Little is known, still less has been published, and the meager information available is gradually disappearing about the two boroughs nestled in the first and second range of hills south of Pittsburgh — Beltzhoover and Allentown.

Allentown, the older of the two, was incorporated in 1869 and annexed to Pittsburgh in 1874. Beltzhoover, incorporated in 1875, became part of the city in 1898. Their former borough names are still used although they no longer have political significance. If you hail a cab in downtown Pittsburgh and ask the driver to take you to Beltzhoover or Allentown, he won’t remind you that your destination should properly be referred to as the Eighteenth Ward. He will whisk you across the Smithfield Street Bridge, left on West Carson Street, and up cobbled Brownsville Avenue, one of the city’s oldest and steepest streets, now called new Arlington Avenue. At the top of the hill you will intersect Warrington Avenue, the main street of the two former boroughs.

Here the driver probably will throw on his brakes and ask for your specific destination. If you say Millbridge Street (although there was never a mill or bridge to warrant the name), he will have you there in a jiffy. But if you were to direct him to Maple Street, for example, the former name of Millbridge, he would look at you with a blank expression. No street exists today with that name.

Maple Street never was an avenue lined with maples. It derived

Mr. Weslager received an Award of Merit from the American Association for State and Local History for his contributions to the history of the Delaware Valley region and the State of Delaware. His latest book, *The Garrett Snuff Fortune*, was published in 1965.—Ed.

*Author's Note*: This article was written as an informal account more or less for popular reading. Therefore, I have not documented it with footnotes. However, I have studied all of the land sales cited, which are recorded in Allegheny County Deed Books 1-65, 1-99, 2-111, 2-482, 3-308, 3-350, 3-355, 4-92, 349-25, 507-3. I have also examined the Beltzhoover and Bausman wills recorded in Allegheny County Will Books 1-278, 4-242, and 4-125. Some of the information in the present article is from personal experience or study, inasmuch as I was born in Mt. Oliver Borough and lived successively in Knoxville and Carrick. Other data were passed down to me by my late father, Fred H. Weslager, whose parents bought land in Beltzhoover in 1887; see my monograph, *August Weslager And His Family Of Pittsburgh, Penna.*, Wilmington, Del., 1964.
its name from the junior member of the contracting firm, McLain & Maple, who laid out the streets of Beltzhoover and Allentown almost one hundred years ago. Thomas Maple, son-in-law of Benjamin McLain, named a street for each of his children, and McLain delighted in the honor given his grandchildren.

Present Delmont Avenue was formerly Florence, and Michigan was once called Eugenia. Estella was formerly Howard. Industry was first known as Harriet. Vincent still retains its original name, as does Lillian. Walter also is still known by its original designation, but Curtin and Climax are new names.

Streets running parallel to Warrington Avenue were called by numbers. After the annexation, some of Maple's children's names were changed to avoid confusion with other city streets, and all the numbered streets were re-named. First Street became Warrington; Second became Industry; Third Street became Climax; Fourth became Freeland; Fifth became California and later Cedarhurst; Sixth became Sylvania; Seventh became Chalfont, and Eighth was called Michigan. At that time Maple became Millbridge and Thomas Maple's name was lost forever in the community.

Long before McLain & Maple launched their suburban development in what was then farmland, Warrington Avenue was known as Washington Road. Bordered with tall locust trees, it was the main route from “little” Washington to Pittsburgh. The road came through present Mt. Lebanon and Dormont, following the route of West Liberty Avenue; but there was then no tunnel to permit easy access to the city. At the present south entrance of the Liberty Tunnels, the unpaved road veered left around the foot of the hill, then ascended the slope to Warrington Avenue, and continued to a point of intersection with the old Brownsville Road. From here it descended to the city below via a route that followed present Brownsville (or new Arlington) Avenue.

The point of junction is still a busy corner: Brownsville (new Arlington) Avenue, Warrington Avenue, and Old Arlington Avenue all come together at the head of the former Knoxville Incline, no longer in operation. The only incline in the world with a bend, it was operated by steam in 1890, when it was opened, and later by electricity. When it was built, a horse-drawn bus awaited at the top to take passengers to Knoxville. Years before the incline was opened, a German family, the Schells, operated a tavern where weary, dust-covered travelers and drovers from Washington County found refreshment en route to Pittsburgh.
Brownsville Road was the main route to Brownsville, or Redstone Fort, as it was known during the French and Indian Wars. Motorists today speeding along modern Brownsville Road from Brentwood through Carrick, Knoxville and Mt. Oliver scarcely realize they are following an old highway that intersected a second highway in Allentown commanding the southern gateway to Pittsburgh. When I was a boy, the old Buck Tavern was still operating on Brownsville Road in Carrick Borough, and we were told that Lafayette once stopped here. I well remember the sign painted with the head of a buck deer, and the watering trough at the curb for horses. In my boyhood, motorists would jump off the trolley cars to get drinking water at the trough. I also remember being told that there had been a series of toll gates along this road, and John Grabowski, proprietor of Mt. Oliver Pharmacy where I worked as a boy, once showed me pictures of one of those gates at the entrance to Mt. Oliver Borough.

Pennsylvania’s boroughs date back to William Penn’s charter from Charles II, giving him authority “to erect and incorporate Townes into Boroughes and Boroughes into Cities.” The boroughs were a carryover from the boroughs of England. Only three states — Pennsylvania, New Jersey and Connecticut — preserved the borough system. Pittsburgh became a borough in 1794 when it was still part of Pitt Township. Not until 1816 was it given the status of a city with four wards: West, South, East, and North. The city planners thought that four wards would adequately accommodate future expansion!

As the population grew, the townships surrounding the city were divided into new boroughs, each with its own local government administered by a burgess and council. As the city expanded, it absorbed the surrounding boroughs and new wards were created. With each annexation, the borough government was dissolved and the residents became taxpayers to the city. From 1837 to 1926 there were more than forty separate annexations!

Allentown and Beltzhoover Boroughs were carved out of one of the seven original townships of Allegheny County — St. Clair — named for the Revolutionary officer, General Arthur St. Clair. That part of the township known as “Lower” St. Clair extended from Chartiers Creek through McKees Rocks to Streets Run, including the entire South Side, as well as sectors which became the boroughs of Beltzhoover, Allentown, Montooth, Knoxville, Mt. Oliver and others.

General St. Clair never owned any of this hilly, wooded country, drained by a number of small tributaries to the Monongahela. The first buyer was the Irishman John Ormsby, a colonel in the British
army and a member of the Forbes expedition against Fort Duquesne. He settled in Pittsburgh and operated the first ferry across the Monongahela at the foot of Ferry Street in connection with a tavern which he owned. By 1791, Ormsby purchased two extensive tracts on the south side of the Monongahela River from John Penn (William Penn’s son) and John Penn, Jr., for 269 pounds, 14 shillings of the then “current money of Pennsylvania.” The purchase included lots numbered 61 to 79 on what was called “Coal Hill” (present Mt. Washington), as well as land which would later become Beltzhoover and Allentown.

Ormsby’s son Oliver succeeded to his father’s business, and it was from his son, Dr. Oliver Ormsby, that the Borough of Mt. Oliver took its name.

John Ormsby’s daughter Jane married Dr. Nathaniel Bedford, an Englishman, and on a tract which she inherited from her father, Bedford laid out a town that he called Birmingham — it later became a borough and is now known as the South Side. Josephine, Sidney, Mary, and Sarah were streets named for members of the family.

On June 25, 1794, John Ormsby sold Melchor Beltzhoover, who came to Pittsburgh from Hagerstown, Maryland, 248½ acres from the tract he had purchased from the Penns. Beltzhoover paid 745 pounds and 10 shillings for the land. The deed describes his property as lying on the western side of the Monongahela River in the “Manor of Pittsburgh,” bounded by lands of Jacob Bausman, a German inn-keeper, who, in 1775, was licensed to operate a ferry at the foot of Wood Street. His house was on the south side of the river.

Melchor Beltzhoover also purchased land from other individuals, including John Rasher, James Brady and Daniel Rasher. These deeds are still on record.

Melchor Beltzhoover and his wife Elizabeth raised a large family, and when he drew up his will on April 4, 1806, he devised his property to his living sons: Henry, George, Jacob, Daniel, Samuel, William, and a daughter Elizabeth. This will is also on record.

Melchor’s son who became most prominent in St. Clair Township was Jacob Beltzhoover. He not only operated the family farm, but he owned a tavern and a tanyard. By his will, dated September 27, 1831, Jacob left his property to his daughters Mary, wife of Francis Bailey; Harriet, wife of John Murray; Eliza, wife of Rodney Patterson, and Sarah, wife of Dr. Frederick Bausman. Children of a deceased daughter, Margaret Stackers, were also remembered in the will.

* * * *
Dr. Frederick Bausman and his wife, Sarah Beltzhoover, had four sons and two daughters: Pressley Neville, Henry, Jacob Beltzhoover, Frederick, Sarah and Virginia. After the death of Dr. Bausman, his widow Sarah married Jeremiah Knox, a traveling preacher. The couple lived after their marriage in a mansion house at the corner of Grimes and Rochelle Streets. Knox took over the management of the farm his wife had inherited, operating it as an orchard. Grapes and strawberries from the Knox farm were of the highest quality. The Knox farm became the principal part of the Borough of Knoxville incorporated in 1877 and now the 30th ward. The Knoxville Land Improvement Company, formed in 1880 by Frederick Bausman, W. W. Knox, Jr., and A. K. Mathews, was responsible for developing the new borough. Few modern residents realize that it was once part of the Beltzhoover farm. An adjacent 80-acre farm owned by E. P. Swift, who had married Emma Giffen, also became part of Knoxville in 1897. Present Giffen Street preserves the name of his wife's family. The Swift mansion house on Brownsville Road was used for many years as the clubhouse of the Knoxville Elks.

Harriet Beltzhoover, wife of John Murray, inherited the stone house, barn and the home farm that had originally belonged to her grandfather, Melchor Beltzhoover. The "old stone house" was still standing in recent years, near the corner of Climax and Curtin, although substantially remodeled. The barn, a large structure that stood on Climax Street, was torn down to make room for new residences.

When McLain & Maple began acquiring lands for their Beltzhoover and Allentown developments, the first property they purchased in 1875 was the land and buildings inherited by Harriet Beltzhoover Murray. All of the properties owned by the Beltzhoover heirs were eventually disposed of, and today there are no Beltzhoover landowners in the community.

* * *

In the days when the Beltzhoover farm, tavern, and tanyard were thriving, one of Jacob Beltzhoover's neighbors was an Englishman, Joseph Allen, a butcher. On April 26, 1827, Allen bought a 124½-acre farm from Jeremiah Warder. This land, on which the Borough of Allentown was destined to develop, had been part of the property Melchor Beltzhoover purchased from John Ormsby. Melchor devised this particular section of the tract to his son Daniel, but Daniel disposed of it, and in 1826 it was purchased by Jeremiah Warder. Like
the Beltzhoover farm, the Allen farm was eventually sold by later owners.

The late Will S. Allen, grandson of Joseph Allen, was born in 1867 and died in 1941. He operated a funeral parlor in Allentown, and I had the opportunity before his death of obtaining information from him, relative to the Allen property. He told me if the Allen farm were superimposed on the present community it would be bounded approximately as follows: Beltzhoover Avenue to park line on Bailey Avenue; along park line to Roanoke Street (Robinson Street); to Browning Avenue; up to Amanda Avenue; across Arlington Avenue and straight through to Beltzhoover Avenue.

The Allen homestead, a large stone house, faced on present Warrington Avenue and sided on what was then called Allen's Lane, later Beltzhoover Avenue. The house was built of the same grey sandstone used in the Beltzhoover mansion. The stone originated in a quarry on Freeland Street, in operation as late as 1800. Several houses built on the site were called "Quarry Row." Part of the Allen home was destroyed by fire in 1867, and the family lived in their barn while the manse was under repair.

After the death of his wife, Joseph Allen remarried and moved to Greentree. His children (according to Will S. Allen) were Richard, Ann, Susie, Sarah, Joseph, Jr., William and John. These heirs ultimately sold the farm for building lots that became the Borough of Allentown.

* * *

While Knoxville Borough was an orchard, and Brentwood, Dormont, Mt. Lebanon, Brookline, Beechview, and other South Hills communities were still in woodland, the Allen farm and the Beltzhoover pastures were being laid out in building lots. Many of the new residents, particularly the Germans and English, had first settled in Birmingham on the South Side upon their arrival from Europe. There they found work in the iron, steel and glass industries. Spurred by military needs of the War of 1812, the South Side as early as 1837 could boast nine glass factories, seven iron works, and a foundry.

As the population increased on the South Side and the industries expanded, the workers and their families began to move into the hills to escape the dirt and smoke. The boroughs of Ormsby, St. Clair, West Liberty, Montooth, Beltzhoover and Allentown came into existence as a result of the expansion of Pittsburgh's mills and foundries.
The first families of Allentown and Beltzhoover were the Schucks, Michels, Schells, Alts, Turneys, Robins, Scheutzes, Walkers, Armitages and Habermans. Later the winds of industry carried the Drewes, Eibs, Fleckensteins, Fuchs, Heinsels, Heisterkamps, Heldts, Kleins, Kochs, Kramers, Neumanns, Petermans, Roepers, Weidenhoffs, Weslagers, Wolframs, Zehfusses and others, to the hill top. The first objective of these frugal and industrious Germans was to own their own homes — very few lived for long in rented houses.

Beltzhoover and Allentown gave the newcomers a setting reminiscent of rural parts of Germany, yet they were within commuting distance of the foundries on the South Side that provided their livelihood. The small-town, countrified atmosphere was not changed substantially until after 1880 — in which year Beltzhoover's population was only 564. But by 1890, Beltzhoover's population had increased to 2000, and Allentown was also growing by leaps and bounds. Stores, schools, and churches and transportation facilities already had been built.

The earliest residents traveled either on foot or by horse to the city, descending via Brownsville Avenue, until 1871, when Mt. Oliver Incline was built. It shuttled back and forth between 12th Street on the South Side and the head of Mt. Oliver Street. To give ready access to the incline, a horse car line was inaugurated. It ran along Warrington Avenue to Beltzhoover Avenue, the terminal point. This line was first owned and operated by Fred Hampe and consisted of two cars, each pulled by a pair of Montana horses.

The second mode of public transportation to carry residents of Beltzhoover and Allentown to the city was a so-called "bus line" operated by a man named Tanner. Actually it was a coach pulled by horses between Beltzhoover Avenue and Gusky's Department Store at 4th and Market Streets. Its route to the city was via Brownsville Avenue and the Monongahela Bridge — a new Smithfield Street Bridge had been erected to replace the covered wooden bridge built in 1818. During its initial days this line was not profitable, but it was later operated successfully by John Eichley.

Completion of a narrow gauge railroad begun in 1870 by the Pittsburgh & Castle Shannon R.R. gave the people of Allentown and Beltzhoover a new mechanized route to the city. In operation until 1908, this line transported both coal and passengers, although the former was the major source of revenue. It originated in the coal mines in Castle Shannon and followed the route later used by suburban street cars across the trestle below McKinley Park, then
crossed the hill above the south entrance of the present Liberty Tunnels and ascended Warrington Avenue to Haberman Avenue. There it entered a tunnel near the top of Coal Hill, and on the opposite side of the hill the passengers alighted as the cars emerged from the tunnel. They then descended the slope to Carson Street via an incline. Later, the Castle Shannon line terminated at the intersection of Haberman Avenue and Warrington, and here some of the coal was dumped. The passengers remained in their seats and a small incline carried the cars to the top of Haberman Avenue hill, where the riders alighted to take the Mt. Washington Incline down the slope to Carson Street.

The “13th Street Electric Line” gave hill-toppers another route to the South Side. This line began at the powerhouse at the corner of Hays and Penn Avenues in Mt. Oliver, ran to Amanda, to Charles, to Knox, to Arlington, to Warrington, down Birmingham, thence to Pius, and finally to Carson via 13th Street. The line was in operation only a short time and is now almost forgotten.

In 1894, Charles Street in Knoxville was opened to Beltzhoover Avenue and with the introduction of electric trolley cars, or “street cars,” a trolley line was laid along Charles to Beltzhoover, to Warrington, to Arlington, and down Brownsville Avenue to Carson Street and to the Smithfield Street Bridge. When the street car tunnel under Coal Hill was completed in 1900, the trolleys could go through the hill to reach the Smithfield Street Bridge, eliminating the circuitous routes.

* * *

Almost forgotten are the names of the early tradesmen in Allen-town and Beltzhoover. There were Charles Gaiter, barber, and W. W. Nesbitt, apothecary, whose shop was on Arlington Avenue between Freeland and Loyal. The affable grocer, Jacob Schuck, was also a well-known personality in the early days. Michael Alt’s saloon, with its footrail and brass cuspidors, was the successor of the colonial taverns. Reed’s Saloon and Hummel’s Beer Garden also were popular. Squire Suter was one of the first guardians of the law. The Schetzes, father and son, blacksmith and wagonmaker respectively, were experts in their crafts.

The stores in Beltzhoover Borough where the German hausfraus traded were Koch’s Drug Store, Klein’s Grocery Store, and Mathias’ Dry Goods Store. At Goodboy’s Barber Shop, shaving mugs lettered with names, initials or symbols of the customers were lined up on a wall rack. Borough taxes were paid at the home of the tax collector,
Mr. Fleckenstein. August Heldt, baker, made apple strudel and pretzels with an old-world flavor. Mrs. Heisterkamp, midwife, delivered many of the babies born to the German families.

Nusser's Beer Garden, at the head of Mt. Oliver Incline, owned by John Nusser, was patronized by the men of Allentown and Beltzhoover. Nusser, who had come to America in 1839, had formerly operated a tavern on South 12th Street, but he followed his customers to the hill top! At one time, unable to obtain beer from the Pittsburgh breweries, he undertook to brew his own. Hummel's Beer Garden was at Industry and Mt. Oliver Streets.

The favorite picnic site was Butcher's Grove, later called McKinley Park, after President McKinley. The grove derived its original name from the butchers and slaughterhouse employees who held ox roasts there. Swings fastened to the limbs of the poplars and chestnuts with stout bull ropes were the favorite amusement of the children. Ninepin alleys were constructed for special picnics, and there was a pavilion where young and old could dance to familiar tunes played by a German band. The Beltzhoover and Allentown schools also held their picnics in Butcher's Grove.

In 1884, the Allentown Turner Hall was erected, and it soon became the community center for the German families. Beer was served in the tap room, and in the gymnasium there was tumbling, horizontal bar exercises, and other athletic disciplines for the German youth. Amateur theatricals were staged from time to time, and a Building & Loan Society provided safe and secure means of saving money, where regularly each week thrifty Germans brought their books and made their deposits. Many of the homes built after 1884 in Allentown and Beltzhoover were financed through loans made by the Turner Building & Loan Society.

In the fall of 1882, a post office was opened on Climax Street and Eliza Rickets was appointed postmaster. In 1885, Caroline Walter became postmaster; later a Mr. Martin held the position, assisted by his daughter Effie; still later Mrs. Frye was the postmaster.

Newspapers in the German language, such as Volksblatt and Freiheitsfreund, were circulated among the German families. Held together by a common language, a spirit of close neighborliness prevailed in the community. Anyone who fell sick or was bereaved was given a helping hand by his neighbors. One family assisted another in making house repairs, painting, and in the normal routines of day-by-day living.

"Slack Hollow," below Butcher's Grove, was the rendezvous of
the boys — the name is a local version of "slag," spoils from the coal mine. Truants usually could be found in the swimming hole in Saw Mill Run.

Carbon oil was the nostrum to cure external ills. Nothing healed a sore throat more effectively than a rag soaked in carbon oil worn around the neck. Elderberry blossom tea was brewed for colds, and *kalbchen butter* was made into a salve for burns. This ointment was made from the third milking after a cow had delivered her calf.

* * *

On June 19, 1875 — ten days after its incorporation as a borough — Beltzhoover held its first municipal election, and the voters selected John L. Martin as their burgess. Elections were held annually thereafter as long as the borough existed, and the following men served as burgesses:

<table>
<thead>
<tr>
<th>Date of Election</th>
<th>Name of Burgess</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 19, 1875</td>
<td>John L. Martin</td>
</tr>
<tr>
<td>Feb. 15, 1876</td>
<td>D. W. Smythe</td>
</tr>
<tr>
<td>Feb. 20, 1877</td>
<td>D. W. Smythe</td>
</tr>
<tr>
<td>Feb. 19, 1878</td>
<td>John C. Day</td>
</tr>
<tr>
<td>Feb. 18, 1879</td>
<td>L. Simmerman</td>
</tr>
<tr>
<td>Feb. 17, 1880</td>
<td>James Lowery</td>
</tr>
<tr>
<td>Feb. 15, 1881</td>
<td>James Lowery</td>
</tr>
<tr>
<td>Feb. 21, 1882</td>
<td>John Walters</td>
</tr>
<tr>
<td>Feb. 20, 1883</td>
<td>John Walters</td>
</tr>
<tr>
<td>Feb. 19, 1884</td>
<td>A. P. Richardson</td>
</tr>
<tr>
<td>Feb. 17, 1885</td>
<td>Robert Herron</td>
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<tr>
<td>Feb. 16, 1886</td>
<td>A. T. Goff</td>
</tr>
<tr>
<td>Feb. 15, 1887</td>
<td>A. T. Goff</td>
</tr>
<tr>
<td>Feb. 21, 1888</td>
<td>James Barr</td>
</tr>
<tr>
<td>Feb. 19, 1889</td>
<td>James Barr</td>
</tr>
<tr>
<td>Feb. 18, 1890</td>
<td>Charles Midine</td>
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<tr>
<td>Feb. 17, 1891</td>
<td>Thomas Hughes</td>
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<tr>
<td>Feb. 16, 1892</td>
<td>Thomas Hughes</td>
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<tr>
<td>Feb. 21, 1893</td>
<td>Daniel H. Frederick</td>
</tr>
<tr>
<td>Feb. 20, 1894</td>
<td>Daniel D. Williams</td>
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<tr>
<td>? 1895</td>
<td>Daniel D. Williams</td>
</tr>
<tr>
<td>? 1896</td>
<td>Daniel D. Williams</td>
</tr>
<tr>
<td>Feb. 16, 1897</td>
<td>Frank M. McKelvey</td>
</tr>
</tbody>
</table>
I have not been able to find any of the election results from Allentown Borough, although a court order designated March 3, 1870, as the first election day after it was incorporated.

There are no school records for either Allentown or Beltzhoover prior to 1912, the year the present Pittsburgh Board of Education was organized. According to the *Pennsylvania Common Schools Report* for 1876-77, there was then a school in Beltzhoover with one teacher. This may have been the structure built about 1840 — a two-story frame building which is supposed to have replaced a one-room school. In the 1880's, teachers, at various times, in the two-story four-room frame building were Miss Jamison, Miss Boden, Miss Marloff, Miss Jones, Miss Jenkins, Miss Martin, Miss Robinson, Miss McIlrath, and Miss Leanna Smith who married Principal Thomas. Other principals were Professor Bennett, who preceded Thomas, and Professor McKnight who succeeded Thomas.

Evidently there was a small school built in Allentown in 1850, but the Allen School, at the corner of Allen and Excelsior, was erected during the panic of 1892 and modernized in 1912. It was torn down in July 1962. Two of the earliest teachers known in Allentown were a Mr. Logan and a Miss McCord. Professor G. L. Smink taught music in both Allentown and Beltzhoover Schools.

In 1927, a survey was made of the Pittsburgh public schools, and each principal reported on the status in his district. The character of Beltzhoover and Allentown had undergone considerable change. Here's the way it was summed up by H. G. Masters, a former principal of the Allen School:

"However, the influence of the early people in this community persists, and many practices and customs peculiarly German are noticeable in the pupils. The children and grandchildren of the group that built the community are moving out to Beechview, Brookline, Dormont, Mt. Lebanon, and the newly-opened sections beyond."

The area today is entirely different from the quiet semi-rural settlement of yesteryear. The narrow streets are crowded with weather-worn houses erected between 1850 and 1900. Peoples from southern Europe and Negro families have moved into the area in recent years. Here and there descendants of some of the founding families still cling to ancestral properties, but most of the old landmarks have disappeared. One scarcely can find an informant who remembers the private cemetery plot of the Beltzhoover family destroyed when a motion picture theater was erected at the corner of Beltzhoover and Warrington
Avenues. The name “Magazine Hill” has fallen into disuse for the steep ascent on Warrington Avenue southwest of Beltzhoover Avenue — a name originally derived from a brick powder magazine constructed at the corner of the two streets in 1863 when a threatened invasion by General Lee caused a series of forts to be built on Pittsburgh’s hills. Long after the brick structure was demolished the name “Magazine Hill” continued to be used.

When oldtimers get together, however, they still tell their children and grandchildren stories about how their people moved from the South Side to the hill top to settle the Beltzhoover farmlands.