convenient to North Avenue freight station; use of large elevator" (Pittsburgh Press, 8 October 1904:12). By 1913, the company boasted 55 employees (Post-Gazette, 4 May 1913:2).

Luella K. and Joseph D. Graebing, et. al, sold the property (including the 4-story brick building) to John Proie in 1945 (ACDB 2836:466). Despite this, references to the Iron City Heating Company appear in newspapers as late as 1947 and 1960 (Post-Gazette, 16 August 1960:38; and Post-Gazette, 7 January 1947:15), though it is unclear if the company relocated at this time. Between 1939 and 1951 the frame building facing Pennsylvania Avenue was demolished; in 1951, the remaining brick building was used as a warehouse for furniture and roofing materials. Between 1951 and 1957, a two-story, concrete-block addition was placed on the building's south and east façades. In 1952, an advertisement in the *Pittsburgh Press* announced the appointment of Proie Brothers, Inc. as the distributor for all Chrysler Airtemp heating



Figure 3: Detail of 1906 photo showing construction of the new PFW&C engine house in Allegheny City (foreground), 28 August 1906. Background shows the Iron City Heating Company building. Source: http://historicpittsburgh.org.

and cooling products. Proie Brothers, Inc. also dealt in roofing, heating, air conditioning, and refrigeration. One of their products was a window air conditioning unit (Figure 3).

The Proie Brothers owned the property until 1965, when they sold it to the trustees of Combustion Service and Equipment Company (ACDB 4278:737). The 1965 deed is the first mention of the two-story, L-shaped addition and loading dock annexed to the pre-existing four-story brick building. In 1984 the parcel was sold to its current owner, 850 Pennsylvania Avenue Association (now LLC) (ACDB 6825:146).



Figure 4: 1953 aerial photograph showing site of demolished roundhouse and shops at northeast intersection of the railroad and Pennsylvania Avenue. The former Cruikshank Bros. & Company building is shown at center-right of the photograph. L ooking northwest. Source: Tom Hollyman, Pennsylvania State Archives (PHMC).



Figure 5: Proie Brothers, Inc. and Chrysler advertisement for window air conditioning units. Pittsburgh Press, 19 May 1955:44.

Date	Consideration	Grantor	Grantee	Source Location	Notes
3/19/2008	$1	850 Pennsylvania Avenue Association	850 Pennsylvania Avenue LLC	Allegheny County Deeds 13546:15	
3/1/1984	$120,000	Trustees of Combustion Service and Equipment Company Profit Sharing Trust	850 Pennsylvania Avenue Association	Allegheny County Deeds 6825:146	
7/16/1965	$125,000	Proie Brothers Incorporated	Trustees of Combustion Service and Equipment Company Profit Sharing Trust	Allegheny County Deeds 4278:737	"4-story brick and 2-story L-shaped cement block building annexed thereto, together with a loading dock"
9/1/1955	$174,590	John and Ann Proie	Proie Brothers Incorporated	Allegheny County Deeds 3564:429	"4-story brick building" Front portion (now parking) sold to Proie Brothers in 1956 with Deed 3592:405. Used to have a two-story frame building (844-852 Pennsylvania Ave.)
11/25/1945	$25,000	Luella K. and Joseph D. Graebing et al	John Proie	Allegheny County Deeds 2836:466	"4-story brick building"
3/1/1911	$1	James and Elizabeth McVey	John McMurray	Allegheny County Deeds 1709:151	"4-story brick building"
11/1/1906	$1	Hugh F. McGrady	Iron City Heating Company (James S. McVey and John McMurray)	Allegheny County Deeds 1498:323	"4-story brick building"

Date	Consideration	Grantor	Grantee	Source Location	Notes
11/1/1906	$1	Iron City Heating Company (James S. McVey and John McMurray)	Hugh F. McGrady	Allegheny County Deeds 1489:524	"4-story brick building"
9/1/1903	$35,000	Cruickshank Brothers Company	James S. McVey and John McMurray	Allegheny County Deeds 1297:104	"4-story brick building"
12/12/1899	$15,000	Bellevue Homestead Loan and Trust Company	Cruikshank Brothers Company	Allegheny County Deeds 1056:209	"4-story brick building"
3/21/1893	$16,350	Mary Harvey Scaife	Bellevue Homestead Loan and Trust Company	Allegheny County Deeds 813:600	

Significance

This property is recommended not eligible for individual listing in the National Register of Historic Places. The resource is not associated with events that have made a significant contribution to the broad patterns of our history; it is not associated with the lives of significant persons in our past; it does not embody the distinctive characteristics of a type, period, or method of construction; and it is not likely to yield information important in history or prehistory.

The building is recommended **eligible** as a contributing element of the potentially-eligible Allegheny Second Ward Industrial Historic District encompassing properties along the 800 and parts of the 900 blocks of W. North Avenue, the 1100 and 1200 blocks of Galveston Avenue, the 800 and 900 blocks of Behan Street, 850 and 901 Pennsylvania Avenue, and the 700 block of Riversea Road.

Location 5 – Columbus Avenue Bridge

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **112372**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line
CURRENT/COMMON NAME Norfolk Southern Railway: Fort Wayne Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment)
OWNER NAME/ADDRESS Norfolk Southern Corporation / 1200 Peachtree St., NE, Atlanta, GA 30309
TOTAL NUMBER OF RESOURCES 1
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION 1800-ft. of railroad ROW at the intersection of Columbus Avenue & Sedgwick Street (milepost PC-2.17)
STREET ADDRESS _____ **ZIP** _____
CATEGORY OF PROPERTY ☐ Building ■ District ☐ Object ☐ Site ■ Structure
OWNERSHIP ☐ Private ■ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 22-A-260-9; 22-M-200-9/2018

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Mixed use neighborhood

Ancillary Features

Retaining walls	Bridge (non-contributing)	
Standard RR safety railings		
Iron fencing		

Acreage (round to nearest tenth) 8.7

Key # **112372**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation

Walls

Roof

Other

Structural System

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1880 ■ Circa 1910 ■ Circa _____ ☐ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain Railroad histories and historic maps.; ca. 1910 grade separation.

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s)

Builder(s)

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations DOE 3-5-07: Key No. 129787 Columbus Avenue Bridge over the Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line)
DOE 9-14-93: PRR: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain Proposed lowering of tracks to increase track vertical clearance.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive ■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112372**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance A and C

Criteria Considerations _____ Period of Significance 1848-1958

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112372**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date April 5, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

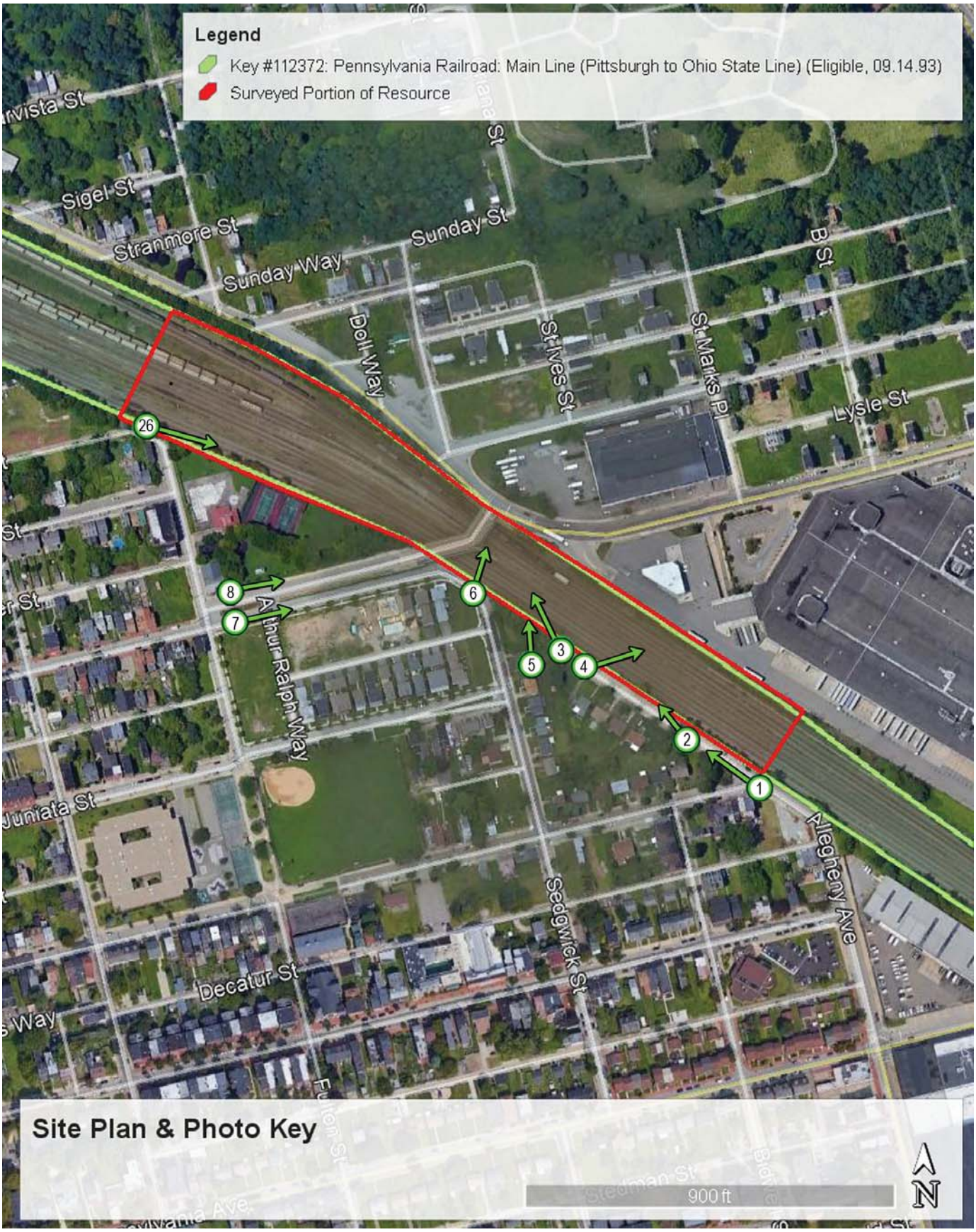
Photo #	Photo Subject/Description	Camera Facing
	- SEE CONTINUATION SHEETS -	

Key # **112372**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

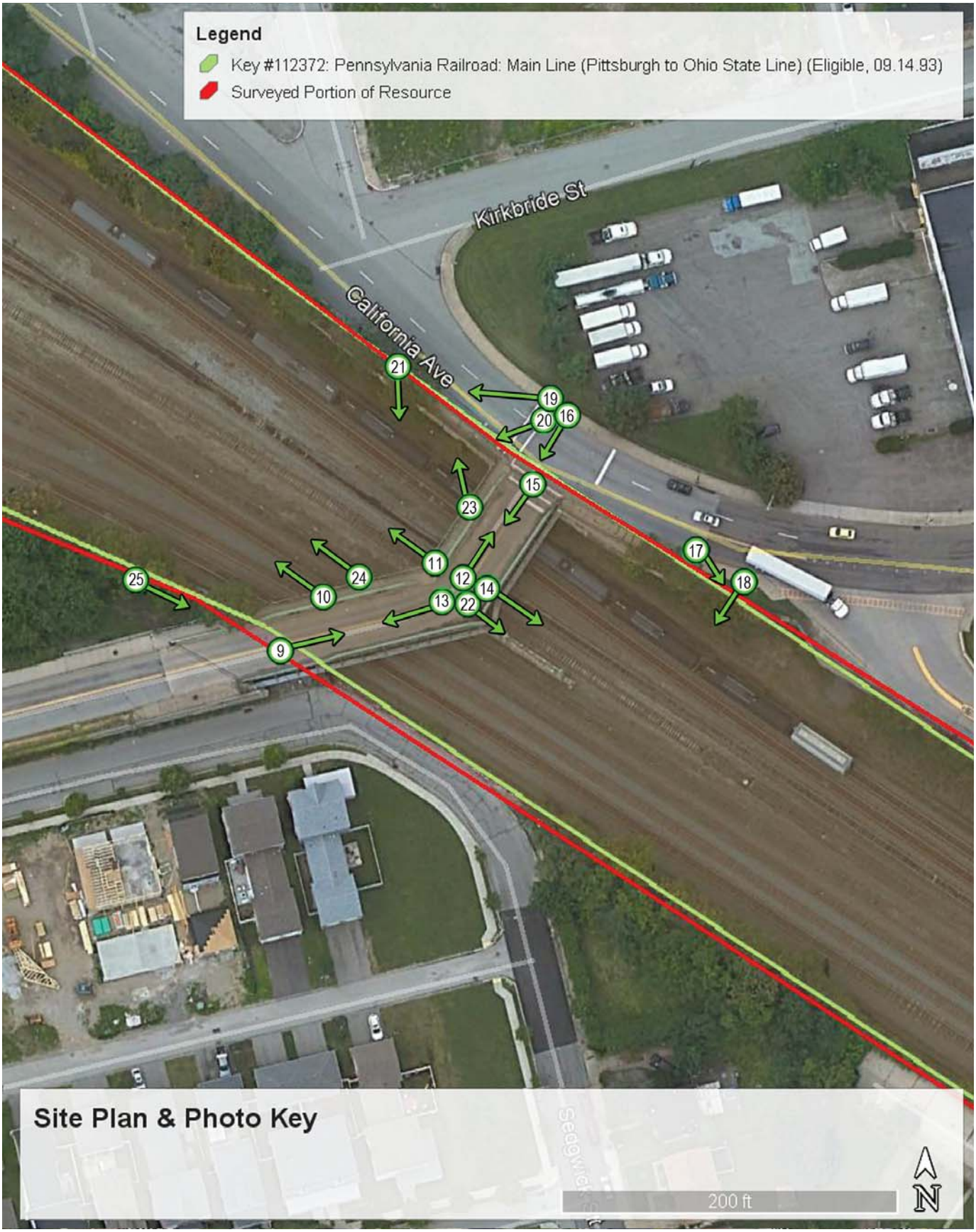


Key # **112372**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.



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Roberts, Solomon W.

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1884 Sanborn Fire Insurance Map, Allegheny, PA, Volume 2. Sanborn Map Company, New York.

1893 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1906 Sanborn Fire Insurance Map, Allegheny, PA, Volume 1. Sanborn Map Company, New York.

1926 Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 5. Sanborn Map Company, New York.

1926[1951] Sanborn Fire Insurance Map, Pittsburgh, PA, Volume 14. Corrected to 1951. Sanborn Map Company, New York.

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U.S. Geological Survey (USGS)

1904 *Carnegie, PA* 15-minute topographic quadrangle. USGS, Washington, DC.

1948 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Washington, DC.

1960[1969] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1969. USGS, Washington, DC.

1960[1979] *Pittsburgh West, PA* 7.5-minute topographic quadrangle, photorevised 1979. USGS, Reston, Virginia.

1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: View from southeast edge of surveyed portion of rail corridor, facing northwest.



Photo 2: Detail of wrought-iron fencing along northeast side of Allegheny Avenue, facing northwest.



Photo 3: View of rail corridor showing southeast profile of Columbus Avenue Bridge, facing northwest.



Photo 4: View from southeast edge of surveyed portion of rail corridor, facing southeast.



Photo 5: Detail of stone-capped retaining wall with wrought-iron fencing along northeast side of Allegheny Avenue, facing northwest.



Photo 6: Columbus Avenue Bridge showing southeast profile, facing north.



Photo 7: Columbus Avenue showing concrete retaining wall of southwest ramp leading to Columbus Avenue Bridge, facing northeast.



Photo 8: Southwest ramp leading to Columbus Avenue Bridge showing concrete retaining wall and brick sidewalks, facing northeast.



Photo 9: Columbus Avenue Bridge showing southwest girder and scewed truss spans, facing northeast.



Photo 10: View of surveyed segment of rail corridor from center of Columbus Avenue Bridge, facing northwest.



Photo 11: View of surveyed segment of rail corridor from center of Columbus Avenue Bridge, facing northwest.



Photo 12: Columbus Avenue Bridge from center pier showing southwest truss span and deck, facing southwest.



Photo 13: Columbus Avenue Bridge from center pier showing northeast truss span and deck, facing northeast.

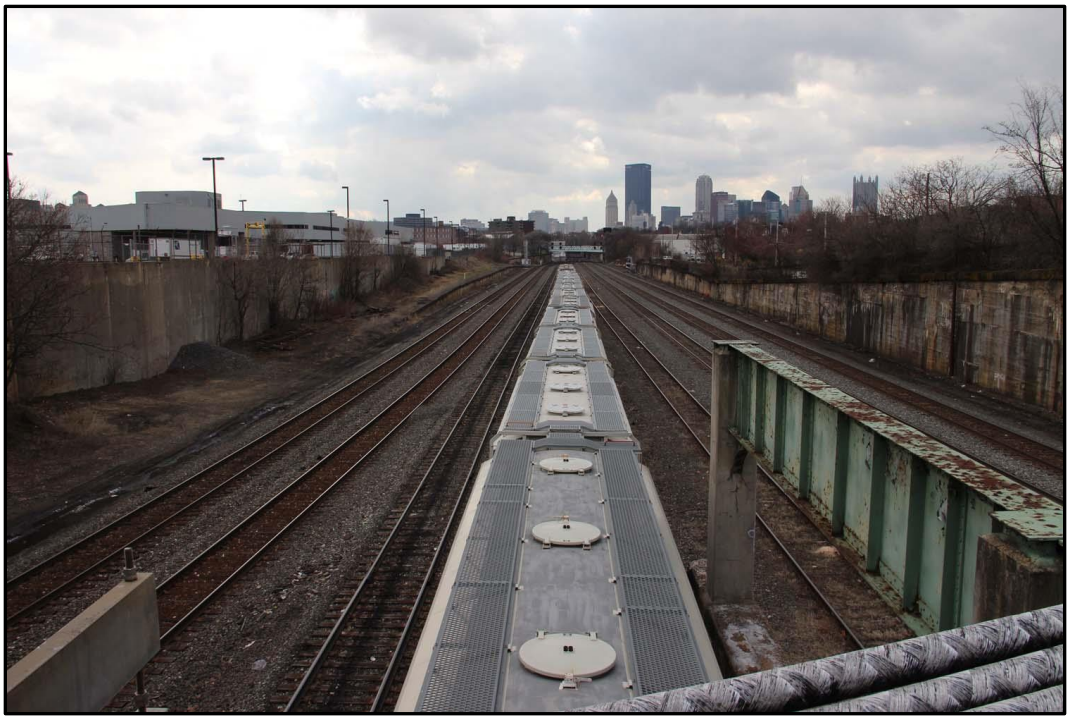


Photo 14: View of surveyed segment of rail corridor from center of Columbus Avenue Bridge, facing southeast.



Photo 15: Columbus Avenue Bridge from California Avenue showing straight truss span and scewed southwest span, facing southwest.



Photo 16: Columbus Avenue Bridge from California Avenue showing northeast truss span, facing southwest.



Photo 17: Remnant portion of wrought-iron fence along south side of California Avenue between Columbus Avenue and driveway to USPS facility, facing southeast.



Photo 18: Concrete retaining wall and abutment of former Allegheny Avenue ramp to missing spans of Columbus Avenue Bridge, facing southwest.



Photo 19: Concrete retaining wall and closed-rail balustrade along southwest side of California Avenue near intersection of Columbus Avenue, facing west.



Photo 20: Closed rail concrtete balustrade along southwest side of California Avenue showing detial of end post, facing west.



Photo 21: Columbus Avenue Bridge showing northwest profile, facing southeast.



Photo 22: Columbus Avenue Bridge showing at center pier showing intersection of truss spans, facing southeast.



Photo 23: Detail of rail corridor showing northeast reinforced concrete retaining wall with stone cap along California Avenue, facing north.



Photo 24: View of surveyed segment of rail corridor from center of Columbus Avenue Bridge, facing northwest.

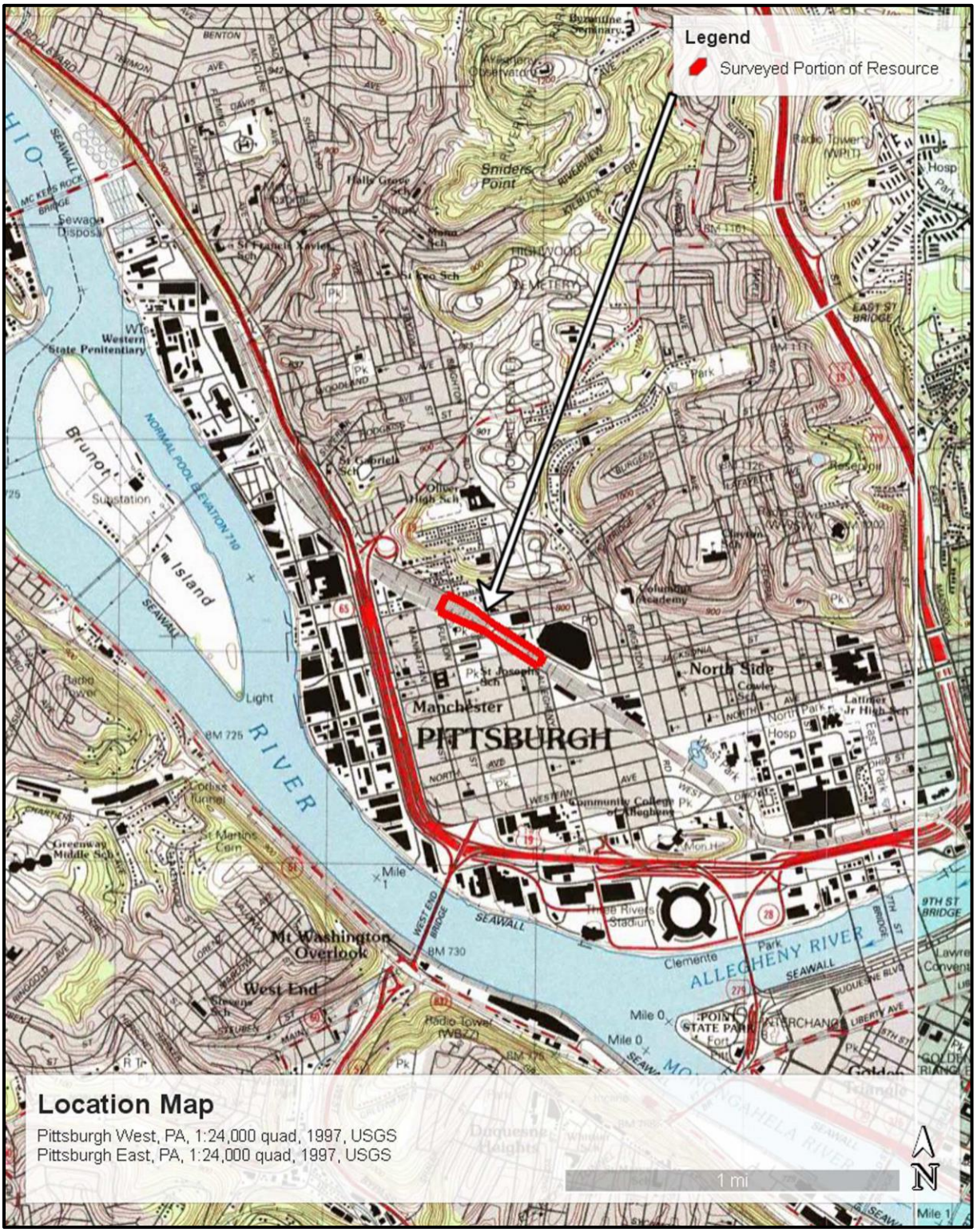


Photo 25: Columbus Avenue Bridge showing center concrete pier, intermediate steel bents, and southwest abutment, facing southeast.



Photo 26: View from northwest edge of surveyed portion of rail corridor, facing southeast.

USGS Map (Item 36)



Physical Description and Integrity (Item 38)

Physical Description

The subject railroad is a segment of Norfolk Southern's Fort Wayne Line, which runs from Pittsburgh, Pennsylvania to Crestline, Ohio. There, the line continues to Gary, Indiana via Fort Wayne, under CSX ownership.

The portion of railroad corridor surveyed for this project includes approximately 265 linear feet of right-of-way at the intersection of Pennsylvania Avenue and Galveston Avenue on Pittsburgh's Northside. The track milepost is PC-1.82. The surveyed portion of track, including the right-of-way is approximately 110-feet wide, and contains four separate tracks, and three contributing features. The contributing features include the retaining walls, the standard railroad safety railings, and the iron fencing.

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Ohio & Pennsylvania Railroad was chartered in February and April 1848, to build a railroad from Allegheny City, Pennsylvania (opposite Pittsburgh) to Crestline, Ohio, where it would unite with projected connecting lines (including the Ohio & Indiana Railroad and the Fort Wayne & Chicago Railroad) to provide a connection from Pittsburgh to Chicago, a distance of roughly 450 miles. After surveying the route, railroad building commenced at the state line between Pennsylvania and Ohio on July 4, 1849. William Robinson, Jr., was the company's first president (Stevenson & Foster 1875:3). Service between Allegheny City and New Brighton, Pennsylvania commenced in 1851. On April 11, 1853, the line between Allegheny City and the Crestline, Ohio opened.

A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. The line secured a route to Chicago in December 1856 using leased lines east of Warsaw, Indiana. In 1857, a railroad bridge opened over the Allegheny River, connecting the PFW&C with the Pennsylvania Railroad's (PRR) Main Line terminus at Pittsburgh. Construction of the PFW&C line to Chicago at Van Buren St. was completed December 25, 1858 (Baer 2015).

The PFW&C was sold at foreclosure in 1859, and it was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. In 1869, the PRR leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26). Operation was transferred back to the PRR in 1918. The PRR merged with the New York Central to form the Penn Central Transportation Company in 1968; however, the PFW&C stayed separate, filing for bankruptcy in 1973. In 1976, the PFW&C became part of Conrail. When Conrail broke up in 1998, this portion of track went to Norfolk Southern Railway, which controls it today.

Grade Separation

From ca. 1900 to the early 1910s, the PRR undertook a multi-million-dollar grade separation project at its termini in Allegheny City and Chicago. The lowering of the tracks under Pennsylvania Avenue was part of this greater project. The track elevation and depression at Allegheny City was a complex project that was predicated upon the reconstruction of Union Station at Pittsburgh, the raising of the Allegheny River Bridge, the elevation of the Western Pennsylvania Railroad (also a division of the Pennsylvania Railroad) between Sixteenth Street and its Federal Street Terminus in Allegheny City, reconstruction of the Federal Street Station in Allegheny City, reconstruction of the North Avenue Freight Station and nearby Engine House and Shop Buildings in Allegheny City, and a general program of grade separation in Allegheny City between the Federal Street Station and Bellevue, Pennsylvania (see historical map, dated 1906).

Significance

The PFW&C (referred to by PA SHPO alternately as the "Pennsylvania Railroad" or the "Pennsylvania Railroad: Main Line") from Pittsburgh to the Ohio state line was previously determined eligible for listing in the National Register of Historic Places under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. Three (3) features that contribute to the significance of the district were identified within the surveyed segment of the line.

Location 6 – Ohio Connecting Bridge Flyovers

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Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # **112372**
ER# **2018-1595-003**
Date Prepared 03/07/2018

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Pennsylvania Railroad: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line
CURRENT/COMMON NAME Norfolk Southern Railway: Fort Wayne Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment)
OWNER NAME/ADDRESS Norfolk Southern Corporation / 1200 Peachtree St., NE, Atlanta, GA 30309
TOTAL NUMBER OF RESOURCES 1
COUNTY Allegheny **MUNICIPALITY** Pittsburgh
USGS QUAD Pittsburgh West, PA
LOCATION 400-ft. of railroad ROW south of Eckert Street, between Beaver Ave. and Ohio River Blvd. (Milepost ML-1.20)
STREET ADDRESS _____ **ZIP** _____
CATEGORY OF PROPERTY ☐ Building ■ District ☐ Object ☐ Site ■ Structure
OWNERSHIP ☐ Private ■ Corporate
☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal
TAX PARCEL #/YEAR 75-F-350

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Current Function	Subcategory	Particular Type
Transportation	Transportation - Rail-Related	Railroad corridor

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Industrial/Industrial Park

Ancillary Features

Concrete Retaining walls with stone caps
Ohio Connecting Bridge Ramps
4 Steel Through-Girder Bridges over Eckert Street

Acreage (round to nearest tenth) 1.1

Key # **112372**

ER# **2018-1595-003**

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

No Style

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation

Walls

Roof

Other

Structural System

WIDTH _____(feet) or _____ (# bays) **DEPTH** _____(feet) or _____ (# rooms) **STORIES/HEIGHT** _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1849 ☐ Circa **Year Completed** 1851 ☐ Circa

Date of Major Additions, Alterations 1889 ■ Circa 1910 ■ Circa 1913 ■ Circa

Basis for Dating ■ Documentary ☐ Physical

Explain 1889, construction OH Connecting Bridge; ca. 1910 grade separation; 1913 replaced superstructure

Cultural/Ethnic Affiliation(s)

Associated Individual(s)

Associated Event(s)

Architect(s) Max Becker (Chief Engineer), substructure; JC Bland (Eng. of Bridges, PRR), superstructure

Builder(s) Drake & Stratton Co., substructure; American Bridge Co. and Seaboard Construction Co., superstructure

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations 2016: Ohio Connecting Railroad: Bridge (Key No. 007764, Undetermined)
DOE 9-14-93: PRR: Main Line (Pittsburgh to Ohio State Line, Pittsburgh City Segment); Fort Wayne Line

Threats ☐ None ☐ Neglect ☐ Public Development ■ Private Development ☐ Other

Explain Proposed removal of obstructions.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive
■ NHPA/PA History Code Project Review ☐ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Katherine J. Molnar/Jesse A. Belfast/Timothy G. Zinn, Architectural Historians

Date Surveyed February 17, 2018 **Project Name** Norfolk Southern Pittsburgh Vertical Clearance Project

Organization/Company Michael Baker International, Inc.

Mailing Address 100 Airside Drive, Moon Township, PA 15108

Phone (412) 269-4619 **Email** tzinn@mbakerintl.com

Key # **112372**

ER# **2018-1595-003**

National Register Evaluation *(Item 31; see Instructions, page 9)*

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)

■ Eligible Area(s) of Significance A and C

Criteria Considerations _____ Period of Significance 1848-1958

☐ Contributes to Potential or Eligible District District Name _____

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

- SEE CONTINUATION SHEETS -

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

■ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)

■ Current Photos (See Instructions, page 10)

■ Photo List (See Instructions, page 11)

■ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)

☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)

■ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # **112372**

ER# **2018-1595-003**

Photo List (Item 33)

See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name Timothy Zinn

Date April 5, 2018

Location Negatives/Electronic Images Stored Michael Baker International, Inc., 100 Airside Drive, Moon Township, PA 15108

Photo #	Photo Subject/Description	Camera Facing
	- SEE CONTINUATION SHEETS -	

Key # **112372**

ER# **2018-1595-003**

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

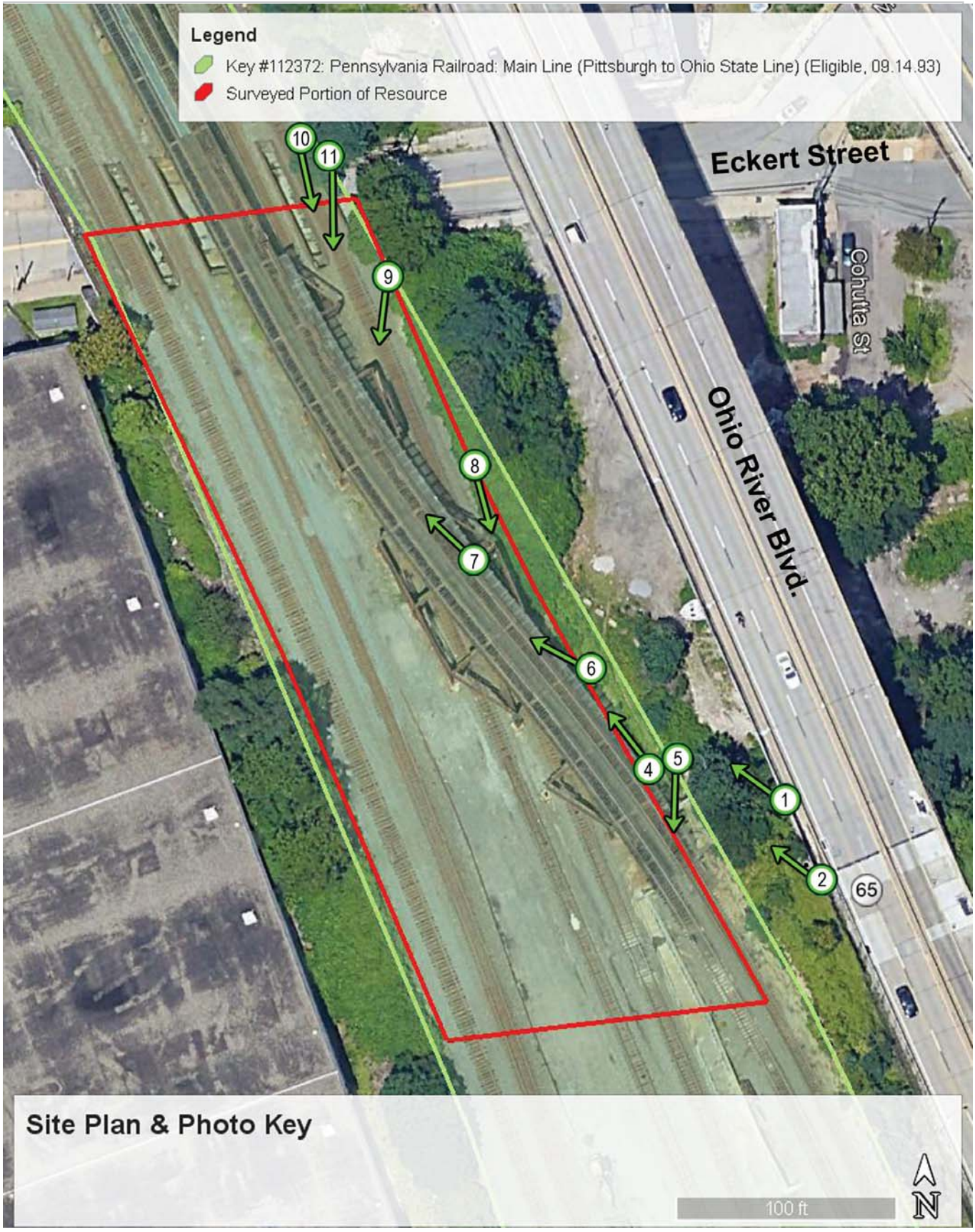


Key # **112372**

ER# **2018-1595-003**

Site Plan (Item 34)

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Bibliography (Item 32)

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2015 A General Chronology of the Pennsylvania Railroad Company its Predecessors and Successors and its Historical Context. June 2015 Edition. Electronic document. http://www.prrths.com/newprr_files/Hagley/PRR_hagley_intro.htm, accessed April 26, 2018.

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Pittsburgh, Ft. Wayne, & Chicago Division, Pennsylvania Railroad
Ca. 1880-1917 Numerous engineering drawings pertaining to the track elevation and depression at Allegheny (Pittsburgh), Pennsylvania. In collection of the Pennsylvania Railroad Technical and Historical Society, Lewistown, Pennsylvania.
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1997 *Pittsburgh West, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

1997 *Pittsburgh East, PA* 7.5-minute topographic quadrangle. USGS, Reston, Virginia.

Current Photographs (Item 33)



Photo 1: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing series of steel bents and deck girder spans, facing northwest.



Photo 2: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing deck and series of steel bents and deck girder spans, facing northwest.



Photo 3: Ohio Connecting Railway Bridge earthen approach ramp connecting the Flyover Ramp to the main approach spans and the truss span over the Ohio River main channel, facing south.



Photo 4: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, showing deck level, facing northwest.



Photo 5: Ohio Connecting Railway Bridge Flyover Ramp showing southeast abutment and steel bent, facing south.



Photo 6: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing series of steel bents and deck girder spans, facing northwest.



Photo 7: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing series of steel bents and deck girder spans, facing northwest.



Photo 8: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing deck and series of steel bents and deck girder spans, facing south.



Photo 9: Ohio Connecting Railway Bridge Flyover Ramp over Pennsylvania Railroad Main Line, northeast profile showing series of steel bents and deck girder spans, facing south.



Photo 10: Ohio Connecting Railway Bridge Flyover Ramp with Eckert Street Bridge (underpass) in foreground, facing south.



Photo 11: Ohio Connecting Railway Bridge Flyover Ramp with Eckert Street Bridge (underpass) in foreground, facing south.



Photo 12: Eckert Street Bridge (underpass) showing northwest and southeast abutments, through girder span, and concrete retaining walls, with Ohio Connecting Railway Bridge above, facing northeast.



Photo 13: Eckert Street Bridge (underpass) showing northwest and southeast abutments, through girder span, and concrete retaining walls, with Ohio Connecting Railway Bridge above, facing east.



Photo 14: Eckert Street Bridge (underpass) showing southeast abutment and through girder span with Ohio Connecting Railway Bridge above, facing southwest.



Photo 15: Ohio Connecting Railway Bridge showing southeast profile of truss span over the main channel of the Ohio River, facing northwest. Not shown on Photo Key.



Photo 16: Ohio Connecting Railway Bridge showing southeast profile of deck girder spans over Brunots Island and truss span over the main channel of the Ohio River, facing northwest. Not shown on Photo Key.



Photo 17: Ohio Connecting Railway Bridge truss span over Ohio River main channel and south approach ramp (foreground) showing stone piers, steel bents, and deck girder spans, facing west Not shown on Photo Key.



Photo 18: Ohio Connecting Railray Bridge south approach ramp (foreground) and north approach ramp (background) showing stone piers, steel bents, and deck girder spans, facing northwest. Not shown on Photo Key.

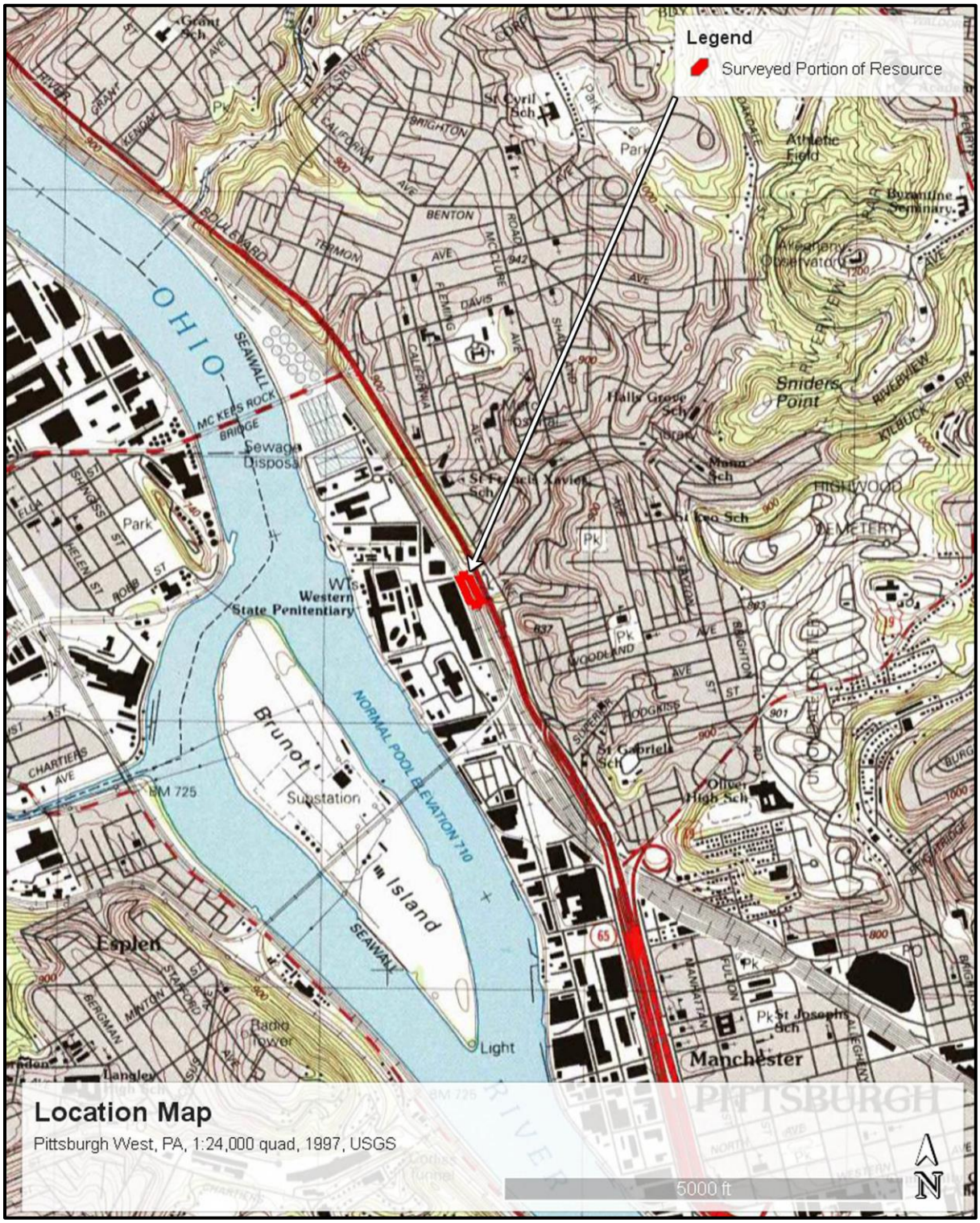


Photo 19: Ohio Connecting Railway Bridge showing northwest profile of truss span over the main channel of the Ohio River, facing southeast. Not shown on Photo Key.



Photo 20: Ohio Connecting Railway Bridge showing northwest profile of truss span over the main channel of the Ohio River and deck girder spans over Brunots Island, facing southeast. Not shown on Photo Key.

USGS Map (Item 36)



Physical Description and Integrity (Item 38)

Physical Description

The subject railroad is a segment of Norfolk Southern's Fort Wayne Line, which runs from Pittsburgh, Pennsylvania to Crestline, Ohio. There, the line continues to Gary, Indiana via Fort Wayne, under CSX ownership.

The portion of railroad corridor surveyed for this project includes approximately 400 linear feet of right-of-way just south of Eckert Street, between Beaver Avenue and Ohio River Boulevard on Pittsburgh's North Side. This portion of the Pennsylvania Railroad corridor also contains flyover structures and a portion of the approach ramps of the Ohio Connecting Railway Bridge (Key No. 007764). The surveyed portion of track, including the right-of-way varies from approximately 120-feet wide to 170-feet wide. This segment contains four tracks (historically five), in addition to two elevated tracks on the flyover structure. Other historic-age features in the segment include four steel plate girder bridges carrying the tracks over Eckert Street, and the historic-age concrete retaining walls with cut stone coping that extend along the western edge of the rail corridor.

History and Significance (Item 39)

Historical Overview

Railroad Development and Ownership

The Ohio & Pennsylvania Railroad was chartered in February and April 1848, to build a railroad from Allegheny City, Pennsylvania (opposite Pittsburgh) to Crestline, Ohio, where it would unite with projected connecting lines (including the Ohio & Indiana Railroad and the Fort Wayne & Chicago Railroad) to provide a connection from Pittsburgh to Chicago, a distance of roughly 450 miles. After surveying the route, railroad building commenced at the state line between Pennsylvania and Ohio on July 4, 1849. William Robinson, Jr., was the company's first president (Stevenson & Foster 1875:3). Service between Allegheny City and New Brighton, Pennsylvania commenced in 1851. On April 11, 1853, the line between Allegheny City and the Crestline, Ohio opened.

A merger among the Fort Wayne & Chicago, Ohio & Indiana, and the Ohio & Pennsylvania railroads resulted in the formation of the Pittsburgh, Fort Wayne, and Chicago Rail Road (PFW&C) on July 26, 1856. The line secured a route to Chicago in December 1856 using leased lines east of Warsaw, Indiana. In 1857, a railroad bridge opened over the Allegheny River, connecting the PFW&C with the Pennsylvania Railroad's (PRR) Main Line terminus at Pittsburgh. Construction of the PFW&C line to Chicago at Van Buren St. was completed December 25, 1858 (Baer 2015).

The PFW&C was sold at foreclosure in 1859, and it was reorganized as the Pittsburgh, Fort Wayne, & Chicago Railway in 1861. In 1869, the PRR leased the PFW&C as a subsidiary, but in 1871, the PFW&C was transferred to the newly formed Pennsylvania Company (Pennsylvania Railroad Company 1948:19-26).

Operation was transferred back to the PRR in 1918. The PRR merged with the New York Central to form the Penn Central Transportation Company in 1968; however, the PFW&C stayed separate, filing for bankruptcy in 1973. In 1976, the PFW&C became part of Conrail. When Conrail broke up in 1998, this portion of track went to Norfolk Southern Railway, which controls it today.

Grade Separation

From ca. 1900 to the early 1910s, the PRR undertook a multi-million-dollar grade separation project at its termini in Allegheny City and Chicago. The lowering of the tracks under Pennsylvania Avenue was part of this greater project. The track elevation and depression at Allegheny City was a complex project that was predicated upon the reconstruction of Union Station at Pittsburgh, the raising of the Allegheny River Bridge, the elevation of the Western Pennsylvania Railroad (also a division of the Pennsylvania Railroad) between Sixteenth Street and its Federal Street Terminus in Allegheny City, reconstruction of the Federal Street Station in Allegheny City, reconstruction of the North Avenue Freight Station and nearby Engine House and Shop Buildings in Allegheny City, and a general program of grade separation in Allegheny City between the Federal Street Station and Bellevue, Pennsylvania (see historical map, dated 1906).

Significance

The PFW&C (referred to by PA SHPO alternately as the "Pennsylvania Railroad" or the "Pennsylvania Railroad: Main Line") from Pittsburgh to the Ohio state line was previously determined eligible for listing in the National Register of Historic Places under Criteria A and C as a railroad corridor historic district for its "state-wide significance in transportation, economy and the development of Pennsylvania's industries and communities" (Barrett 1993). The period of significance of the railroad corridor historic district is 1848-1958. The three (3) historic-age component features identified within the APE are **eligible as contributing elements** of the railroad corridor historic district being functional and/or decorative components that were constructed during the corridor's period of significance and that retain historic integrity. These include: the Ohio Connecting Bridge flyover ramps, the Eckert Street undergrade bridge (consisting of four steel plate girder bridges), and the concrete retaining walls with stone coping extending along the western edge of the elevated rail corridor.

Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission

IDENTIFICATION AND LOCATION

ER #: 2018-1595-003

Survey Code: Tax Parcel:

County: Allegheny Municipality: Pittsburgh City

Address: Norfolk Southern over Beaver Ave., Ohio River, Brunot Is., City of Pittsburgh

Historic/Other Name: Ohio Connecting Railroad: Bridge (Key No. 007764)

Owner Name/Address: Norfolk Southern Railway Company
1200 Peachtree Street, Atlanta, GA 30309

Owner Category: Private

USGS Quad: Pittsburgh West, PA

UTM: Zone 17 N 4478164 E 584038 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Structure # Resources 1

Historic Property Function: Transportation, Rail Related, Bridge

Current Property Function: Transportation, Rail Related, Bridge

Year Built: 1901-16

Architectural Style: No style

Materials: Foundation: Sandstone/Brownstone
Walls:
Roof:

Width in Bays: Stories:

SURVEYOR INFORMATION

Name: Timothy G. Zinn

Project Name: NS Pittsburgh Vertical Clearance Project Date: April 5, 2018

Project Location: City of Pittsburgh, Borough of Swissvale

Organization Name: Michael Baker International, Inc.

Organization Address: 100 Airside Drive, Moon Township, PA 15108

Previous Survey(s): Ohio Connecting Railroad: Bridge; HAER PA-509
PHMC Key No. 007764

Surveyor Eligibility Recommendation: Individually Eligible; Contributes to District

☐ Lack of integrity ☐ Lack of significance
☐ Insufficient information to make a recommendation



Caption: Northwest bridge profile of truss span over Ohio River main channel, facing southeast.



Caption: Ohio Connecting Bridge Flyover Ramps near Eckert Street, facing south.

I.3 Agency Coordination

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Pennsylvania State Historic Preservation Office
PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

June 5, 2018

Timothy Zinn
Michael Baker International
100 Airside Drive
Moon Township PA 15108

ER 2018-1595-003-A: PennDOT Multimodal Transportation, Norfolk Southern Railway company, Pittsburgh Vertical Clearance Project, Braddock, North Braddock, and Swissvale, Allegheny County, Determination of Area of Potential Effects, and proposed levels of recordation for previously recorded and newly identified historic resources

Dear Mr. Zinn,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources
There is a high probability that archaeological resources are located in this project area. In our opinion, the activity described in your proposal should have no effect on such resources. Should the scope of the project be amended to include additional ground disturbing activity this office should be contacted immediately, and a Phase I Archaeological Survey may be necessary to locate all potentially significant archaeological resources.

Above Ground Resources
We concur with the Area of Potential Effect and the proposed documentation/survey as indicated in Table 1 (pages 115-121).

If you need further information regarding archaeological resources, please consult Mark Shaffer at mshaffer@pa.gov or (717) 783-9900. If you need further information on above ground resources, please consult Cheryl Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearen, Chief
Division of Environmental Review

Commonwealth Keystone Building | 400 North Street | 2nd Floor | Harrisburg, PA 17120 | 717.783.8947

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NORFOLK SOUTHERN

Norfolk Southern Corporation
1200 Peachtree Street, NE – Box 114
Atlanta, Georgia 30309

John H. Friedmann
Vice President Network Operations
Telephone (404) 582-6731
John.Friedmann@nscorp.com

August 30, 2018

Mike Sorbo (via email)
Director Bureau of Rail Freight, Ports and Waterways
Pennsylvania Department of Transportation
Bureau of Rail Freight, Ports and Waterways
400 North St., 6th Floor
Harrisburg PA 17105-3151

Re: RTAP-APP-2016-NS-1

Dear Mr. Sorbo:

Norfolk Southern Railway Company (NS) requests approval from the Pennsylvania Department of Transportation (PennDOT) to remove two bridge projects from our Pittsburgh Vertical Clearance Project and reallocate the funds to the remaining projects in the program. In the grant application, NS identified two bridges to be replaced, a pedestrian bridge at Frazier Street in Braddock Borough and the Overland Street Bridge in North Braddock Borough. The estimated cost to replace the pedestrian bridge at Frazier Street (PT-342.73) was $670,000 and the estimated cost to replace the bridge at Overland Street (PT-343.65) was $2,360,000. Since NS submitted the grant application, we have received approval from Braddock Borough and North Braddock Borough to remove these two bridges in total, without replacement, which NS intends to do at its sole cost. Accordingly, NS seeks to reallocate the $3,030,000 to the remaining projects in the grant application on the 70/30 cost share basis agreed to between PennDOT and NS.

If you have further questions or inquiries, please feel free to contact me at any time.

Sincerely,

John Friedmann

CC: Jenn Granger, Deputy Secretary Multimodal (via email)
Cheryl Moon-Sirianni, Executive District 11 (via email)
Nevin L. Myers, P.E., Chief Railroad Engineer (via email)
Rudy Husband, NS RVP (via email)

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I.4 List of Invited Consulting Parties and Proposed Consulting Party Meeting Schedule

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INVITED CONSULTING PARTIES

HISTORIC PRESERVATION ORGANIZATIONS

Pennsylvania State Historic Preservation Office
Ms. Cheryl Nagle
Commonwealth Keystone Building, Second Floor
400 North Street
Harrisburg, PA 17120
717-783-9920 (Phone)
chnagle@pa.gov

Allegheny City Society
Ms. Ruth McCartan, President
9380 Cromwell Dr.
Pittsburgh, PA 15237
412-364-6132
theruths03@yahoo.com

Manchester Historic Society, Inc.
P. O. Box 99216
Pittsburgh, PA 15233
412-447-8692
manchesterhistoric@gmail.com

Pittsburgh History and Landmarks Foundation
Mr. Arthur P. Ziegler, Jr., President
100 West Station Square Drive, Suite 450
Pittsburgh, PA 15219
412 471-5808 (phone) 412-471-1633 (fax)
anne@phlf.org

Preservation Pittsburgh
Mr. Matthew W.C. Falcone, President
1501 Reedsdale Street, Suite 5003
Pittsburgh, PA 15233
412-256-8755 (phone)
scott.leib@asahq.com

Young Preservationists Association of Pittsburgh
Mr. Matthew Craig, Executive Director
Riverside Center for Innovation
700 River Avenue, Suite 318
Pittsburgh, PA 15212
412-342-8972 (phone)
matthew.craig@youngpreservationists.org

Swissvale Historical Society
1713 Hays Street
Pittsburgh, PA 15218

Rivers of Steel National Heritage Area
August R. Carlino, President & CEO
The Bost Building
623 E. Eighth Avenue
Homestead, PA 15120
412-464-4020 (phone) 412-464-4417 (FAX)
arcarlino@riversofsteel.com

The Pennsylvania Railroad Technical & Historical Society (PRRT&HS), Pittsburgh Chapter
Donald C. Coulter, President
4030 Logans Ferry Road
Monroeville, PA 15146-1345
donald.coulter3@verizon.net

National Railway Historical Society, Lancaster Chapter
Thomas C. Shenk, President
10 Railroad Ave
Christiana, PA 17509-1416
717-394-7000
fkurtz@nrhs1.org

Railroad Museum of Pennsylvania
Patrick C. Morrison, Historic Site Administrator
300 Gap Road, PA Route 741
PO Box 125
Strasburg, PA 17579
717-687-8628
info@rrmuseumpa.org

Amtrak
Johnette Davies,
Senior Historic Preservation Specialist
30th Street Station
2955 Market Street, Mailbox 55,
Philadelphia, PA 19104
215-349-1354
Johnette.Davies@amtrak.com

NEIGHBORHOOD ORGANIZATIONS

Allegheny Commons Initiative
Ms. Erin Tobin, Project Director
45 S. 23rd Street
Pittsburgh, PA 15203
412-682-7275
etobin@pittsburghparks.org

Allegheny West Civic Council
Ms. Ann Gilligan, President
806 Western Avenue
Pittsburgh, PA 15233
412-323-8884
president@alleghenywest.org

Allegheny City Central Association
Mr. Patrick Dexter
P. O. Box 6255
Pittsburgh, PA 15212
412-465-0192
info@accapgh.org

Allegheny Towne Corporation
1 Foster Square
Pittsburgh, PA 15212
412-321-3140

Manchester Citizens Corporation
LaShawn Burton-Faulk, Executive Director
1319 Allegheny Avenue, First Floor
Pittsburgh, PA 15233
412-323-1743 (phone) 412-322-6448 (FAX)

Mexican War Streets Society
Ms. Maggie Connor, President
P. O. Box 6588
Pittsburgh, PA 15212
412-559-9302
mexicanwarstreetssociety@gmail.com

North Side Leadership Conference
Mark T. Fatla, Esq., Executive Director
1319 Allegheny Avenue, Second Floor
Pittsburgh, PA 15233
412-231-4714 (Phone) 412-904-3828 (FAX)
mark@pittsburghnorthside.com

Pittsburgh Parks Conservancy
Jayne Miller, President and CEO
45 South 23rd Street, Suite 101
Pittsburgh, PA 15203
412-682-7275 (Phone) 412-622-0160 (FAX)

LOCAL GOVERNMENT

Allegheny County Council
John DeFazio, President
County Courthouse
436 Grant Street, Room 119
Pittsburgh, PA 15219-2497
412-350-6490 (Phone) 412-350-6499 (FAX)
John.Defazio@alleghenycounty.us

City of Pittsburgh, Department of City Planning
Ray Gastil, Director
200 Ross Street, 4th Floor
Pittsburgh, PA 15219
412-255-2201
ray.gastil@pittsburghpa.gov

City of Pittsburgh, Department of Mobility and Infrastructure
Karina Ricks, Director
414 Grant Street
Pittsburgh, PA 15219
412-255-2373

City of Pittsburgh, Office of Mayor William Peduto
The Honorable William Peduto
414 Grant Street, Fifth Floor
Pittsburgh, PA 15219
412-255-2626

Pittsburgh City Council
The Honorable Darlene Harris
Pittsburgh City Council
District 1
Suite 510, Floor 5
414 Grant Street
Pittsburgh, PA 15219
412-255-2135

Pittsburgh City Council
The Honorable Daniel R. Lavelle
Pittsburgh City Council
District 6
Suite 510, Floor 5
414 Grant Street
Pittsburgh, PA 15219
412-255-2134

Borough of Swissvale
Clyde Wilhelm, Borough Manager
7560 Roslyn Street
Swissvale, PA 15218
412-271-7101 (Phone) 412-271-5441 (FAX)
administrative@swissvaleborough.com

STATE GOVERNMENT

Pennsylvania House of Representatives, District 19
The Honorable Jake Wheatley, Jr.
2015-2017 Centre Avenue
Pittsburgh, PA 15219
412-471-7760 (Phone) 412-471-8056 (FAX)

Pennsylvania House of Representatives, District 20
The Honorable Adam J. Ravenstahl
3689 California Avenue
Pittsburgh, PA 15212
412-321-5523 (Phone) 412-761-2303 (FAX)

Pennsylvania House of Representatives, District 34
The Honorable Paul Costa
501 Braddock Avenue
Braddock, PA 15104
412-273-3400 (Phone) 412-273-3434 (FAX)

Pennsylvania State Senate, District 43
The Honorable Jay Costa, Jr.
1501 Ardmore Boulevard, Suite 403
Pittsburgh, PA 15221
412-241-6690 (Phone) 412-731-2332 (FAX)

Pennsylvania State Senate, District 42
The Honorable Wayne D. Fontana
932 Brookline Boulevard
Pittsburgh, PA 15226
412-344-2551 (Phone) 412-344-3400 (FAX)

Pennsylvania Senate, District 45
The Honorable James R. Brewster
One Monroeville Center
3824 Northern Pike, Suite 1015
Monroeville, PA 15146
412-380-2242 (Phone) 412-380-2249 (FAX)

PROPERTY OWNERS BY PROJECT

Amtrak Station

1100 Liberty Avenue (Union Station)
100 Liberty Owner LLC
216 E. 45th Street, Suite 1200
New York, NY 10017-3341

Liberty Avenue (portion of train shed)
Commonwealth of Pennsylvania
300 Liberty Avenue
Pittsburgh, PA 15222-1210

0 Grant Street (Amtrak Station)
National Passenger Railroad Corporation (Amtrak)
60 Massachusetts Avenue NE, Floor 4
Washington, DC 20002-4285

0 27th Street (portion of train shed)
Port Authority of Allegheny County
345 6th Avenue, Third Floor
Pittsburgh, PA 15222-2541

Right-of-Way (portion of train shed)
Norfolk Southern
1200 Peachtree Street, NE
Atlanta, GA 30309

W. North Avenue Bridge

Allegheny Commons Park
City of Pittsburgh
City-County Building
414 Grant Street, Room 200
Pittsburgh, PA 15219-2409

900 Brighton Road
Allegheny West Civic Council
806 Western Avenue
Pittsburgh, PA 15233

907 Brighton Road
Motohiro Brown Living Trust/
Diana L. Brown Living Trust
1037 W. Altgeld Street
Chicago, IL 60614-2208

913 Brighton Road
Robert I. and Carole E. Malakoff
913 Brighton Road
Pittsburgh, PA 15333-1707

917 Brighton Road
Michael A. and Beth A. Zappa
917 Brighton Road
Pittsburgh, PA 15233-1707

925 Brighton Road
Marcie, LP
925 Brighton Road
Pittsburgh, PA 15233-1707

800 Beech Avenue
Annette C. Trunzo
800 Beech Avenue
Pittsburgh, PA 15233-1704

804 Beech Avenue
Vincent C. Neiswonger
804 Beech Avenue
Pittsburgh, PA 15233-1704

806 Beech Avenue
Daniel F. and Rosalie Angelucci
37555 Townhall Street
Harrison Township, MI
48045-5530

810 Beech Avenue
Andrew J. Wolfinger
1001 Brighton Road
Pittsburgh, PA 15233-1708

812 Beech Avenue
Robert W. and Michele P. Johnson
812 Beech Avenue
Pittsburgh, PA 15233-1704

814 Beech Avenue
Margaret S. McNamara
814 Beech Avenue
Pittsburgh, PA 15233-1704

800-814 Beech Avenue
West Park Renaissance, LP
941 Penn Avenue, Unit 201
Pittsburgh, PA 15222-3844

825-845 W. North Avenue
Gramax, LLC
831 W. North Avenue
Pittsburgh, PA 15233-1616

810 W. North Avenue
810 W. North Ave Associates, LP
1008 Brianna Lane
Bethel Park, PA 15102-3795

828 W. North Avenue
828 W. North Ave Associates, LP
1008 Brianna Lane
Bethel Park, PA 15102-3795

840 W. North Avenue
Stables Development, LP
P. O. Box 99938
Pittsburgh, PA 15233-0938

1201 Brighton Road
Buncher Company
1300 Penn Avenue, Suite 300
Pittsburgh, PA 15222-4211

1215 Brighton Road
FDPITT, LLC
P. O. Box 5540
Johnstown, PA 15904-5540

1204 Brighton Road
Marshall & Wendy Riggs
1204 Brighton Road
Pittsburgh, PA 15233-1602

1210 Brighton Road
Jameson McCoy O'Donnell
1210 Brighton Road
Pittsburgh, PA 15233-1602

1212 Brighton Road
James R. Lawrence
1237 Buena Vista Street
Pittsburgh, PA 15212-4530

1214 Brighton Road
Ellyn, Inc.
1244 Resaca Place
Pittsburgh, PA 15212-4519

1216 Brighton Road
Ellyn, Inc.
1244 Resaca Place
Pittsburgh, PA 15212-4519

1218 Brighton Road
James Stanley Johnston
1218 Brighton Road
Pittsburgh, PA 15233-1602

710 W. North Avenue
West Park Court Housing. LP
1670 Golden Mile Highway
Monroeville, PA 15146-2002

616 W. North Avenue
Trinity Lutheran Church
616 W. North Avenue
Pittsburgh, PA 15212-4538

Pennsylvania Avenue Bridge

900 Pennsylvania Avenue
United States Postal Service
P. O. Box 27497
Greensboro, NC 27498-1103

901 Pennsylvania Avenue
901 Pennsylvania, LP
1213 Galveston Avenue
Pittsburgh, PA 15233-1603

912 Behan Street
Peter Wright, LLC
912 Behan Street
Pittsburgh, PA 15233-1625

850 Pennsylvania Avenue
850 Pennsylvania Avenue, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

820 Pennsylvania Avenue
Quik-It, Inc.
820 Pennsylvania Avenue
Pittsburgh, PA 15233-1407

802 Pennsylvania Avenue
Ventura Revocable Trust
3241 Henrich Farm Lane
Allison Park, PA 15101-1513

0 Pennsylvania Avenue
1300 Brighton Road Associates, LLC
1300 Brighton Road
Pittsburgh, PA 15233-1630

809 Pennsylvania Avenue
Martin M. Warhola
809 Pennsylvania Avenue
Pittsburgh, PA 15233-1406

817-825 Pennsylvania Avenue
Paul Warhola Scrap Metal, Inc.
P. O. Box 100016
Pittsburgh, PA 15233-0016

870 Riversea Road
W.W. Patterson Company
870 Riversea Road
Pittsburgh, PA 15233-1627

PROPOSED CONSULTING PARTY MEETING SCHEDULE

Section 106 Consulting Party Meetings

Coordination with the Pennsylvania State Historic Preservation Office will occur throughout the projects in accordance with the State History Code following the Section 106 consulting process. Three in-person consulting party meetings are anticipated for the projects as follows:

Meeting	Date	Content
Consulting Party Meetings		
CP Meeting #1	Fall 2019	• Discussion points to include introduction of the projects and State History Code following Section 106 procedures, NRHP eligibility recommendations, and discussion of Historic Bridge Rehabilitation Analysis (HBRA) reports.
CP Meeting #2	Winter 2020	• Discussion of alternatives analysis and any effects of the projects to historic properties
CP Meeting #3	Spring 2020	• Presentation of a preferred alternative and discussion of measures to avoid, minimize, and/or mitigate adverse effects to historic properties and preparation of a Letter of Agreement, if needed