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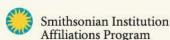
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LEGACIES



The Westinghouse atom smasher in Forest Hills was tied to its neighborhood unlike any federal facility. The company even held community days for the public to visit. Read more starting on page 36.

HHC, Detre L&A, Westinghouse Research, box 24, folder 80.





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EXHIBITS

Visible Storage

Opening this Winter

Did you know that the History Center, like most other museums, only has about 15 percent of its museum collections on display? This gallery is designed to give visitors a behind the scenes look at how we store and care for a variety of objects in our collection. On view is a sampling of our rolled storage, hanging racks used to support paintings and signs, objects protected in museum cabinets and drawers, and heavy or large artifacts stored on aluminum pallets.



A variety of storage techniques can be viewed in *Visible Storage*, a part of the Sigo Falk Collections Center.

Photo by Ltz Simspon.

Fall 2015 — Ongoing Exhibits



Visitors can take their photo in a World War II Jeep inside *We Can Do It! WWII*.

Photo by Nata Rodda.

We Can Do It! WWII

Through January 3, 2016

This 10,000 square-foot exhibition focuses on Pittsburgh's role on both the home front and the battlefield during World War II using 300 artifacts, four life-like museum figures, and interactive displays. Learn about the Jeep, created in Butler, Pa., and the stories behind "Rosie the Riveters" and local Tuskegee Airmen.

Close-Up Photographs from the Pittsburgh Post-Gazette 2014 Through January 2016

From Slavery to Freedom
Explore 250 years of African
American history in Pennsylvania

Western Pennsylvania Sports Museum

Pittsburgh: A Tradition of Innovation

Heinz

Special Collections Gallery

Treasures that celebrate our ethnicity, industry, innovation, and lifestyle.

Glass: Shattering Notions

Rediscovering Lewis & Clark: A Journey with the Rooney Family

Prine Collection of Woodworking Planes

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Clash of Empires:

The British, French & Indian War, 1754-1763

At the Fort Pitt Museum Captured by Indians: Warfare & Assimilation on the 18th Century Frontier

At Meadowcroft Rockshelter and Historic Village: From Trails to Trains

President's Message

by Andrew E. Masich President & CEO



Our Past is the Key to the Future

The History Center's Board, staff, and members believe in looking to the future and that long-range strategic planning is essential to achieving our mission, especially when resources are limited. Our mission is pretty simple: history is the key to unlocking a better future. This means we preserve and interpret American history with a Western Pennsylvania connection in order to help people make good decisions in the present and to plan for the future.

Since 1879, the History Center (then known as the Historical Society of Western Pennsylvania) has been a volunteer organization. Yes, we have an amazingly talented and hardworking staff, but the Board of Directors, hundreds of volunteers, and thousands of members all contribute their time, talent, and resources. We also need our volunteers' ideas.

As we begin our next strategic planning cycle, we need you to share your thoughts about the future of history education. Please drop us a line. What are we doing right? What can we improve? How can we more effectively:

- ·Reach larger and more diverse audiences?
- ·Work in partnership with others?
- •Develop programs that are relevant to our communities?
- •Increase earned income to ensure sustainability?

The History Center is Pittsburgh's oldest cultural institution. Today, it is also Pennsylvania's largest history museum and a proud affiliate of the Smithsonian Institution. Working together, I am confident that we can make a real difference in our region and beyond by instilling a sense of pride and inspiring future generations with the same "We can do it!" spirit that built Pittsburgh and made American history.

Send your thoughts to AndyMasich@heinzhistorycenter.org



Learn more about Rosie the Riveter and Western Pennsylvania's real-life Rosies in the *We Can Do It! World War II* exhibition.

ducation Divisio





Up Front



Meadowcroft

By David Scofield Director, Meadowcroft Rockshelter and Historic Village

Sixty Years Ago: The Discovery of a Lifetime

Most of us would have walked past without notice, but Albert Miller's keen eyes led him to the discovery of a lifetime. The forest floor was covered with a damp mosaic of fallen leaves, and the autumn air carried a faint babbling from Cross Creek, flowing 40 feet below the rugged cliff face. It was November 12, 1955, and, without realizing it, Albert was about to set off a chain of events that would change the scientific understanding of when the first people arrived on the North American continent.

Albert was the great-great-grandson of George Miller, a Scots-Irish immigrant who had come to America in the late 18th century and purchased land in Washington County. That land became Bancroft Farm and remained in the Miller family for two centuries—until Albert's death in 1999. "The Cliffs," as they had been referred to on early maps, were along the north bank of Cross Creek on the southern edge of Bancroft Farm.

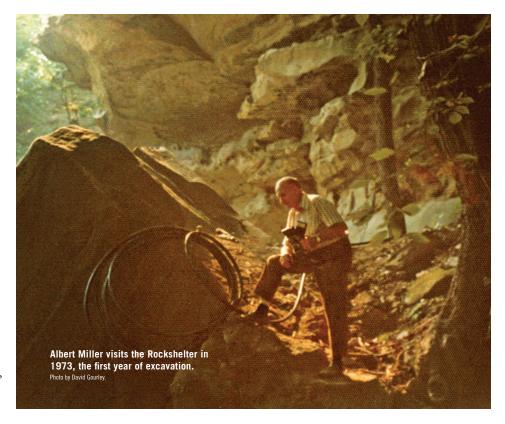
An avid outdoorsman, Albert instinctively knew the large rock overhang he was approaching provided shelter from the elements and made a perfect campsite, perhaps as it might have for Indian hunting

parties long ago. The sandstone "roof" kept the space underneath it dry and the southern orientation meant it had the maximum benefit from the sun's warmth. It was also high above the creek and safe from any threat of flood. In the center of the sheltered area, there remained a fire pit still used by the occasional camper. However, what caught Albert's eye on this day was a groundhog hole set against the back rock wall. His insatiable curiosity lured him over to the hole and he began to investigate. With some avocational experience in archaeology, Albert decided to go home, retrieve his shovel and a screen, and sift through the material he removed from the hole.

A page from Albert's journal reveals that he dug down to a depth of four feet that

day. He found charcoal, as well as pieces of bone, mussel shell, flint, and a turtle shell. At 32 inches deep he found a flint knife blade. This tangible evidence convinced him that the rock shelter was indeed used by native hunters in past centuries. Curiosity once again demanded the shovel, but wisdom prevailed as Albert determined further excavation should be done professionally.

Concerned that word of Indian "relics" would attract looters to the site, Albert was selective about those with whom he shared his discovery. He later wrote, "An archaeological site is like reading a book written long ago. Pot hunters looking for something of monetary value would proceed to destroy these unread pages." Albert was searching for someone who





would appreciate the book and read every page. It was a long wait. Albert recalled, "The site to me as the years went by was like knowing there was a building loaded with history and collectibles that would eventually be mine, but which I was not permitted to see until a future time—like grandmother's closed attic that would sometime be yours."

Thirteen years later, in 1968, two trusted professionals visited the site: Dr. Don Dragoo of the Carnegie Museum of Natural History, and Dr. Phil Jack of California State College. They showed some interest but neither wanted

to conduct an excavation. Another five years passed before a new member of the University of Pittsburgh faculty, Dr. James Adovasio, was in search of a site to conduct a summer field

school in archaeology. Dr. Jack pointed Adovasio to the Meadowcroft Rockshelter, and the first professional excavation of the site took place in the summer of 1973.

The following summer, the first radiocarbon dates were processed at the Smithsonian Institution, revealing a human presence at the site for at least 16,000 years. Since the excavation began, over two million objects have been recovered from the site including 20,000 artifacts (objects made or modified by people) and 2.3 million ecofacts (natural objects such as plant and animal remains).

Albert Miller's curiosity, knowledge, and wisdom were not only responsible for the discovery of the Meadowcroft Rockshelter 60 years ago, but also for preserving the fragile pages of his "unread book." It was the discovery of a lifetime!

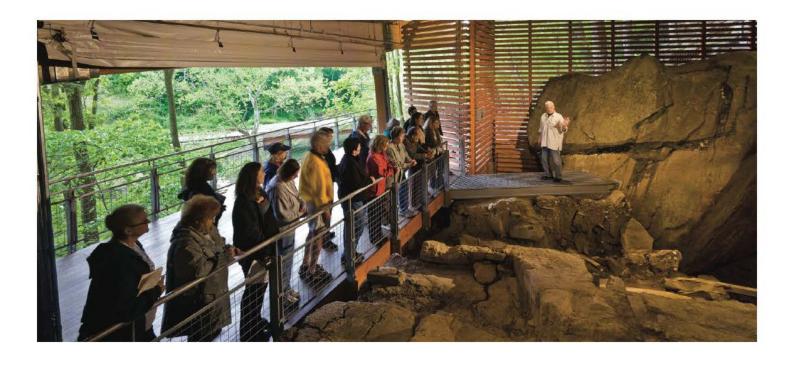
Above:

The Meadowcroft Rockshelter photographed by Albert Miller in February 1979.

Below:

The Meadowcroft Rockshelter as experienced by visitors today.

© 2008 Ed Massery.





By Nicholas Hartley, Project Archivist

The inner crypt of the capsule is wrapped in preparation for its enclosure in a durable casing of Cupaloy.

All phons HMC Datte LRA, George Westinghouse Museum Collection, MCS 2010.

The Westinghouse Time Capsule

At one o'clock in the afternoon on the 1938 autumnal equinox, September 23, on the grounds of the New York World's Fair, the Westinghouse Time Capsule descended into a hole in the earth, not to be seen again for 5000 years. Project coordinator George E. Pendray dubbed the capsule's distant heirs "futurians," who in AD 6039 are intended to unearth the capsule and decipher its contents, which include reels of microfilmed text on science, religion, philosophy, engineering and the arts, as well as more than 40 articles of common use. including a toothbrush, electric razor, money, and a baseball. It is hoped that the contents of the capsule will provide a representative sampling of 20th century civilization.

If you've wondered what the contents look like, an impressive replica of the Time Capsule can be viewed in the History Center's exhibit, Pittsburgh: A Tradition of Innovation. What is not often appreciated is how quickly the project—from conception to burial—was completed. Pendray took a two-week vacation in June 1938, and when he returned, he brought the idea of a "time bomb" that would preserve a "cross-section of our time" while also presenting the Westinghouse brand in a positive and forward-thinking light (the theme of the World's Fair was "the World of Tomorrow").

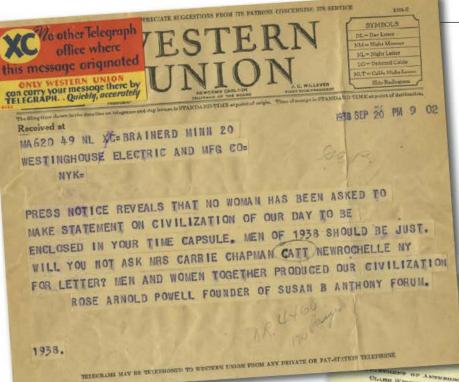
A board of directors who acknowledged its promotional value quickly approved the project. Pendray contacted dozens of specialists in all fields—archaeologists, astronomers, geophysicists, even fashion experts—seeking advice on what ought to be included in the capsule and preserved for posterity. In the span of two months Pendray gathered the contents, prepared a Book of Record intended to guide future archeologists to the location of the capsule, and planned and executed the capsule's burial ceremony.¹

Pendray's tireless effort to see the Westinghouse Time Capsule created, filled, and buried is well documented in a box of correspondence, news releases, photographs, and notes in the Detre Library and Archives. The correspondence, in particular, presents a mosaic of reaction from the experts Pendray consulted during the selection of the capsule's contents. "Your letter of August 9th must have immediate reply," wrote H.E. Howe, editor of Industrial and Engineering Chemistry, though I confess that the immensity of your project to include in a capsule a cross-section of our time almost laid me low." Convers Read, Executive Secretary of the American Historical Association, misinterpreted Pendray's request for suggestions as a request for memorabilia: "The idea is an interesting one, but, as I understand it, the capsule is to be buried for some five thousand years and I doubt if there is anything to represent the production of the American Historical Association which would not be reduced to powder in that length of time."2





Preparing to consign the Time Capsule to its 5,000-year resting place are A.W. Robertson, left, Chairman of the Board, Westinghouse Electric Corporation, and Grover A. Whalen, president of the New York World's Fair.



Left:

A telegram from Rose Arnold Powell to the Westinghouse Electric Corporation makes an appeal to include representation of women.

Below:

Letter from Clark Wissler, Curator-in-Chief of the Department of Anthropology at the American Museum of Natural History, to Pendray concerning the contents of the Westinghouse Time Capsule.

HE AMERICAN MUSEUM OF NATURAL HISTORY EST AT 70TH STREET RW YORK, N. Y.

Others seem charmed by Pendray's enthusiasm for the project and flattered by the chance to participate. Terry Ramsaye, editor of the Motion Picture Herald, for instance, was happy to oblige with a "screed of about three thousand (3,000) words, addressed to Professor 'X', Archeologist, not to be opened until the year 6938, Anno Domini, explaining what the motion picture was and how it worked."3 When asked for a selection of five plays "representative of our modern day," George Jean Nathan, then a Newsweek theater critic, promptly provided a list that included Eugene O'Neill's Strange Interlude and George Bernard Shaw's Too True to be Good. Our Town, which earned Thornton Wilder a Pulitzer Prize that year, didn't make the cut.

When presented with a draft of the capsule's contents, Clark Wissler, Curator-in-Chief of the American Museum of Natural History, responded that it was "quite adequate"-although, he pointed out, it was missing information on the sewing machine, "the principle of the stone and the chimney,"

ILO HELLMAN.

August 22, 1938

Dear Mr. Pendrey:

The enclosure under date of August 8 seems quite adequate.

Perhaps add to IX - sewing machine.

chimney all comes in since the middle ages. Then the principle of the stone and the

ceremonies, also a wedding. Under IV. Some pictures of religious

treatment of the school and home. Something else could be sacrificed for that. The average home and its equipment is fundamental - more so than the office.

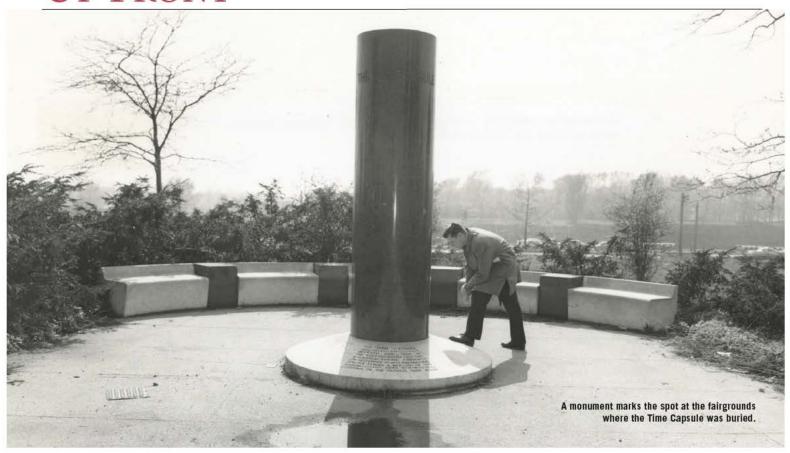
A treatment of the elementary school would suffice.

> Clark Winder Clark Wissler

Mr. G. Edward Pendray Westinghouse Electric & Mrg. Co. 150 Broadway New York, N.Y.

CW/BL

Up Front



and images of religious ceremonies and weddings. "Otherwise I miss nothing except adequate treatment of the school and home. Something else could be sacrificed for that."

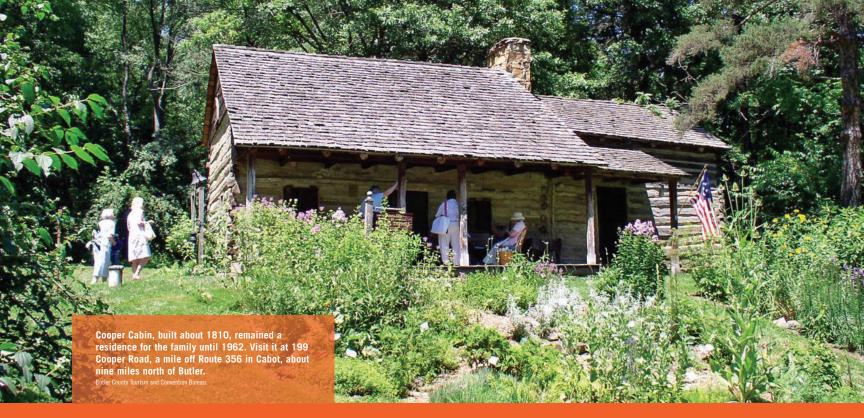
It wasn't until after the capsule was sealed that Pendray's method of selection revealed a regrettable consequence. Rose Arnold Powell, now remembered for her efforts to have Susan B. Anthony represented on Mount Rushmore, sent a telegram to the Westinghouse offices in New York calling attention to a press release that publicized the messages of renowned men enclosed in the capsule. "Men and women together produced our civilization," wrote Powell, who encouraged Westinghouse to request a statement from the women's suffrage activist Carrie Chapman Catt. Unfortunately, there was little to be done-Catt was recovering from an automobile accident, the capsule was

sealed, and the deposit ceremony was to take place in three days. Pendray, no doubt sensing an urgency to the situation, put pencil to paper in the only handwritten page included in his time capsule project files. Titled "Things feminine in Capsule," the document lists Gone With the Wind, "women's exploits told in World Almanacs," "several food tracts by women," and other items in the capsule that were to represent the contributions of women in the 20th century. In his response to Powell, Pendray suggested that a duplicate capsule might be made that would include documents selected by Powell on the early history of the women's right movement in America.

It's unknown what came of the duplicate project, if anything, but, the original time capsule (with a shell of Cupaloy, a copper alloy) remains buried below fairgrounds in Flushing Meadows Park. It is referred to as "Time Capsule I" to distinguish it from a second time capsule created for the New York World's Fair in 1964.

Readers interested in learning more about the Westinghouse Time Capsules can visit the Detre Library and Archives to access the records of the George Westinghouse Museum Collection, which is being processed as part of a project funded by the National Historical Publications and Records Commission.

- Stanley Edgar Hyman and St. Clair McKelway, "The Time Capsule," The New Yorker, December 5, 1953.
- ² Conyers Read to G.E. Pendray, August 8, 1938, George Westinghouse Museum Collection, c.1864-2007, MSS 920, Thomas and Katherine Detre Library and Archives, Senator John Heinz History Center, Box 18.
- ³ Terry Ramsaye to G. E. Pendray, August 17, 1938, MSS 920, Box 18.
- Clark Wissler to G.E. Pendray, August 22, 1938, MSS 920, Box 18.



Butler County Historical Society



- Butler County, Pennsylvania, was established March 13, 1800, when it separated from
 Allegheny County. It is named after Revolutionary War hero General Richard Butler, whom
 George Washington directed to receive the sword of General Cornwallis after the Battle of
 Yorktown. It is the birthplace of the most iconic of World War II vehicles, the Jeep, and the site
 of the granddaddy of modern horror movies, Night of the Living Dead.
- The Butler County Historical Society (BCHS), founded in 1924, is a true grassroots organization dedicated to the preservation and interpretation of the rich history of the county.
- BCHS maintains a county-related resource library of historical books, records, and documents
 that is open to the public. It also owns and operates three historic sites: Cooper Cabin Pioneer
 Homestead, the Little Red School House, and the Senator Walter Lowrie House.
- The records of BCHS include newspapers, birth and death records, estates and wills, high
 school yearbooks, and records from the Butler County Poor Farm. It also preserves military
 records dating back to the Revolutionary War and maintains an extensive collection of primary
 and secondary source materials dealing with automobiles, local businesses, religious
 organizations, clubs, families, the fine arts, and railroads.
- The Society's museum reopened this spring with displays on the anniversary of the end of WWII
 and the Bantam Reconnaissance Car or BRC, better known as the Jeep, invented by the
 American Bantam Car Company in Butler County. A BRC 60, which was #7 in the U.S. Army's
 early order to Bantam, is on display at the Heinz History Center as part of the We Can Do It!
 WWII exhibition. It is the oldest one in existence and is on loan from the Smithsonian.

- The Society's displays will be available to the public through the end of October 2015. The
 Society also has self-guided tours that are available Tuesday Friday, 9 a.m. 4:30 p.m.
 Guided tours are available 1 p.m. 4:30 p.m., with the last tour at 3:30 p.m.
- The BCHS will host the Heinz History Center's traveling exhibit, The Civil War in Pennsylvania, from October 31, 2015, to January 12, 2016, along with additional exhibits, public programs, and receptions. This will be the final venue for The Civil War in Pennsylvania as it has been successfully traveling between Western Pennsylvania sites since March 2012.
- The Butler County Historical Society is located at the Senator Walter Lowrie House, 123 W.
 Diamond Street, Butler. The Museum, Office, and Gift Shop are open Tuesday Friday, 9:00 a.m. 4:30 p.m.
- For more information visit http://www.butlerhistory.com or contact the museum at society@butlerhistory.com or call (724) 283-8116.

The History Center Affiliates Program, HCAP, is a membership-based network that allows local and regional historical societies and museums access to museum professionals and best practice standards through the Senator John Heinz History Center.

To find out more about HCAP or to apply for membership for your organization, please contact Robert O. Stakeley, Educator, at rostakeley@heinzhistorycenter.org or (412) 454-6359.



By Lu Donnelly

William Croghan's Pic Nic

There have been many misconceptions about William Croghan, Jr.'s Pittsburgh home Pic Nic that can now be clarified. But first, one needs to understand how such an elegant house came to be in Pittsburgh in the 1830s.

William, born 1794, grew up on a prosperous farm near Louisville, Kentucky. His father fought in the Revolutionary War and then trained as a surveyor at the College of William and Mary before moving to Kentucky. William Croghan, Sr. married Lucy Clark, the sister of George Rogers Clark and William Clark, of Lewis and Clark fame. The household was visited by Presidents James Monroe and Andrew Jackson and ornithologist John James Audubon among many others.



Locust Grove, 561 Blankenbaker Lane, Louisville, Kentucky. Photo by William Gus Johnson, April 1987. Loc, 071267p.

William Croghan, Jr. attended Litchfield Law School in Connecticut and during his trips through Pittsburgh he met young Mary O'Hara, the daughter of one of Pittsburgh's richest men, James O'Hara. They were married in 1823 and moved to William's Kentucky home "Locust Grove." There Mary bore a son William in 1824 and a daughter Mary Elizabeth in 1826.

When William Jr.'s wife Mary died in 1828, he and the children moved to Pittsburgh where his son William then died. Mary Elizabeth Croghan, his only surviving child, was raised near her aunt, her cousins, and her mother's friends, while her father oversaw James O'Hara's vast estate. In 1834, William built Pic Nic.

Mary Elizabeth and her Pittsburgh cousins were sent to an exclusive boarding school near New York City. In 1842, at age 14, she met 42-year-old, twice-widowed Captain Edward Wyndham Schenley and eloped with him, causing a scandal that closed the school. Mary's father, William Croghan, Jr. had a mild



Up Front

stroke, but retained enough political clout to have the laws of the Commonwealth changed to protect Mary's inheritance from Captain Schenley's control. Once Mary's children were born, William traveled to England to meet them and finding them in financial distress, he bought the Schenleys a home in London. While the Schenleys did travel to Pittsburgh on several occasions, they never moved here, despite William Jr. building an addition to Pic Nic to accommodate them.

Pic Nic house was built in two parts on Black Horse Hill in the Stanton Heights neighborhood. The first part was a onestory, stone, hip-roofed structure on a raised basement; three bedrooms opened off the main ballroom, which contained elaborate Greek Revival carvings executed by Mordecai K. Vanhorn.3 This was the house that Mary Elizabeth would have lived in from about 1830 to 1842.

A large brick addition was commissioned by her father between 1846 and 1848 after her marriage. It resembles William Croghan, Jr.'s Kentucky home, Locust Grove, which had been built for his parents, William and Lucy Croghan between 1790 and 1792. "Locust Grove" was locally designed and built in brick by the Croghan's slaves. The two-story, five-bay, gable-roofed house is five bays wide with a central entry sheltered by a five bay wooden porch. William Jr.'s

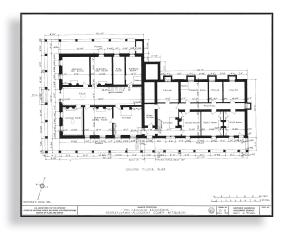
mother was raised in Virginia and this style was familiar to her. It's no wonder that her son's house would harken back to it. Pic Nic as shown

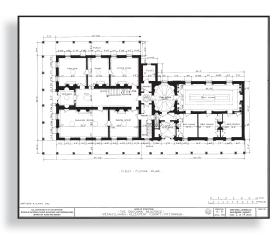
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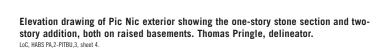
HISTORIC AMERICAN BUILDINGS SURVEY

in the drawings is a bit grander, on a raised basement with floor to ceiling windows on the first floor and a hip roof. A two-story portico cleverly ties the new large addition to the smaller stone house.

Recent correspondence with a distant relative, English architect David Croghan, has carefully addressed two common misconceptions. It was assumed that Pic Nic was on the site of the c. 1763 estate of Croghan Hall, built for George Croghan, William Jr.'s great uncle. While Pic Nic was built on land once held by George Croghan, at the time of its







SOUTH ELEVATION

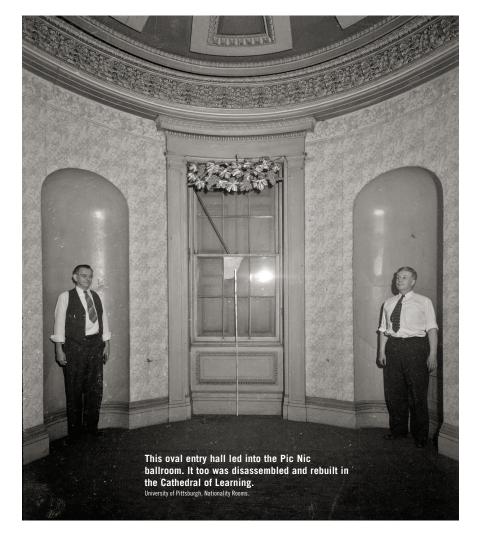
NAME OF STRUCTURE

THE CROGHAN RESIDENCEPENNSYLVANIA - ALLEGHENY COUNTY PITTSBURG

NORTH ELEVATION

Drawings of Pic Nic's ground floor and first floor. LoC. HABS PA.2-PITBU.3, sheets 1 and 2



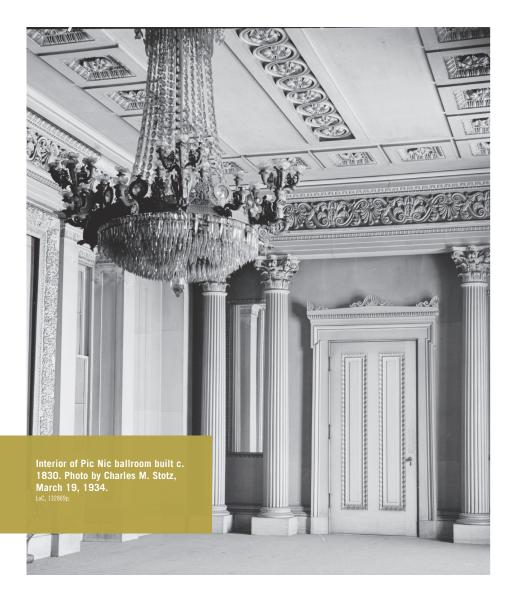


building the land was owned by James O'Hara, Mary O'Hara's father. And, while there may have been an early stone structure on the land when William Jr. built the stone portion of his house there c. 1830, it was not George Croghan's manor house Croghan Hall.

There was also speculation in several newspaper articles that the plans for Pic Nic's 1846-1848 addition were modeled after a home Mary and Edward Schenley lived in in England. David Croghan's detailed research of the Schenley's English abodes showed that this was impossible, and that William Croghan, Jr.'s addition was most likely modeled after the home where he grew up Locust Grove.

The land surrounding Pic Nic house became a golf course in the early part of the 20th century. Luckily, detailed drawings and photos were taken in 1934 by architect, author, and early preservationist Charles M. Stotz as part of his research for The Early Architecture of Western Pennsylvania.

The Croghan house suffered a fire in 1950 and was scheduled for demolition. The golf course was being developed into housing when the builder, William S. Miller, donated



the disassembled ballroom and oval hallway to the University of Pittsburgh in honor of his father, master builder Herschel Miller. It was installed in the Cathedral of Learning in 1955 and refurbished in 1982.4

Lu Donnelly is one of the authors of *Buildings* of Pennsylvania: Pittsburgh and Western Pennsylvania, the fourteenth book in the 60-volume series on American architecture sponsored by the Society of Architectural Historians titled Buildings of the United States. She has authored several books and National Register nominations on Allegheny County topics and organized an exhibition on the barns of Western Pennsylvania for the Heinz Architectural Center at the Carnegie Museum of Art.

• Read more about Mary Schenley starting on page 22.

- ¹ Croghan is pronounced "Crawn."
- ² Revolutionary commander of the Northwest Territories: Ohio, Indiana, and Illinois. The eldest of six Clark brothers, all but William fought in the Revolutionary War, two were taken prisoner by the British with William Croghan, Sr. during the war.
- ³ Mordecai K. Vanhorn (c. 1790-1874) is listed as a wood carver and late in life as a toll collector. The name is found variously as Van Horne, van Horne, Vanhorn and Vanhorne, but he appears in the Pittsburgh directories from 1866 until his death in 1874. He is buried in Union Cemetery in Philadelphia.
- ⁴ Errors abound in the writings about "Pic Nic" house and the Croghans. It was said that the ballroom was donated anonymously, but according to an article "The Astonishing Croghans" in The Western Pennsylvania Historical Magazine of April 1965 by Margaret Pearson Bothwell, p. 144, the donor's name was enshrined on a plaque in the Cathedral of Learning. Miller's biography is found in The Bicentennial History of Pittsburgh and Allegheny County, volume 2 by George Swetnam, published by Historical Record Association, c. 1956, pp. 497-499.

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Smithsonian Connection



7th War Loan, Now · · All Together. Artist, C.C. Beall, poster, U. S. Government Printing Office for the Department of the Treasury, 1945. In the final version of the poster for the "Mighty 7th" War Loan campaign, artist C.C. Beall heightened the drama of AP Photographer Joe Rosenthal's famous photograph by zooming in on the men and using color to unify them as a collective unit striving to raise the red, white, and blue flag. Strank's arm is visible between the second and third men.

They Also Serve Who Buy War Bonds, The Mighty 7th War Loan. Artist, C.C. Beall, concept drawing, Office for Emergency Management, Office of War Information, 1945. Multiple variations of artwork featuring the Iwo Jima flag raising weeked before Beall developed the final version of the poster.



Poster, 7th War Loan. Now · · All Together, U.S. Department of the Treasury, 1945.

By Leslie Przybylek, Curator of History

Local organizers billed it as the biggest parade in Pittsburgh's history. Nearly 40 bands, dozens of floats, and units from all branches of the Armed Forces marched from the North Side, through downtown, and out to Forbes Field to launch the "Mighty Seventh" war loan drive on May 9, 1945. The day ended with a military performance called "Here's Your Infantry" at Forbes Field. Guests of honor included Pennsylvania Governor Edward Martin and Medal of Honor recipient Sgt. Charles E. "Commando" Kelly.

It was exactly the kind of patriotic kickoff that the U.S. Treasury Department urged, and with good reason. The war in Europe was winding down when plans for the new loan drive started. By the time it began, the nation was celebrating "Victory in Europe" (VE) Day on May 8, 1945. With the war half won, bond program organizers worried: would Americans falter in their support?

In response, the Treasury Department turned to one of the most inspirational images of the war, creating a poster that underscored the great collective effort still needed. That poster, based on Joe Rosenthal's immortal photograph of a flag raising on Iwo Jima, is currently featured in the History Center's exhibit, We Can Do It! WWII. On Ioan from the Smithsonian's National Museum of American History, the Seventh War Loan poster emphasized that victory in the Pacific had yet to be won, and that it would take an all-out effort to make it happen. Americans needed to summon the same spirit shown by those six resolute young men lifting the flag skyward on the lonely summit of a sulfurous volcanic island. Artist C.C. Beall took Rosenthal's image and increased the drama at close focus, bathing the soldiers in golden sunlight and highlighting the red and white of the flag against a dark blue sky.

The Treasury Department knew a good thing when they saw one, and set about identifying the flag raisers to act as war bond spokesmen. Just three survived—Marine Private Rene Gagnon, Marine Private Ira Hayes, and U.S. Navy Pharmacist's Mate Second Class John Bradley. Gathered up and returned stateside, they toured the country, hitting major cities such as New York, Philadelphia, Boston, and Chicago. But for Western Pennsylvania, the story that mattered most wasn't about the survivors. It was about one of the men who was not there.

U.S. Marine Corps Sergeant Michael Strank is barely visible in the photo and the poster of Iwo Jima, a sliver of torso and arm glimpsed between the straining forms of the second and third men in the foreground. To the Marines who served under him, including three of the other flag raisers, Strank was anything but invisible. He was their squad leader, their big brother, their mentor: the key member of the platoon.

Library of Congress, LC-USZC4-3352.

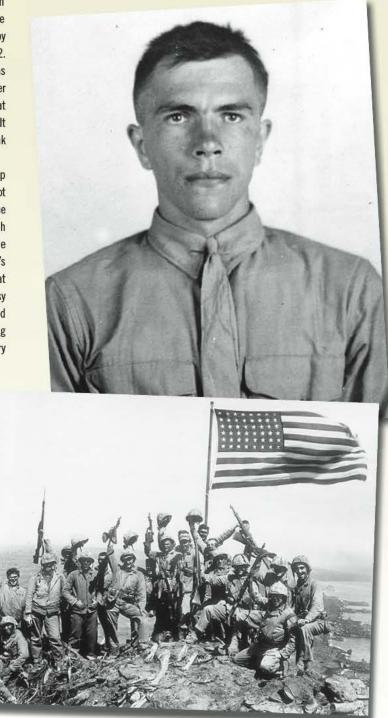
His sense of responsibility and family came from his upbringing in Western Pennsylvania. Strank immigrated to America from Czechoslovakia as a child, brought from the village of Jarabina by parents who sacrificed much to give their children a better life. Raised in Franklin Borough, near Johnstown, he faced the same challenges as most of the region's young men during the Depression. After graduating from high school, he served 18 months with the Civilian Conservation Corps, and then worked briefly as a highway laborer before enlisting with the Marines in October 1939. He did well, progressing from Private to Corporal by April 1941, and receiving a promotion to Sergeant by the end of January 1942. Serving as a Marine Raider in the Pacific, the toughest of all Marines, Strank was no stranger to combat. The Bougainville campaign in November and December 1943 was the worst, two months of unremitting combat in malarial jungles that friends and family said had changed Strank when he came home on leave. It would be his last visit. He told his friends as much, admitting that didn't think he would survive the war.

After returning to service, Strank underwent further training at Camp Pendleton in California and at Hawaii's remote Camp Tarawa—a desolate spot filled with volcanic rocks and sharp ridges—before shipping out again to the Pacific. On February 19, 1945, Strank's Company E, 28th Regiment of the 5th Marines, landed at Iwo Jima. Days later, on February 23, Michael Strank became part of the visual iconography of America, captured on film in Joe Rosenthal's photo of the flag raising, actually the second flag planted on Mt. Suribachi that day. But Strank's deep misgivings about his own fate proved true. His "Easy Company" members were devastated when six days later, Strank was killed by a shell on the northern part of Iwo Jima. Two of his fellow Company E flag raisers would also fall before the bloodiest battle in U.S. Marine Corps history had been won. Only one of the members of "Easy Company" depicted in the photo survived: Ira Hayes. The other two survivors, Gagnon and Bradley, had been pulled into the effort from other units.

Back in Franklin Borough, Michael Strank's mother, Martha, didn't want to hear the news when the Western Union telegraph appeared at her door. She insisted that the deliveryman read it, which he finally did. Once the family learned of their son's role in the famous photo, it must have been doubly hard to watch as the plans for the Seventh War loan rolled out. While Pittsburgh, along with other cities across the country, kicked off its regional campaign with parades, speeches, and appearances by local war heroes, a more moving recognition of the role played by a Western Pennsylvania son occurred in New York City on May 11, 1945, when-in front of posters showing the celebrated image of Iwo Jima-Ira Hayes met Michael Strank's mother during a ceremony on Wall Street.

U.S. Marines of the 28th Regiment, 5th Division cheering atop Mount Suribachi after the flag raising. Sergeant Michael Strank is visible as the fourth man from the left, with his hands in his pockets.

Portrait of Michael Strank, c. 1941-1945. Strank was brought to the U.S. by his parents from Jarabina, a small village in the unified nation of Czechoslovakia. He enlisted in The U.S. Marines Corps in 1939, prompted both by financial need and possibly by watching Hitler's annexation of his former nation in the spring of that year. History Division, U.S. Marine Corps.



Up Front



Neighborhood STORIES

By Bette McDevitt



Tiny Mulder and Frank McGlichey at Tiny's home in Friesland, Netherlands, where she lived during WWII.

Telling WWII Stories

Although my friend Lois Hamilton and I were safe at home during World War II, the war defined the era, reaching into every home. Lois once told me, "My father was a World War I veteran, and he took this war very seriously. They were fighting his war all over again."

It was an honor, then, for us to join Tiny Mulder and Frank McGlinchey for a joyful dinner at Penn Brewery on a winter evening in 2005. Frank had been a navigator on a B-17, flying from Great Britain to bomb German weapons factories. Tiny, a worker in the Dutch Resistance, saved Frank's life when he was shot down in Friesland, the northern Netherlands. Fifty years later, the two were as close as siblings. Frank, who lived in Florida, always managed to see Tiny whenever she visited the United States. They knew what it was to celebrate life.

Lois and I were already fans of Tiny, and that evening, we fell under the spell of Frank, with his sparkling blue eyes and lovable humility. I knew of Tiny's work from her earlier visits to Pittsburgh to see her son, Teake Zuidema, my long-time friend. Teake, who lives in Friendship, was at dinner that night too.

In the fall of 2004, Lois and I had visited Tiny in Friesland to document her work.

As the camera rolled, Tiny told us that, at age 19, she had the responsibility of finding

hiding places for downed "airmen." When a plane was shot down, as many as 10 airmen could be captured by the German police or army. If they came down in a field, some farmers might hide them and give them civilian clothes, but not everyone would take such a chance. In the best scenario, the farmers would contact the Resistance and say "Come over here, we have something." Or send a message: "We have four young rabbits. Would you like to have some?" Then the chain got working. In the end they came to Tiny, who helped them on their way out of enemy territory.

When we heard hints of Frank's story that night at Penn Brewery, we asked if we might visit him to record his story, and we were soon off to Florida. Frank spoke of his rescue by Tiny, the connection with the Resistance, and his journey to reach the Freedom Trail, the path through the Pyrenees to neutral Spain. When they were in sight of the Spanish border, Nazi soldiers with guns and vicious dogs confronted the 35 airmen and desperate Jews. A German spy had infiltrated the Resistance movement and relayed their plans to the Nazis. The airmen were sent to POW camps in Germany and most of the Jews were shot as they tried to escape. "We knew to raise our hands in surrender," said Frank, "but the Jews were too afraid to do that."



Lois spent a year making the videos of Frank's and Tiny's stories with the help of Andy Cozad, a computer artist, in her hometown of Grove City. Frank died on the day that Lois and Andy finished his project. Tiny has since passed too, three years ago.

Inspired by their courage, Lois began interviewing more WWII veterans-20 so far, half of them in Western Pennsylvania. Three were civilians involved in the Resistance movement. Lois continues to attend (as she did with Frank) a national gathering of downed airmen, and those who helped them escape—a group called AFEES, the Air Forces Escape & Evasion Society. "It's become a three generational gathering; their children and grandchildren attend," she said. "It's history being told by the people who lived it."

Two of the area veterans she has interviewed, Bill Patterson, 96, and Dave Lewis, now deceased, were in Patton's army on the final push to the east during the winter of 1945. Patterson, a foot soldier, told Lois that the snow was waist deep and at night they dug a hole and slept, each with two blankets, in the snow. Then a few years ago, a couple stopped by the Pottery Dome, Lois's place of business:

They spoke another language, and I asked them where they came from. "We're from Prague," the woman said,

"visiting friends in Pittsburgh." I told them that two friends [Lewis and Patterson] were in Patton's Army on that final push toward Germany and Prague. They got very silent, and the man went out to the car and came back to give me a pin of a rampant lion on a red background, the coat of arms of the province of Bohemia, where Prague is located. He bowed to me, and backed out the door. That was for those soldiers, not for me.

Some of Lois Hamilton's interviews have been accepted in the Library of Congress's Veterans' History Project www.loc.gov/vets and some are part of the National Museum of the Mighty Eighth Air Force in Pooler, Georgia.

Bette McDevitt is a freelance writer and longtime contributor to Western Pennsylvania History.

Up Front



CURATOR'S CORNER

By Emily Ruby, Curator



A lady in the late 19th or early 20th century had not truly "made it" in society until she owned a Worth gown. Charles Frederick Worth dressed the women of the Gilded Age from his Parisian studio and his sons and grandsons carried on the Worth name after his death in 1895. Called the "father of haute couture," Worth earned this reputation by being the first to design gowns that he marked with his own name. He was the first to design a seasonal collection of gowns and then employ live models to wear them in his studio rather than designing specifically to each customer's taste. He also standardized dressmaking by designing interchangeable elements of the dress. With this system, and the use of sewing machines to do all but the detailed work, he was able to produce thousands of garments a day to provide a designer wardrobe for hundreds of women in both Europe and America.



Charles Worth acquired so much influence that the major textile mills consulted him before making their yearly run of fabrics. Many of the preferred colors and styles of dress during the latter half of the 19th century can be traced back to Worth, such as the back bustle and shorter hemlines so that the dress just cleared the ground. Worth studied paintings and historic fashion to incorporate what he learned into both modern dresses and his designs for the elaborate costume balls favored by the wealthy. Becoming the designer to the Empress Eugénie, wife of Emperor Napoleon III of France, cemented his celebrity status. References to Worth can be found in the novels of Henry James and Edith Wharton and in numerous fashion magazines of his day.

By the 1910s, Worth gowns were still sought after, but were no longer the cutting edge in fashion. A former Worth employee,

Mr. and Mrs. Cornelius Vanderbilt II (Alice Claypoole Gwynne), 1883. (Top Left) One of Worth's more famous creations was worn by Alice Vanderbilt for an 1883 costume ball held by Mrs. William K. (Alva) Vanderbilt. Alice went as electricity in honor of Edison's new power station and stole the show in her battery-powered gown. Museum of the City of New York, F2012.58.1341.

Worth gray silk dress, c. 1922 (Top Right) By the 1920s women's gowns no longer had crinoline, bustles, and corsets and reflected the less restrained role of women in society.

HHC Collections, 94.51.836. Photo by Liz Simpson



Above & Right:

Worth afternoon gown and detail of evening gown bodice, both c. 1880

These silk gowns are both from the estate of Rosalie Spang. The red and cream gown would have been worn as a visiting dress and demonstrates the back bustle that Worth made famous, while the lavender bodice goes with a more formal evening gown. Rosalie's father Charles Frederick Spang and his father Henry started the Etna Iron Works in 1828. By the 1840s, they were making the first iron pipe west of the Alleghenies. By 1877, the company name had changed to Spang, Chalfant & Company. Rosalie died in 1932 at the age of 87, having lived much of her life in Nice, France.

HHC Collections, 94.51.326, 94.51.325 a. Photos by Liz Simpson.

Paul Poiret, became the designer women flocked to for a more natural silhouette free from corsets and bustles. The House of Worth finally closed its doors in the 1950s.

Americans who visited Worth's Parisian studio included the wealthy women of Pittsburgh. Like their contemporaries, they worshipped all things European, including fashion and architecture. An elaborate Worth ball gown might cost as much as \$10,000 and be worn only once. The many Worth gowns in collections such as the Costume Institute at the Metropolitan Museum in New York and the Museum of the City of New York are a testament to the insatiable desire

American women had for the latest European high fashions. The History Center collection features some excellent examples of Worth gowns and accessories from that period.



By Melissa E. Marinaro, Curator, Italian American Program

Captive Expression: The Wartime Experiences of Donato Ruberto

When we think of prisoners of war, we often recall the experience of U.S. soldiers held captive overseas by foreign armies. What we frequently do not consider is the United States as the authority overseeing POWs. During World War II, approximately 425,000 foreign soldiers were held in camps on U.S. soil; of those, 50,000 were Italian.

Last summer, the History Center added a truly unique artifact to the Italian American Collection related to the Italian prisoner of war experience. Sergeant Major Donato Ruberto of Cairano, Italy, crafted a model of one of Fiat's WWII-era tanks during his detainment as an Italian POW and, later, collaborating Italian Serviceman. He was drafted into the Italian Army in the early 1930s; in 1939, he was recalled to serve in the infantry and was sent to Libya in North Africa. He was taken prisoner by British troops in February 1941 and held in POW camps in Egypt, the United Kingdom, and Canada before being transferred to the United States. Many Italian and German soldiers in American camps were originally captured by British or French forces and transferred into U.S. custody due to the inability to care for their basic needs.



Ruberto was held as a POW at Camp Clark in Missouri and Pine Camp in New York; he was then detained in an Italian Service Unit at the Benicia Arsenal in California. After Italy surrendered to the Allied forces in September 1943, Italian POWs were offered the opportunity to become collaborators of the American war effort and join Italian Service Units; those who chose to sign an allegiance to the United States were given more freedom despite still being detained. Ruberto became a collaborator and spent his last eight months of detention in Benicia, California.

While in Missouri in 1943, Ruberto was visited by his older brother Peter (Pietro), who had immigrated to Pittsburgh in 1911 when Ruberto was just a toddler. On this same journey Peter also visited his son Fred (Fortunato) who was serving as an aviation cadet at Maxwell Force Air Base in Alabama for the United States Army. The Pittsburgh Post-Gazette got wind of Peter's trip and chronicled

the story of the Ruberto family's reunion in the July 3rd article, "Son in Air Corps, Brother War Prisoner in U.S." Their bittersweet human interest story recounts one of the many ways that extended Italian American families were adversely impacted by Italy's stance in the war.

At some point during Ruberto's confinement he was given the task of disassembling shell cradles and salvaging the wood, some of which he used to fashion the tank model. Ruberto repurposed the reclaimed wood and wires to construct a functioning replica of the Italian Army's Fiat tank from memory.² The back of the tank features the inscription "UN RICORDO IO ZIO RUBERTO DONATO P.O.W. AL NIPOTE FORTUNATO," which roughly translates to "A memento of your Uncle Donato Ruberto POW to his nephew Fortunato."

Back in Italy, Ruberto's wife, Leonilde Frieri Ruberto, received little information SATURDAY. JULY 3. 1943

Pittsburgh Post-Gazette

about her husband's condition or whereabouts. Many years later she wrote of his absence in her memoir:

he was taken prisoner and then we knew nothing else we turned to the red cross [sic], and to others but after 7 months we only knew he was a prisoner, one day I received a letter it was all erased, I couldn't understand a word and it was explained to me that whatever was written was not good and that's why it had been erased, but now at least we knew he was alive, after a little while I received a letter that he has written from the U.S., I didn't understand, I asked if he is a prisoner how can the letter come from America I don't remember from where, I went to a neighbor who had come from America and he told me that my husband was a prisoner in America and that I could be happy because the war was over for him.3

The notion that Italian soldiers could be held prisoner in the United States was confusing for many in Italy as it contradicted their understanding of America as a land of opportunity.

Ruberto was repatriated to Italy in October 1945 after more than six years away from his hometown of Cairano. Like many post-war Italian emigrants, he migrated to Venezuela in 1949 in search of steady work, while Leonilde and their four children remained in Italy. After a few years, the Venezuelan government demanded that foreigners call their families from overseas or leave and Ruberto decided to take a chance in the nation of his former imprisonment. He immigrated to the United States in 1953, eventually settling in the Bloomfield neighborhood of Pittsburgh with his family in 1954. Leonilde wrote of the immigration experience, remarking, "people say it's easy to pass from bad to good ... us having come from the bad, we were much better off."4

Son Fights for, Brother Against U. S.

This 1943 Pittsburgh Post-Gazette article incorrectly labels Ruberto as a private in the Italian Army and reports that his unit was under the command of German Field Marshall Rommel, a fact easily disputed since Rommel didn't arrive in Libya until after Ruberto was captured by the British. HHC Detre L&A, gift of Raffaele Ruberto, 2014.0114.

Son in Air Corps, Brother War Prisoner in U. S. Veteran of World War I on Way to Visit

Family Divided in World Conflict

Maxwell Field and New Prison Camp

1 Those who declined to sign a statement of allegiance to help defeat Hitler were relocated to high security camps in isolated sites.

² Though the continuous track no longer rolls, the tank's turret rotates from side to side.

3 Ruberto, Leonilde Fieri, Such Is Life/Ma la vita è fatta cosi: A Memoir, trans. Laura E. Ruberto (New York: Bordighera Press, 2010), 30.

4 Ruberto, 38.



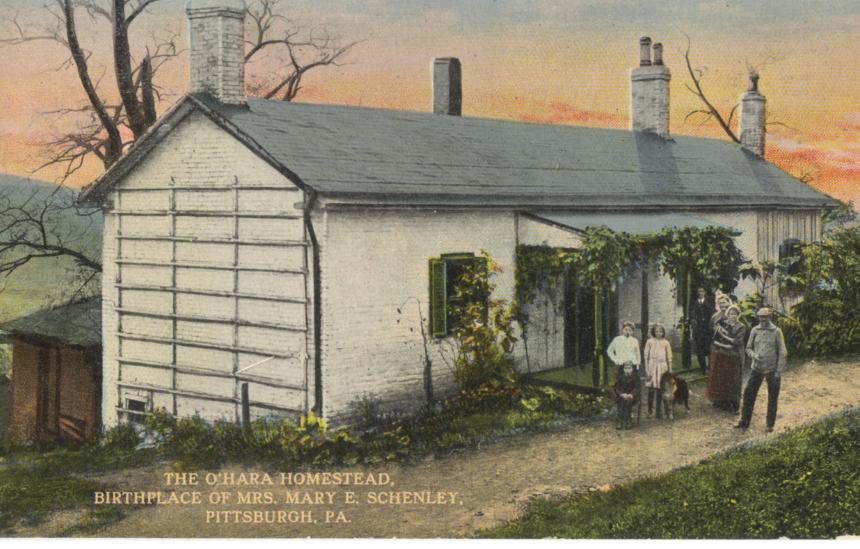
Portrait of Donato Ruberto with POW/ Service Unit "Italy" patch, c. 1943. Courtesy Michael Ruggiero.



WHAT'S IN A NAMESAKE? lary Schemle

By Jake Oresick

Mary Schenley is best remembered as benevolent donor of a 456-acre public park bearing her name, but few know the details of her adolescent elopement, the horrors of her abolitionist honeymoon, or the depth of her influence in a city that—for a long time—detested her. A century and a half ago, Mrs. Schenley was Pittsburgh's landlord, and she indelibly shaped the region through her extraordinary estate. However, the Smoky City's matriarch scarcely lived here after age nine, and was utterly antithetical to the regional zeitgeist: in a working class city of immigrants and industry, Mrs. Schenley was a thirdgeneration American plutocrat who never worked.



Postcard of the O'Hara homestead. This was not Mary's birthplace, although it is likely that she spent much time there after she and her father moved to Pittsburgh.

HHC Detre L&A. GPPC_B011_I02

Mary Elizabeth Croghan (pronounced "Crawn") was born into an impossibly prominent family, whose tree resembles both an early American history reader (George Rogers Clark, George Croghan) and a contemporary map of Pittsburgh (O'Hara, Wilkins, Harmar, Carson, Darlington).1 She owed her extraordinary wealth to the achievements of her grandfathers, James O'Hara and William Croghan, Sr.-both Revolutionary War officers, successful businessmen, and holders of public office.2 Croghan was the nephew of frontier fur trader and Indian Agent George Croghan, who left far-reaching land titles. O'Hara's fortune was significantly greater: he likewise had prolific landholdings, many of his vast tracts in developing areas of Allegheny County,

and his enterprises so hurried the region's development that his obituary proclaimed he "almost created a city himself."

Accordingly, Mary was born quite rich on April 27, 1827, and lived the first months of her life at the now-historic Locust Grove mansion near Louisville, Kentucky.⁴ Tragedy struck half a year later when Mary's mother, Mary Carson O'Hara, passed away in October, followed by her four-year-old brother, Will, the following April.⁵ Thus, Mary was sole heir to much of the O'Hara estate by her first birthday. In November 1827, Mary's father, William Croghan, Jr., fulfilled his wife's last request by moving the family to her hometown of Pittsburgh.⁶ William traveled extensively on business for the next seven years, leaving Mary to be raised by her aunt and uncle, Elizabeth

Febiger O'Hara Denny and U.S. Congressman Harmar Denny, to whom she referred as mother and father.⁷

In 1834, William returned long enough to begin building Pic Nic house, the Croghan's iconic Greek Revival-style mansion, on a sprawling 209-acre plot in the area that is now Stanton Heights, about 5 miles northeast of downtown.⁸ Pic Nic was located on a "commanding hilltop," then known as Black Horse Hill in rural Pitt Township, and was thoroughly a country residence.⁹ In her later years, Mary would happily reminisce about "riding through the woods to Pic-nic" and romping in its country grounds.¹⁰ In July 1835, the Croghans moved in, and, within the first year, William bragged that Mary was learning French and practicing the piano.

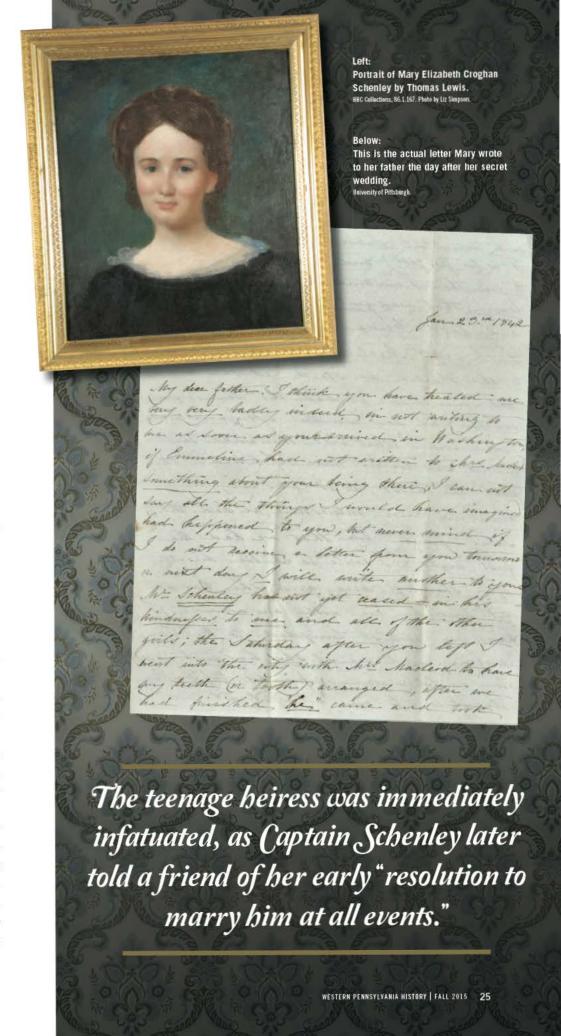
The Brighton School

In 1837, Mary joined several cousins at an exclusive girls boarding school in the Staten Island village of New Brighton.¹¹ The school then had 22 students, and prepared its girls for society by requiring they speak only French, play an instrument, and obey strict dining etiquette.¹² Brighton's monopoly on Pittsburgh's premier family is difficult to explain, as the school had no reputation at less than two years in existence. The most likely link is Richmond Macleod, the Scottish widow who ran Brighton with her mother and sisters.¹³

Mrs. Macleod emigrated to Boston around 1834, where eight female relatives operated a boarding school until falling out of favor with Brahmin society. Hrs. Macleod made a solo attempt at a school in Pittsburgh, and, by late 1836, had begun to network with James Ross—a political titan and longtime O'Hara-Croghan confidant. Less than three months later, Mrs. Macleod had rejoined her family at their new school in Brighton, and had five families of O'Hara-Croghan cousins in her charge. 16

In 1842, while a student at Brighton, 14-year-old Mary eloped with Edward Wyndham Harrington Schenley, a 42-year-old British army captain. Schenley was well-traveled: a twice-widowed Waterloo veteran, he was said to have been with Lord Byron at Percy Shelley's famous funeral. The pair met in late 1840 or early 1841, when Captain Schenley—then AWOL from diplomatic service—came to Brighton to visit Mrs. Macleod, who happened to be his former sister-in-law. The teenage heiress was immediately infatuated, as Captain Schenley later told a friend of her early "resolution to marry [him] at all events."

The romance was understandably clandestine, and Mary misled her father regarding Captain Schenley's presence at Brighton. In describing group excursions into Manhattan—with Captain Schenley, Mrs. Macleod, and two classmates—she made only cursory reference to the Captain's wholesale



kindness ("to *me* and all of the other girls").²⁰ On January 22, 1842, the couple were married by police magistrate Henry W. Merritt, notorious for his own impeachment trial, who denied "suspicion of any thing improper."²¹ The ceremony was likely held in secret, as the era's preeminent heiress was wed in front of only two witnesses, including a lawyer charged with proving the bride's legal age.²² The next day, as if nothing had happened, Mary dashed off a jejune letter to her father, imploring him for a new cloak and bonnet, and adding, "am I not an excellent good 'big' girl I think so."²³ On February 1, the newlyweds sailed for England on the *Mediator* under the name "Wynham."²⁴

Public reaction was predictably hysterical. Given Mary's youth and incredible wealth, Captain Schenley was excoriated as a fortune hunter and a "juvenile lothario." The wander loving part of the community" cast him as a serial debtor, and so old as "to feel the infirmities of age." One newspaper called the Captain "a skillful 'maker-up' so as to appear much younger," while another chided, in verse, that "'His eyes had the hard glint / Of fresh dollars from the mint." 28

When the news reached William Croghan, he was staying in Washington, D.C., with his sister, Ann, and her illustrious husband, Brigadier General Thomas S. Jesup. According to Jesup family lore, William "was so broken down by the shock" that it was Jesup instead who "rushed off to New York."²⁹ The vast extended O'Hara-Croghan clan was livid, and it was likely relatives who prevailed upon the Pennsylvania legislature to pass a bill placing the Croghan estate in a discretionary trust, and out of the Captain's reach.³⁰

The Brighton School was quickly ruined as concerned families began calling their daughters home.³¹ Unsurprisingly, Mrs. Macleod was accused of having arranged the union. Even a century later, the Schenleys' granddaughter, Alberta McLean, believed Mrs. Macleod had written to her grandfather about "a very lovely and desirable pupil," and suggested he woo her "before she came out" with his "polished manners as a man of the world, Waterloo medal and great charm."³² Mrs. Macleod, however, maintained her innocence in a letter to Mary's father:

Dreadful as Mr. Schenley's conduct is towards you it is so much worse towards Mamma and myself that I am yet inclined to doubt the truth of the whole story— Had he stabbed me to the heart it would have been a kindlier act ... my only consolation is a clear conscience and a conviction that if I was deceived no one else could ever have discovered it.³³

She made a similar plea when confronted by Mary's uncle, Mr. Jesup, who allegedly made Mrs. Macleod bow, and replied, "'Madam, I would not so insult your intellect.'"³⁴ Jesup reported that Captain Schenley had sent a \$2,800 advance payment to Brighton from his post in Cuba, and that Mrs. Macleod and her mother, Jane Inglis, feigned confusion when asked to explain the money.³⁵ Mrs. Macleod had her defenders, and several wrote to William on her behalf.³⁶ Others have argued that Mrs. Macleod was not only unaware of the romance, but that, because of the age disparity, Mrs. Macleod believed Schenley and the girls would fail to excite each other's interests.³⁷

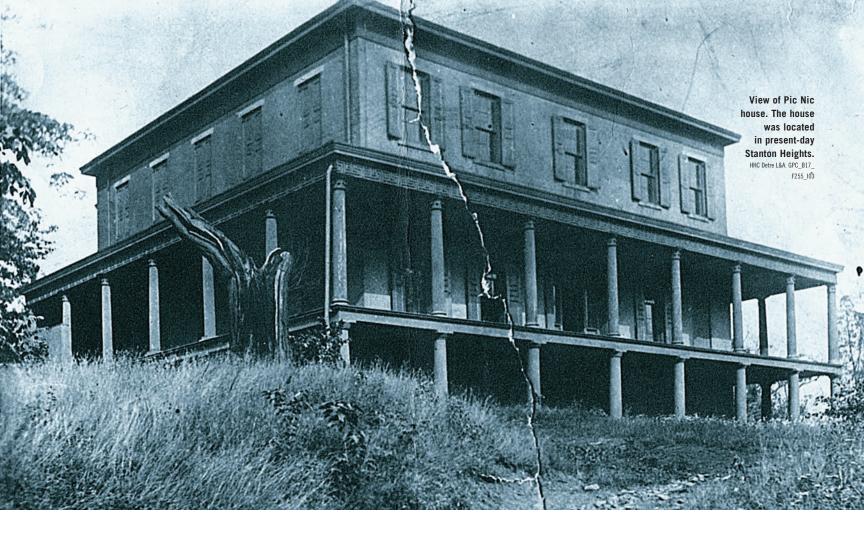
Despite its origins, the Croghan-Schenley romance was, by all accounts, authentic, as young Mary was said to have fallen "in love with [Captain Schenley] at first sight," and "remained in love with him all her life." Mrs. McLean reported that her grandfather was just as smitten, and "desperately fell in love." The couple was married for 36 years, until the captain's death in 1878,40 and had nine children—six girls and three boys.41

Abolitionist Honeymoon

When the newlyweds arrived in Mr. Schenley's native England, he applied for an extension of his leave from the army—a bold request in that the leave he was on had never been approved. Indeed, Captain Schenley was absent without leave for the second time in roughly five years, and his superiors at the British Foreign Office,

Mini fathe HNC Co

Miniature portrait of Mary's father, William Croghan, Jr. HHC Collections, 94.51.360. Photo by Liz Simpson William was "broken down by the shock" of Mary's elopement.



wholly unamused at his chutzpah, ordered him back to work under threat of termination. The couple stayed just long enough for Mary's confirmation at St. Paul's Cathedral in London,42 then sailed for Paramaribo in the Dutch colony of Suriname, where the captain returned to his post as a judge on an antislavery tribunal.43

Captain Schenley was Commissioner of Arbitration for the Mixed Court for the Suppression of the Slave Trade, tasked with enforcing the anti-slavery treaty that England had imposed on the Dutch in 1818.44 Under the treaty, subsequently trafficked Africans were to be freed, and given citizenship and employment by the Dutch government, but these "free laborers" remained de facto slaves.45 Dutch governors tacitly condoned this practice, and there was little the captain could do but write to his superiors in London.

He wrote to London incessantly,46 as both Schenleys were inspired by the mixed

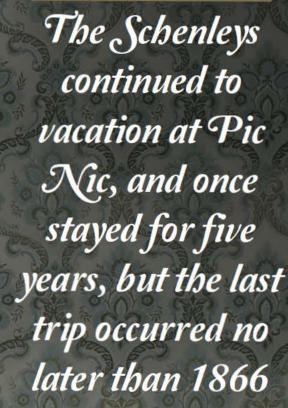
court's charge. Mary gushed to her aunt that her husband was "the 2nd 'great man' Washington,"47 and the now-15-year-old heiress took the transition to odorous, diseaseridden swamps in stride. However, Mary never adjusted to slavery, as her husband wrote to the Dutch governor L.B. Elias on November 29, 1842:

> This morning about 9 o'clock my family, especially my wife, whose nervous system is easily affected, was thrown into deep affliction by the unceasing sound of the lash & the most frightful shrieks of an unfortunate female, upon whose naked person a most cruel punishment was inflicting. The yard in which this barbarity was perpetrated is immediately behind my house & we were driven from the breakfast table by the shocking spectacle.48

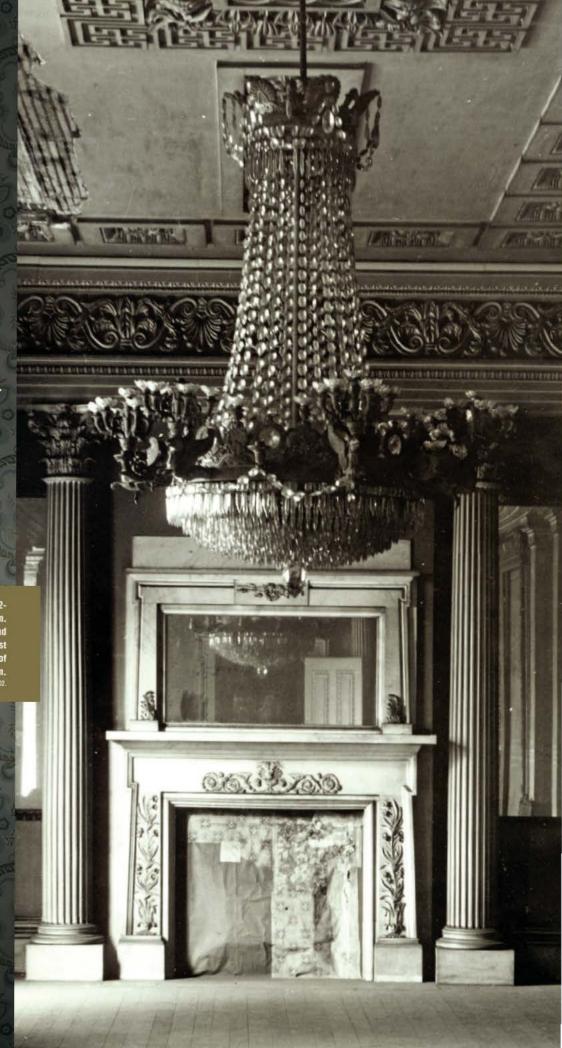
Unfortunately, his letters did little but enrage the Dutch, as he not only threatened their livelihood, but their empire's most important plantation colony. The Schenleys had excrement left on their doorstep, their horses were poisoned, and Mary "lived in constant fear of being deliberately infected with leprosy."49 Still, the Schenleys bore their first child in Suriname, whom her father nonetheless considered an "Englishwoman."50

Despite Dutch obstinance, Captain Schenley was able to rescue 34 Africans who had been seized in 1823 from the schooner Snow and held in de facto slavery.⁵¹ The Captain bombarded London with dispatches, and his superiors, in turn, addressed the issue many times with The Hague. Quite unexpectedly, 31 denizens of the Snow were freed in 1843, with the captain purchasing the freedom of three more. Schenley ensured their freedom by arranging their passage by schooners to nearby British Guiana.52

The captain had always described the cruelty he observed in his diplomatic dispatches, but he soon began including the



William Croghan House (Pic Nic) Interior, c. 1932-35. This is a view of the mantle end of the ballroom. The Greek Revival house was constructed around 1835. In the 1940s, this room was moved to the first floor of the University of Pittsburgh's Cathedral of Learning where it is still in use as a meeting room.



names of the offending planters, which were published in British Parliamentary papers.53 Finally in 1845, the Schenleys were forced to flee to England, spelling the end of the captain's diplomatic career. He remained on duty in England through 1848, but his Suriname post was eliminated and he was unhappily forced into retirement.54

Reconciliation

William Croghan had been devastated by his daughter's elopement, and barely communicated with her for the next seven months. In September 1842, Mary wrote to her father from Suriname lamenting his silence and begging him to visit Paramaribo:

> Oh why do you not come; you will at once in this climate; be restored to the enjoyment of your health; & spirits I know; and oh I assure you what a good child I will be, (with "God's help") I will repay you all I have done to you-But oh what a climate this would be for you-Do do come-We ride every evening I read, practise, and do other things to improve my time but oh if you would come only this winter-Oh why won't you make yourself well-Schenley is still what he has always beena devoted, kind, affectionate & every thing that's good Husband-Oh dear dear if you only knew him-Please do write to me & say you will come.55

The two eventually began to communicate, and trips were planned in both directions, though always postponed. Finally, in late August 1845, more than three and a half years since he had seen his teenage daughter,

William boarded the Hibernia and set sail for England.56 William was racked with anxiety in the hours before the reunion—especially concerned with suppressing his anger towards the captain—but softened upon observing them together:

[H]e is verily I believe attached & devoted to her & makes her the kindest husband & equally devoted to him she does seem; Their two dear little children engross their thoughts - that is not to be wondered at, for two more lovely children I never saw & as often as I contemplate the happy group, Father, Mother and children in happy intercourse I feel subdued & from my heart silently ejaculate "God speed you."

William marveled at young Mary's maternal poise, and how the couple's balanced partnership defied his fears about Captain Schenley's motivations.57 The captain's demonstrative piety-regular church attendance, and blessings before and after meals—sealed William's emphatic approval.58

William stayed approximately eight months, and returned to England again in 1847. The Schenleys visited Pic Nic in 1848 but could not be persuaded to stay permanently. William died suddenly on September 22, 1850.59 The Schenleys continued to vacation at Pic Nic, and once stayed for five years, but the last trip occurred no later than 1866, as Pittsburgh's smoke and soot exacerbated Mary's asthma.⁶⁰ She badly wanted to again visit Pittsburgh, and several times made plans to do so. However, her physician's advice and memories of one especially torturous asthma attack always led her to renege at the steamer.61

Mary did love Pittsburgh, her

granddaughter insisted, and remained "ardently American and Pittsburghian.... Photos, papers, news of Pittsburgh were such a joy to her."62 She told visiting reporters that she "always like[d] to talk to anybody from Pittsburg," and interrogated guests about Smoky City affairs.63 The Captain wanted to return too, to aid the Union's Civil War effort, but Mary insisted he was too old, and that "his good wishes & donations and prayers" were just as effective.64 Pittsburghers did not miss him-Captain Schenley, already unpopular from the elopement, was despised as "the Duke of Hardscrabble" for his alien landlordism in the city's poorest districts, though the properties had come from Mary's family.65 Pic Nic staff described him as "haughty in carriage and manner" and said that he "lived much to himself" while in Pittsburgh. He even barred neighbors from the Pic Nic grounds-a reversal of Mr. Croghan's democratic dealings-and "none of the common herd were allowed to put foot on grounds, pick an apple or carry away a flower."66 Captain Schenley was elected to Parliament in 1859, but Pittsburgh papers were "quite merry" when his win was quickly voided for a finding of bribery.67

Mary remained "ardently American and Pittsburghian"

Miniature portrait of Mary painted by her daughter H. Agnes Ridley, 1908.





The land Mary donated for the creation of Schenley Park is quite vast and includes many amenities.

Her 300-acre donation for Pittsburgh's first public park is seen as a generous and forward-thinking gift to the regional landscape.

Saint or Slumlord?

Despite a sinking reputation in the states, the couple's later years were filled with family, luxury, and philanthropy. The Schenleys were the first residents of 14 Prince's Gate, a nowfamous address in London's Hyde Park, which later housed J.P. Morgan, Andrew Mellon, and a young John F. Kennedy.68 At Prince's Gate, "ceremony, silence and solemnity" confronted the frenetic reality of nine children, and eventually numerous in-laws and grandchildren. In later years, Mary often slept until noon,69 and wore velvet, lace, pearls, and large diamond earrings that "flashed soft fire when light caught them in the dimness." A staff of at least a dozen served the growing Schenley clan and accompanied them on winter holidays in Pau and Cannes.70

Popular memory casts Mary as saintly philanthropist, and her 300-acre donation for Pittsburgh's first public park is seen as a generous and forward-thinking gift to the regional landscape. For context, the contemporaneous Highland Park required 120 transactions and over \$900,000.⁷¹ As early as 1847, the couple donated 10 acres for the Western Pennsylvania Hospital (said to be in "the village of Croghansville"),⁷² and later gave \$10,000 to the public subscription for Allegheny City's Riverview Park.⁷³ Although not outright

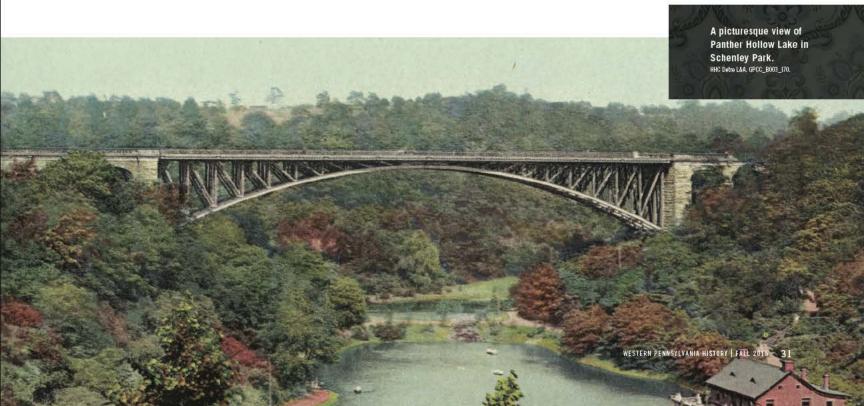
donations, Mary ceded the land for Oakland's Carnegie Institute complex⁷⁴ and an Allegheny City school at well below market value, plus gave \$5,000 towards the latter's construction.⁷⁵

Despite her largesse, Mary was reviled at the time as a heartless aristocrat whose estate policies blighted the region, exploited the poor, and stifled development. The Schenleys refused to sell or improve any part of their enormous estate⁷⁶ while collecting oppressive ground rents in Bayardstown, the Point, and Hardscrabble (now the Strip District, Point State Park, and the Duquesne University campus, respectively).77 Ground rents entailed leases of 5 to 21 years,78 with lessees paying all taxes and making all improvements, but the dwelling still reverted to the estate at lease's end.79 Middle-income tenants rejected this scheme, unwilling to construct good buildings for short-term leases.80 Thus Schenley properties were let to the poor, who lacked the means to maintain let alone improve them, and they quickly devolved into tenements.81 The Point was especially squalid, filled with foul odors from lack of sewers82 and shaky, crowded shanties that the local priest called unfit "to house a hog in."83 Schenley rentals were the place "to see wretchedness in its home," wrote a widely-reprinted letter

to the New York World,84 and the Point was frequently excoriated in the press.85

Mary's tenants were born poor-the "Point Irish" were unskilled, uneducated Famine émigrés-and her leases ensured they remained so.86 When a tenant could afford improvements, the estate raised the rent, yet tenants rarely moved, having invested any savings in their modest homes.87 The Schenley tenements further frustrated Pittsburghers for impeding development, as each neighborhood was ideally situated for civic or commercial use but the estate would not sell.88 Moreover, the estate inflated the market by hoarding hundreds of untouched acres in the burgeoning East End, and could afford to hold them indefinitely because of a reduced agricultural tax rate.89

Mary's gifts failed to sway public opinion. Her estate practices not only continued but became even more destructive as the city's population surged between 1880 and 1900.90 Critics cast Mary as a shrewd opportunist and alleged that Schenley Park actually benefited the donor at the city's expense. That is, Mount Airy (as it was known) was unfit for subdivision, being full of hills and hollows, but when the city financed its scenic transformation, the adjacent property that Mary kept then soared



in value.91 While it is true that Bellefield realized an increase in value instantly, the city had coveted Mount Airy since the 1860s notwithstanding its topography, and it was the city who referenced Mary's nearby property to try to induce the gift.92 Plus Mary's own real estate agent, Finley Torrens, lobbied for its sale to Black & Baird, a firm offering \$1,500 per acre with designs on a gated community.93 Mary's attorney, Robert B. Carnahan, sat on Public Works chief Edward Bigelow's Parks Council Committee, and urged her to gift it to the city.94 In October 1889, Torrens and Carnahan raced to Mary's London home, and "ran plump into" each other aboard the RMS Etruria.95 Carnahan's travel experience triumphed, as he got off early in Queenstown, Ireland, and took a mail boat the rest of the way.96 Carnahan won the race, arriving at 8 a.m., and argued with a footman until he agreed to wake Mary. "You need not worry, Mr. Carnahan. They will not have my land," she assured him before refusing payment. "[T]his is my gift to the people of Pittsburg.

> I am rich enough already." The grant was 300 acres, with an option to buy an additional 100 acres at \$1,250 per acre.97 Black & Baird later

confirmed the land was worth \$3,000 per acre.98 Torrens arrived just as Carnahan was leaving,99 and he soon severed ties with Mary, citing frustration with her other agents working in their own interests.100

It is true Mary's advisers pushed their own philanthropic projects, but it was undisputed that Mary was wholly engaged and in charge.101 In 1890, after Mary resolved to donate 10 acres for the Institution for the Blind (now Western Pennsylvania School for Blind Children), a battle emerged over precisely which plot. William A. Herron, Torrens' successor as real estate agent, was on the school's board, and sought the coveted Bellefield land that the Schenleys had hoarded for decades. Mary's new attorney, Thomas D. Carnahan, insisted Bellefield was too valuable to gift, and urged her to offer the admittedly inferior Pic Nic site.102 Mary favored generosity, and not only allowed the school to select its plot,103 but canceled a \$200,000 fundraising requirement when the school could not pay.104 After sparring with Bigelow over the Schenley Park entrance, the school settled on its present site,105 making it one of the first significant developments in Schenley Farms. For Herron's other cause,106 a large lot for a Newsboys' Home (for the care of indigent or homeless boys), he offered Mary \$5,000 but she insisted on donating the land.107

Mary's motives are confounding, as she spent a lifetime luxuriating at the city's expense, and then suddenly, at age 62, began a historic giving-spree that far eclipsed any Pittsburgh landowners in her lifetime. 108 She may have been inspired by Andrew Carnegie, whose Gospel of Wealth she enthusiastically received in 1890,109 albeit after her park gift. The "tiny, vivid and vital people" somehow "matched," wrote Mary's granddaughter of Carnegie's animated visits at Prince's Gate. 110

It is true that Mary's sudden generosity related only to land grants for public purposes, but reversing her estate policies may not have been quite as easy. As early as 1890, Mary talked of developing the Point, and, mirroring a successful London initiative, moving the tenants to a new plan in the suburbs with "better houses, better air and less to pay.""111 However, tenants objected to being relocated, threatening violence.112 Mary professed sympathy for her poor tenants, but was also sensitive to press criticism,113 and ultimately renewed their leases.114 Still, the estate slowly unclenched its fist in 1892: selling the Hardscrabble District to the Pennsylvania Railroad for \$163,000;115 announcing that Schenley Farms would be developed for unprecedented 50-year leases to high-end renters;116 and gifting the historic Fort Pitt Block House to the preservationist Daughters of the American Revolution (DAR) after twice rejecting such offers.117 Notably, Mary's Block House gift subdivided (and thus devalued) the Point, a property she was actively negotiating to sell. In 1902, she finally sold the Point to Henry Clay Frick for \$2 million.118

Mary passed away at Prince's Gate on November 3, 1903,119 and was buried at nearby Kensal Green Cemetery.120 Her death received national attention, and Pittsburgh's press and politicians heaped praise on the departed. Mayor William B. Hays called for a

The public memorial to Mary Schenley, A Song to Nature sculpted by Victor David Brenner, is located in Oakland.

"This is my gift to the people of Pittsburg. I am rich enough already."

joint session of council, the first such honor for a female, and hailed her as a "queen among women."121 However, many Pittsburghers still disliked Mary, regarding her estate as a parasite whose gifts were crumbs from a monopolist's loaf.122 When her executors sought to finance a public memorial in 1912, John W. Herron warned Carnegie to avoid popular subscription and the embarrassment of its likely failure.123 Ultimately, Carnegie funded most of the memorial-a statue inside a fountain at Schenley Park's entrance-but is oddly absent from press reports in a possible attempt to repair his friend's legacy.124

The modern myth of Mary's popularity developed slowly, and is likely a symptom of forgetfulness. After the 1930s, Mary's alien landlordism was scarcely mentioned, as newspapers began to remember Mary through increasingly fanciful, ahistorical pieces on her elopement and park donation.125

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Pic Nic was uninhabited for many years and fell into disrepair. The house was torn down in 1955.

Portrait of Mary later in life when she began shaping Pittsburgh from abroad with gifts of her land.

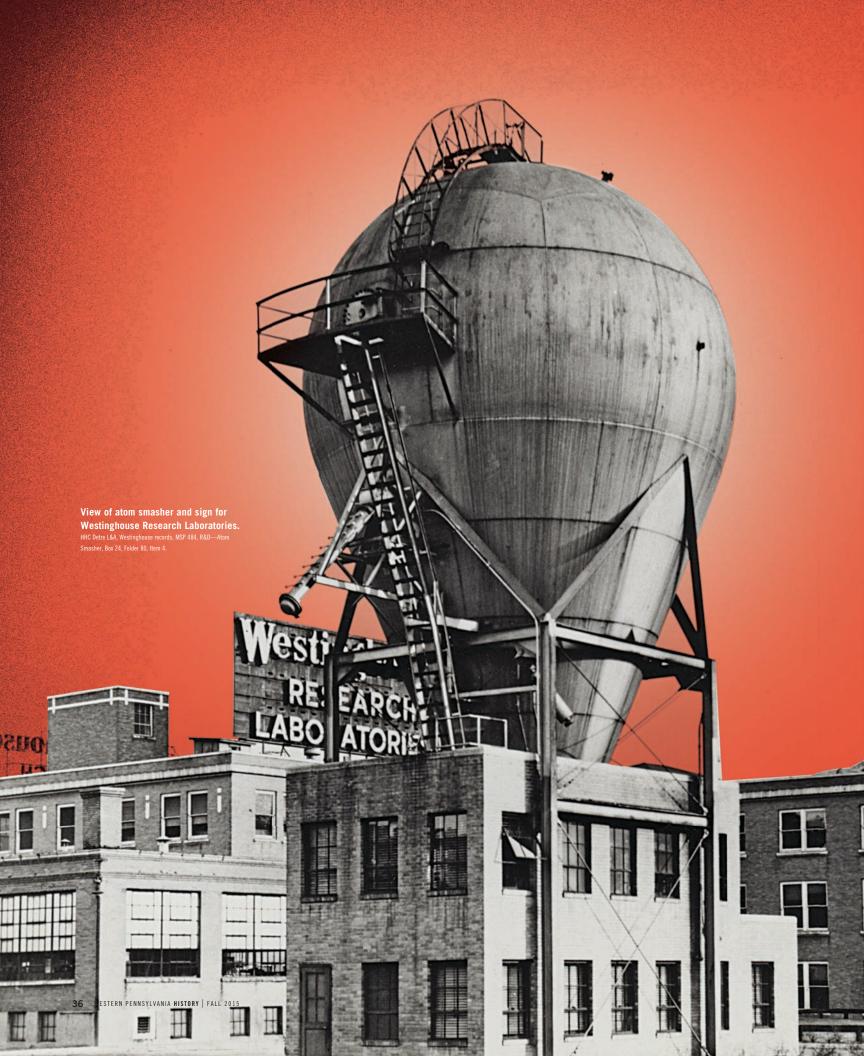


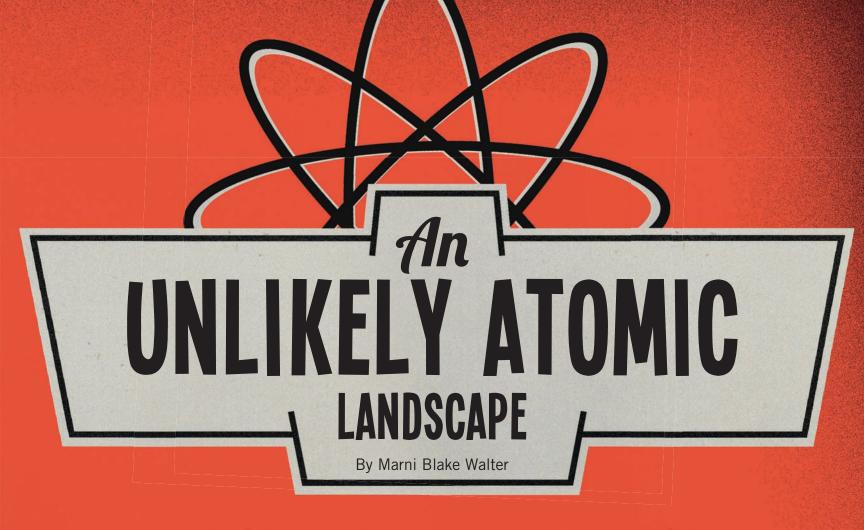
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The Westinghouse atom smasher, built by the Westinghouse Electric and Manufacturing Company in 1937, launched the company's world-changing innovations in nuclear research. The five-story tall, light bulb-shaped structure is the last vestige of the Westinghouse Research Laboratories—though it has admittedly seen better days since being toppled last winter. To the world, the smasher was a pioneering laboratory for one of the first large-scale nuclear physics research programs. To residents of Forest Hills and neighboring Chalfant and East Pittsburgh, it was a vital part of their neighborhoods, connected to the widespread Westinghouse network yet nestled among the small houses of the company-supported Westinghouse Plan.

With the surrounding labs shuttered long ago, the atom smasher is seen as a lone industrial relic, but it is a significant part of the cultural landscapes of the community, of early-twentieth century innovation, and of atomic history. It holds a unique place in atomic history, partly because of its development as a commercial, independent enterprise, whereas many places of early atomic research began as

government land takings or isolated university programs, or were enshrouded in Manhattan Project secrecy.

The atom smasher was the first commercially owned Van de Graaff generator in the U.S. when it joined the already well-established Westinghouse Research Laboratories, a spin-off of Westinghouse Electric Company's large East Pittsburgh manufacturing plant a mile away. Established in 1886, the plant employed thousands by the turn of the century to manufacture turbines, motors, and other electrical generating equipment. A precursor to the Research Laboratories was first established at the East Pittsburgh plant in 1906. In 1916, that research division expanded and moved to the Forest Hills location.



Although splitting functions has become common, at the time, the Westinghouse Research Laboratories was, as one retrospective explained, "the first major research laboratory to be separated physically from a manufacturing location," seeking to create an environment "especially suited to research endeavors."1 It began modestly with just one research building, and another smaller structure to its north side.2

Prior to the atom smasher, much of the research focused on ways to improve and expand electrical transmission in homes and in manufacturing. Joseph Slepian's research in lightning protection led to development of the Autovalve lightning arrester in 1922, which gave electrical equipment large-scale protection from lightning flashes.3 Significant improvements also were made in hightemperature alloys and x-ray technology. Some of the best-known inventions from these early years were the first mass-produced radio tube, and Vladimir Zworykin's sealed cathode ray tube, the forerunner to the modern television, demonstrated at the labs in 1929. Later, the Research Labs made significant technological contributions to World War II efforts, including advances in radar technology, jet engine development, and a tank-gun stabilizing system.4

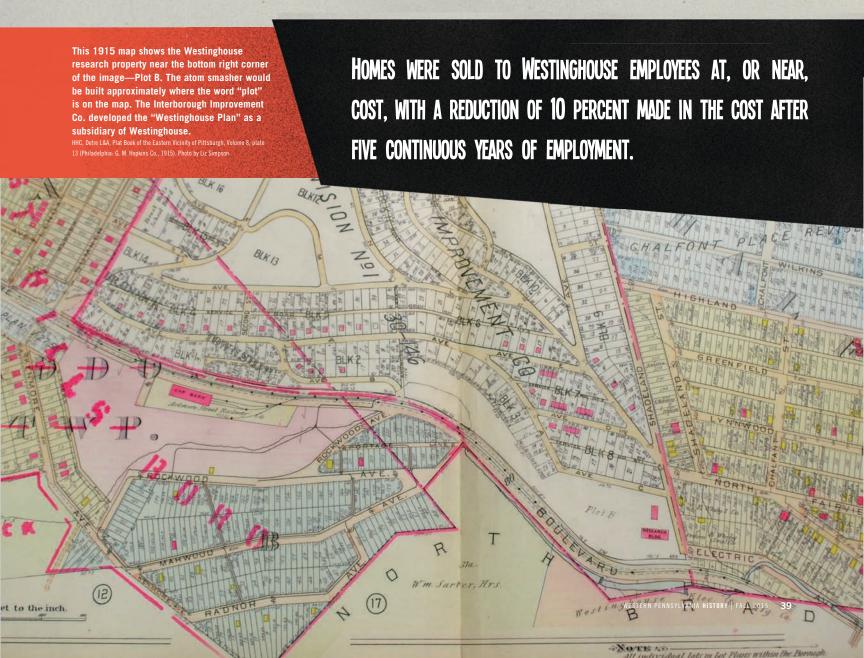
In 1915 as Westinghouse moved in, the community around what would soon be part of Forest Hills was small but growing. Home development by the Interborough Improvement Co., a subsidiary of the Westinghouse Electric and Manufacturing Company, was already taking shape. Better known as the Westinghouse Plan, the first homes of this development were completed late in 1919. Forest Hills was incorporated as a borough that same year. Construction of the plan continued for four more years. Homes were sold to Westinghouse employees at, or near, cost, with a reduction of 10 percent made in the cost after five continuous years of employment.5 These changes to the neighborhood signaled that the Westinghouse presence had reached beyond Wilmerding and Turtle Creek, down Electric Avenue, to enfold this hilly residential area into its industrial landscape.

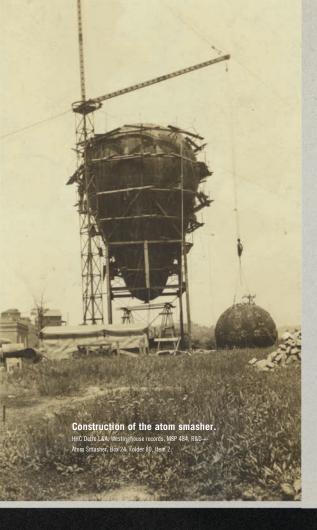
By the late 1920s, 70 engineers were working at the Research Laboratories, organized into sections on metallurgy, magnetics, physics, chemistry, mechanics, and other subjects.6 While their work was already influential in the technological world, they also made a large impact on the borough of Forest Hills. With many engineers, support staff, and their families, the population of Forest Hills jumped from 1,500 in 1920 to 4,549 in 1930 according to the census. It was estimated that about 90 percent of the residents of Forest Hills worked at Westinghouse in the late 1920s.7

Although the Research Laboratories were notable for being separated physically from the main manufacturing facility, in reality a strong connection was maintained with the plant at East Pittsburgh, with Ardmore Boulevard and Electric Avenue tethering the two facilities and drawing further connections throughout the Westinghouse landscape. Beginning in the early 1900s, the streetcars, sometimes called the East Pittsburgh "trippers" (or later, the "war workers route"), transported thousands of Westinghouse employees.8 Managers and engineers from both locations attended lunches and presentations at each location, being beneficial to all.9 The research personnel were among those on the streetcars; in the early days the Research Laboratories entrance faced Ardmore Boulevard, and the approach was up the steep hillside. Upon arrival they were obliged to climb the "100 steps up to the Lab."10 Such stairs were a common feature throughout the region, as many Pittsburghers know well. But not every lab employee rode the streetcar. Trygve Yensen, Manager of the Magnetic Department, was an avid skier and around 1930 was known to sometimes ski to work using Ardmore Boulevard. Yensen became known for developing Hypernik for transformers, and Hypersil, a major improvement in silicon steel.¹¹

Along with this research productivity, by 1930 new construction was added to the laboratories. The main, original building was doubled (or more) in size. Several new buildings were added to the north of the main building within the property, including a boiler, generator, chemical laboratory, and community building at the corner of Avenue D.¹² The Forest Hills library, initially named the Westinghouse Community Library, was housed in the community building from 1925 to 1934.¹³

From 1930 to 1940 the Research Laboratories—and with it, Forest Hills enjoyed growth and development, despite Westinghouse employee furloughs resulting from the Great Depression and the developing difficulties of World War II.14 With the pace of research in the nascent field of nuclear physics quickening around the world, the Westinghouse Electric Corporation decided in 1936 to invest in fundamental nuclear research and built an atom smasher, a particle accelerator of the Van de Graaff type. As one of the first private companies to create a division dedicated to nuclear physics research, Westinghouse, according to a 1936 feature article, "set out to do a job that has baffled scientists for nearly a century—the job of disintegrating the atom in hope of solving much of the mystery surrounding the structure of matter."15





Westinghouse embarked on this bold research plan two years before the discovery in 1938 of nuclear fission by Dr. Otto Hahn, Dr. Lise Meitner, and Dr. Fritz Strassman after their groundbreaking experiments at the Kaiser Wilhelm Institute for Chemistry in Berlin. At that time there was no known commercial purpose for this cutting-edge technology. Yet the Westinghouse company and its scientists had lofty reasons for investing in the field. Dr. L.W. Chubb, director of the laboratories, described to reporters:

Physicists today are still learning about processes, energies and sequences of operations, which will give nuclear reactions and transmutations of one element into another. By constant experimenting they will learn how to duplicate Nature's work, how to change elements and how to create new products and processes. Though we do not know where our present

work will lead, or exactly what results we shall gain, we know that in this new field are hidden golden nuggets of scientific opportunity.¹⁶

The Westinghouse decision to pursue nuclear physics research was a product of an era in which large companies such as Westinghouse, the DuPont Research Laboratory in Delaware, and AT&T Bell Laboratories in New Jersey had the money and facilities to invest in pure research. They did so "to obtain patents that would allow them to stay on the forefront of innovation in new technologies" with a view to commercial applications and, of course, profits.

In a 1937 New York Times article, Dr. E.U. Condon, then associate director of research at Westinghouse, explained the new research program: Westinghouse "feels that all research leading to a better understanding of the nature of matter and energy will

THERE WAS A PALPABLE SENSE OF EXCITEMENT AND OPTIMISM SURROUNDING THE ATOM SMASHER'S CONSTRUCTION

A 1925 view of the Research Laboratory of the East Pittsburgh Works, Ardmore Boulevard. HHC, Detre L&A, Westinghouse MSP 424, box 14A, folder 18.

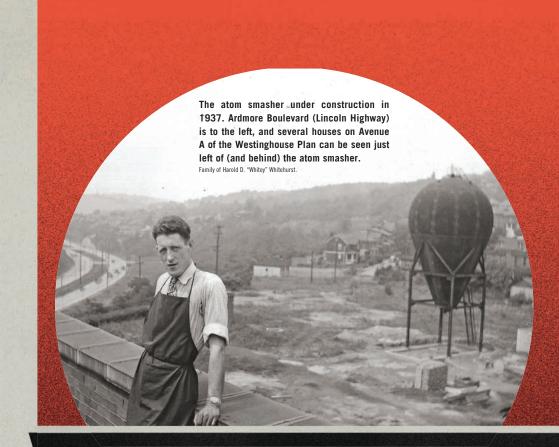


ultimately prove of value to the engineering profession, even though its immediate field of application is not apparent."18 To advance the research, Dr. Condon started a program of Westinghouse research scholarships in physics. William Shoupp in particular "became a major factor in the early lead of Westinghouse in the atomic field."19

The atom smasher, an engineering challenge in itself, was a five million volt Van de Graaff electrostatic generator operating in a compressed air chamber, within an external tank of welded steel segments, 30 feet in diameter. Scientists used the machine as a source of high voltage for accelerating subatomic particles to high speeds. It operated by transferring electric charge from a moving belt to a terminal, and was capable of accelerating the particles down a vacuum tube at speeds of more than 50 million milesper-hour to a target 47 feet below. Nuclear reactions were created by this bombardment of target atoms with a beam of high-energy particles. This type of generator produced a very steady voltage as compared to other types of accelerators, allowing for precise measurements necessary for gaining basic knowledge of nuclear physics.20

At the beginning of the atom smasher's research program, some of the results anticipated were the "development of radio active bodies by transmutation of matter; and practical developments in the field of electricity through increased knowledge of the structure of the atom."21 The atom smasher scientists began bombarding atoms of lithium, beryllium, and carbon with neutrons and other particles. From this work "the most accurate and complete information to date was collected on the behavior of light-weight nuclear transformations."22

In an era on the brink of the atomic bomb, yet still innocent of it, and before the "NIMBY" (Not In My Backyard) attitude had entered our collective mindset, there was a palpable sense of excitement and optimism surrounding the atom smasher's construction

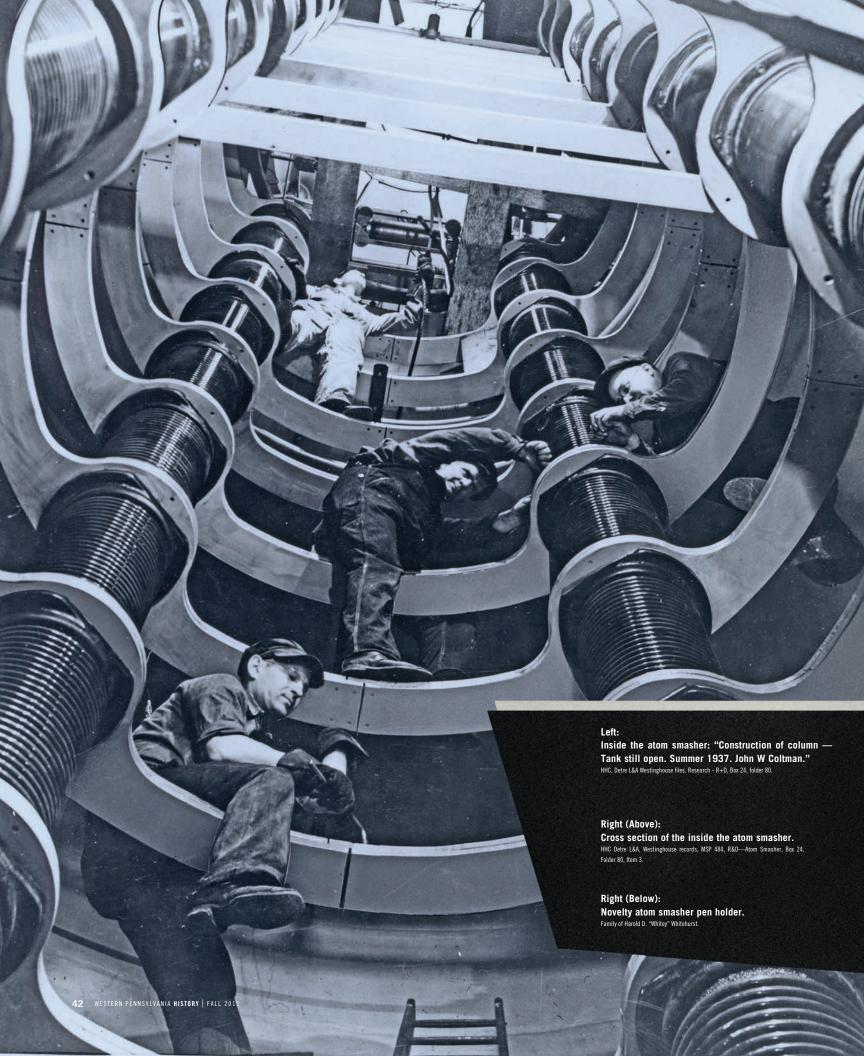


THE APPARATUS "WILL BE USED FOR AN INCONCEIVABLE, POSSIBLY EPIC-MAKING VENTURE INTO THE INFINITIES OF PURE RESEARCH."

and its scientific experiments. Following an exhibition for professors and reporters in January 1940, the Pittsburgh Post-Gazette reported, "No super-civilized giants were there, clad in synthe-silk zippersuits.... Ordinary men were there, Wilkinsburgers in business suits-but they performed feats of modern science as amazing as the pseudo-scientific feats of Wellsian fantasy."23 Another newspaper reported, "The huge apparatus ... will be used for an inconceivable, possibly epic-making venture into the infinities of pure research.... The unique story, as thrilling as H.G. Wells' most vivid imaginings, is being written daily at the Westinghouse Electric and Manufacturing Company research laboratories."24

During the 1940 exhibition, Dr. Condon reported that research with the atom smasher had so far resulted in "new yardsticks for measuring high voltages in atom smashing, in new information concerning the neutrino, or little atom, and in new insight into the nature of various elements, particularly lithium, beryllium and carbon"; the exhibitions that day also included the Klystron, a machine for "producing and studying ultra-short waves."25

By August 1940, Westinghouse physicists R.O. Haxby, W.E. Shoupp, W.E. Stephens, and W.H. Wells had discovered a new way of releasing the energy of the uranium atom, known as photo-fission. Instead of bombarding atoms with particles like



THE DISCOVERY DOES NOT MEAN WE ARE ANY NEARER THE DAY WHEN A SHIP CAN TRAVEL AROUND THE WORLD ON THE ENERGY FROM A HANDFUL OF URANIUM.

neutrons, this process used gamma rays, energy similar to light or x-rays but with much greater penetrating power, to split the uranium atom.26 The discovery of photofission, as a concrete demonstration of an early theory in the field, was an important example of the kinds of pure research for which Westinghouse's nuclear laboratory was intended. L.W. Chubb, then director of the Research Laboratories, explained in Popular Mechanics: "The discovery does not mean we are any nearer the day when a ship can travel around the world on the energy from a handful of uranium. But it is another fragment of evidence about atoms that may lead some day to atomic power machines or to some other benefit we are not capable of visualizing."27

The 1940s, a pivotal decade for the world, was likewise for the Westinghouse Research Laboratories. The publication of the photofission discovery was one of the last such articles to appear before censorship went into effect when the U.S. entered World War II in 1941. The openness and excitement heard in the first years of atom smashing were abruptly halted. A wartime curtain came down on private nuclear research activities like those at Forest Hills as the U.S. government and military mobilized for the Manhattan Project.

Other areas of the Research Laboratories flourished as engineers and scientists were called upon to give the U.S. military any technological advantages possible.²⁸ In 1941 and 1942, buildings were added to house a microwave tube shop and electronics shop, built to aid in the war effort.

These were on the Avenue D

side of the site, opposite the cafeteria building. The small structure to the west side of the atom smasher, which housed a combustion lab and the mechanics department, was expanded, and an "underground structure" was added at the rear of the original main building. Already present at this time were facilities for a variety of research, many of which contributed important improvements in wartime technology: electro-mechanics, electro-physics, mechanical engineering, metallurgy, chemistry, magnetics, a highvoltage lab, drafting and patent offices, as well as several other offices and labs, and grassy areas throughout the site with horseshoe courts located behind the combustion lab.29

Dr. Stewart Way of the mechanics department made a major contribution to the war effort with his design of a gas turbine jet engine for aircraft based on an axial-flow design. The atom smasher was used during this time as a compressed air tank for some experiments in the jet engine design process.³⁰

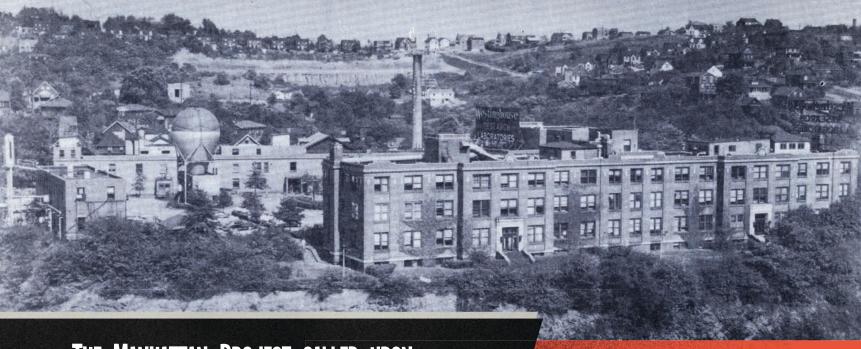


and vibration.)31

IGH POTENTIAL TERMINAI

VACUUM TUBE

MANHOLE



THE MANHATTAN PROJECT CALLED UPON SOME FOREST HILLS PERSONNEL TO ASSIST IN THE WORK.

The Westinghouse Research Laboratories in the late 1940s, with a view of Chalfant in the background and Forest Hills at the far left.

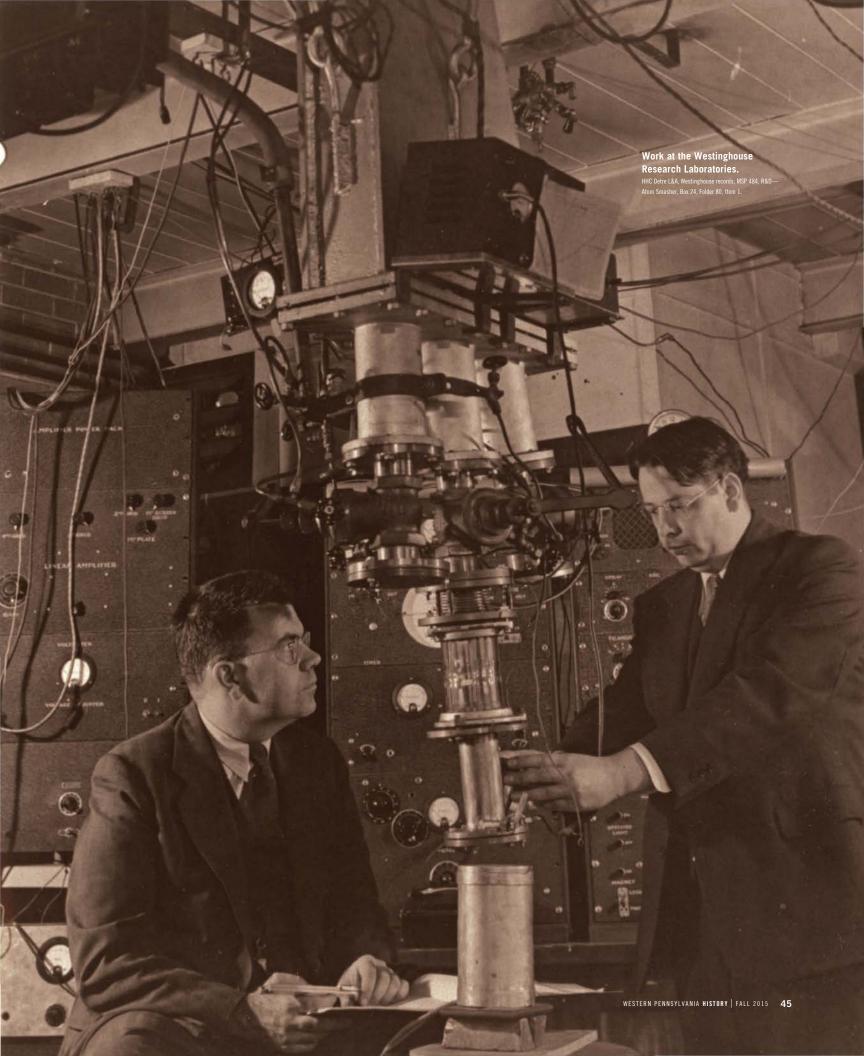
HHC. Detre L&A Westinghouse MSS 424 box 173 folder 7.

In this same period, land acquisition and massive construction began at Oak Ridge, Tennessee, in preparation for the Manhattan Project's work of uranium enrichment for atomic bomb development. It is often said that the Westinghouse atom smasher was not built for the purposes of bombmaking; instead, it was built for research, especially toward practical power-generation outcomes. This is true, but ultimately, it and the scientists who worked there were not entirely without some connections to atomic bomb development. The Manhattan Project called upon some Forest Hills personnel to assist in the work. In 1942 and 1943, Joseph Slepian and E.U. Condon from the Research Laboratories joined a group of scientists, led by E.O. Lawrence of the Radiation Laboratory of the University of California Berkeley, to explore different methods of electromagnetic separation. Several people from the atom smasher group in Forest Hills were sent to join in the uranium separation evaluations in Oak Ridge.³² Slepian returned to the Westinghouse Laboratories in 1944–1945, where he continued work on evaluating the ionic centrifuge method of uranium isotope separation on a small scale.³³

General Leslie Groves, director of the Manhattan Project, is said to have visited the Forest Hills facility and met with the scientists there on one or more occasions. Groves was among the delegation for the acceptance test of an ionic centrifuge that had been developed at the Research Laboratories. Although it operated as predicted, the gaseous diffusion method became the chosen method for isotope separation, while the ionic centrifuge method was later eliminated from the U.S. Uranium Enrichment Development program.³⁴ Nonetheless, this work was an important step along the way in atomic research and development.

In 1947, the atom smasher returned to service as a particle accelerator. Westinghouse physicists launched a new research program to examine the "mysterious force [that] keeps the core of matter from exploding like an atomic bomb," using the atom smasher to analyze and measure the binding force that holds atoms together and the force required to break them apart.³⁵

Three years later, the research complex employed 192 scientists out of a workforce of about 450. Likewise, the population of Forest Hills continued its upward trend, from 5,248 in 1940 to 6,301 in 1950. But the decade that followed brought a different, and in many ways final, era to the Westinghouse Research Labs and the atom smasher. As Westinghouse advanced its work from fundamental research to large-scale commercial applications, activity began to move away from the Research Laboratories in Forest Hills. Westinghouse's first atomic power application project began in 1948 when the Atomic Energy Commission (AEC), led by U.S. Navy Admiral Hyman



PAUL RAND'S FAMOUS WESTINGHOUSE "W" WAS ADDED TO THE ATOM SMASHER AFTER IT WAS DESIGNED IN 1960.



Rickover, awarded a contract to Westinghouse to design and construct a pressurized water reactor to be used as a submarine propulsion system for the U.S.S. Nautilus.36 Dr. Shoupp, one of the original research fellows on the atom smasher project, was the technical leader for the Nautilus project. To support this work and other nuclear projects for the Navy, Westinghouse constructed the Bettis Atomic Power Laboratory in West Mifflin, less than 10 miles from the Forest Hills labs.

Meanwhile, following President Eisenhower's "Atoms for Peace" speech to the United Nations in 1953, Admiral Rickover, Westinghouse, the Duquesne Light Company Pittsburgh, and the Bettis Atomic Power Laboratory collaborated to develop the Shippingport Atomic Power Station. Ground was broken in 1954, and the plant began producing power in December 1957, making it the nation's first full-scale atomic power plant used exclusively for peacetime purposes.37 Westinghouse also created a new atomic power department specifically for commercial applications. In August 1955, Commercial Atomic Power Activities (CAPA) was commissioned and housed at the Westinghouse Research Labs, again with Dr. Shoupp serving as its technical director.38 The U.S.S. Nautilus launched on January 17, 1955, later becoming "the first craft to traverse the underside of the north pole," completing that voyage at Shippingport, Pa.39 The Westinghouse vision of pure fundamental research leading to practical uses had indeed materialized.

By the late 1950s, the Pittsburgh region was home to six Westinghouse nuclear power facilities, including the Forest Hills research site—now CAPA.40 As Westinghouse engineers advanced the peaceful use of nuclear power with the Shippingport reactor, this built upon the theoretical research program that had been started at the atom smasher in Forest Hills.

Although Paul Rand's famous Westinghouse "W" logo was added to the atom smasher after it was designed in 1960, and several new buildings were built around this same time, the decline of the Westinghouse Research Laboratories was fully in motion. In 1955, Westinghouse moved its research activities into a million-square-foot Research and Development Center in nearby Churchill, ⁴¹ and the atom smasher was permanently shut down in 1958. The Forest Hills site remained in use for a while, with CAPA, and later, the Atomic Power Divisions, then in 1967 the Transportation Systems Sales, Engineering, and Control Departments moved in.42

About 15 miles to the south in Large, on Route 51, another Westinghouse nuclear group, the Westinghouse Astronuclear Laboratory (WANL) was established in July 1959 following the success of the Shippingport power plant. WANL participated in testing during the 1960s at the Nevada National Security Site (NNSS, formerly known as the Nevada Test Site), a major U.S. location focused on nuclear research and testing. This location was established in 1950 at the Army Air Corps training area known as the Las Vegas-Tonopah Bombing and Gunnery Range to collect scientific and military data regarding nuclear weaponry and other uses of detonations.43

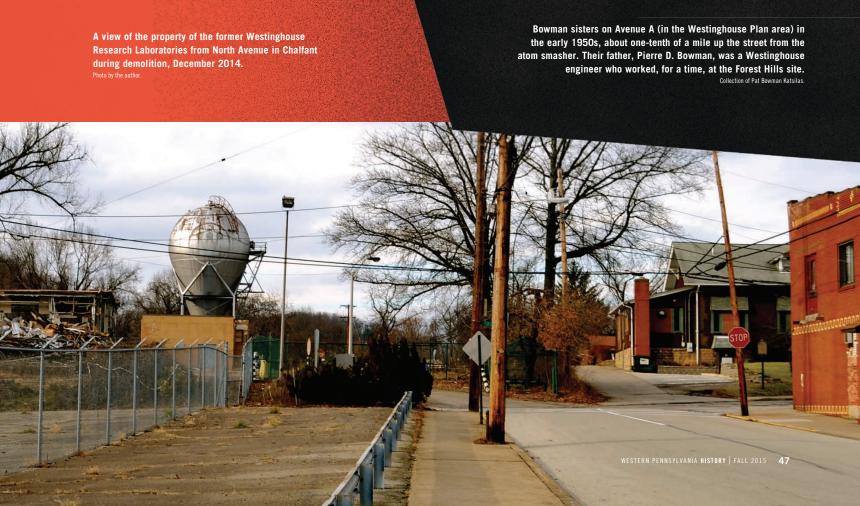
From 1951 through 1992, more than 900 nuclear tests of several types were conducted at NNSS. In addition to detonations of nuclear devices, mainly conducted at the locations of Frenchman Flat, Yucca Flat, and the Pahute and Rainier mesas, other research focused on radiation experiments and the application of nuclear energy for space exploration. Westinghouse's nuclear physicists participated in the nuclear rocket experiments conducted here. The WANL, in collaboration with Aerojet General, developed the "NRX-A series of rocket test engines based on an 1120 mega-watt Westinghouse reactor" for NASA under the Nuclear Energy for Rocket Vehicle Applications (NERVA) program between 1959 and 1971. The nuclear rocket engines were successfully ground tested in the Jackass Flats area in the southwest corner of the Nevada Test Site.44

The NNSS's better-known, vivid evidence of nuclear testing, which looms large in the popular imagination, includes scenes like a motel reduced to concrete and twisted steel reinforcement from an aboveground blast. Other remains include a bank vault with its steel reinforcement exposed and the remains of a replica Japanese village, reduced to mere frames from radiation from an unshielded reactor. Artifacts of testing and analyzing equipment are found in some areas. The Sedan Crater, which was created during

tests for peaceful uses of nuclear blasting, was the first feature of the NNSS to be listed on the National Register of Historic Places.⁴⁵

"Nuclear landscapes are landscapes of fear," wrote P. Goin in his landmark photographic study, Nuclear Landscapes. The environmental dangers and the potential for "mutually assured destruction" are vivid and terrifying. But unlike the charred desolation of the NNSS, or the former industrial expanses of Shippingport or the Clinton Engineer Works in Oak Ridge, Tennessee—images of which dominate the popular perceptions and histories of the atomic era in the United States—the Westinghouse atom smasher and its landscape is strikingly different. The small research facility grew as a part of its community with origins and goals unlike most atomic facilities. In its own era, it symbolized the promise of technological innovation, inspiring awe and wonder rather than fear. Its very location, built within a residential neighborhood (with which it had a positive relationship), is an artifact of that optimismand perhaps naiveté-of the years just prior to the wartime detonation of the atomic bomb. In the recent past, the atom smasher garnered pride, admiration, and even affection: a writer for the 1969 Forest Hills Golden Jubilee commemorative booklet proclaimed, "At this historic location [the Westinghouse Research site] passed a parade of so many great scientists, inventions and significant 'happenings' that a separate history book would be needed to cover the subject.... Our 'World's First' ... the atom smasher (1937-38) must top the list!!"46





Despite the former successes of the place, Westinghouse made its final layoffs from Forest Hills in the mid-1980s and in 2004 several of the older research buildings were demolished.47 It has received official recognition of its historical significance several times. The atom smasher was dedicated as an Institute of Electrical and Electronics Engineers' (IEEE) Electrical Engineering Milestone in 1985. In 1987 the American Society of Metals International (ASM) designated the Research Laboratories as an ASM Historical Landmark. A Pennsylvania State Historical marker was installed in 2010, helping to promote its significance in both Pennsylvania and engineering history.

Preservation efforts for major sites of the Manhattan Project are under way as our nation attempts to address the many issues surrounding nuclear weapons development. In December 2014, President Obama signed into law the 2015 National Defense Authorization Act, thus authorizing the creation of the Manhattan Project National Historical Park. The National Park Service unit will include properties at Los Alamos, New Mexico; Oak Ridge, Tennessee; and Hanford, Washington.

At first glance, this small atomic research facility in Forest Hills seems to have little in common with those elements of our atomic heritage in terms of scale, complexity, and secrecy—but they all share a heritage of connected research and discoveries. The major atomic heritage sites are central to the development of the atomic bomb and to our historical understanding of those events. But there is a much more varied story to be told outside of the Manhattan Project. The Westinghouse atom smasher and Research Labs wrote a part of that story, in which scientists sought to unlock knowledge for productive use in industry, for sustainable forms of energy generation, and for scientific discovery leading to unforeseen technological innovations.

For nearly 80 years the giant light bulb-shaped atom smasher stood on the edge of Forest Hills as the area's charismatic symbol of early atomic-era progress. But as this Westinghouse site changed and evolved over the last century, change has come again. P&L Investments purchased the 11-acre property of the former Westinghouse Research

Laboratories in 2013. By January 2015 all the remaining buildings were demolished and the atom smasher was knocked to the ground and left in an extremely vulnerable situation.

Prior to its demolition, the Westinghouse atom smasher was the most visible artifact of Westinghouse's early, prescient commitment to nuclear research toward practical industrial uses. It is in the direct lineage of Westinghouse's pioneering work in naval and rocket nuclear propulsion and commercial nuclear power applications. Today, nearly half of all the commercial nuclear power plants in operation were either built or designed by Westinghouse engineers, and Westinghouse is now engaged in constructing a fleet of new AP1000 reactors. These accomplishments stand alongside those of the other departments at the Westinghouse Research Laboratories, which also provided the world with numerous important inventions. In the Pittsburgh region, it helped Forest Hills to build houses, community facilities, and even the swimming pool that has been a highlight of summers for decades.48 It had equally as much impact on the residents of



Chalfant next door. The atom smasher, as an iconic symbol of the Westinghouse legacy, is significant to local people as a part of their families' mid-twentieth century experience, creating a distinctive community history while fostering Pittsburgh's reputation for industrial innovation.

Marni Blake Walter is a graduate of Carnegie Mellon University and earned a Ph.D. from Boston University, specializing in historical archaeology and heritage management. She is a native of the Westinghouse Plan in Forest Hills.

- 1 "Westinghouse in Forest Hills" (1969). HHC Detre L&A, Westinghouse MSS 424, box 164, folder 15.
- ² Plat Book of the Eastern Vicinity of Pittsburgh, Volume 8, plate 13 (Philadelphia: G. M. Hopkins Co., 1915). HHC Detre L&A.
- ³ "Westinghouse in Forest Hills" (1969). HHC Detre L&A, Westinghouse MSS 424, box 164, folder 15. Dr. Slepian was the holder of 204 patents at Westinghouse, second only to George Westinghouse himself (T. Kenneth Fowler, "Joseph Slepian, 1891-1969," National Academy of Sciences Biographical Memoirs (2003) vol. 83. http://www.nasonline.org/ publications/biographical-memoirs/memoir-pdfs/ slepian-joseph.pdf
- 4 "Westinghouse in Forest Hills" (1969). HHC Detre L&A, Westinghouse MSS 424, box 164, folder 15; David O. Woodbury, Battlefronts of Industry -Westinghouse in World War II (New York: Wiley & Sons, 1948); Maury Fey and Walt Dollard, "The Echoes from Westinghouse at Forest Hills / Forest Hills Nuclear History," (2015) Atomic Confluence website: http://www.atomicconfluence.com/?p=119.
- ⁵ Forest Hills Community Golden Jubilee 1919–1969 commemorative booklet, p. 29.
- ⁶ Kintner, quoted in R. E. Peterson, "Recollections of the Research Laboratories on Ardmore Boulevard." 1980, p. 8. Box 164, folder 17. Thanks to Ed Reis, Westinghouse Historian, for providing a copy of this document to me.
- ⁷ Forest Hills Community Golden Jubilee 1919– 1969, p. 12.
- 8 Forest Hills Community Golden Jubilee 1919-1969, p. 106.
- 9 Peterson 1980: 17-18.
- ¹⁰ R. E. Peterson, "Recollections of the Research Laboratories on Ardmore Boulevard." 1980, p. 6. HHC Detre L&A, Westinghouse MSS, Box 164, folder 17.
- 11 Peterson 1980: 18.
- 12 Sanborn map, 1930.
- ¹³ HHC Detre L&A, Records of Forest Hills Public Library, MSS #214.
- ¹⁴ After its large increase in population during the 1920s, the population of Forest Hills increased again, to 5,248 in 1940.

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- 16 "Atom-Smashing 'Cannon' Near Completion at Plant Here." Pittsburgh Sun-Telegraph, Wednesday, July 7, 1937.
- ¹⁷ Willis L. Shirk, Jr., personal communication, 18 February 2013. The author thanks Mr. Shirk for useful discussions and sharing his expertise on many Westinghouse nuclear topics.
- 18 New York Times, 19 December 1937: "Ten Will 'Explore' Into Pure Science; Westinghouse Company Will Back Fellowships in Plan to Speed Progress."
- 19 The Fellows also included Coltman, Dakin, Fox, Angello, Siegel, Krasik, Kautzman, Hipple, and others (Peterson 1980: 26); T. K. Phares, 1941, "History of the Westinghouse Research Laboratories," p. 81 (HHC Detre L&A, Westinghouse MSS 424, box 163, folder 20) includes a description of some of W. Shoupp's inventions; "Milestones: Westinghouse Atom Smasher, 1937," IEEE Global History Network: http://www.ieeeghn.org/wiki/index.php/ Milestones: Westinghouse_Atom_Smasher,_1937, accessed August 2013.
- ²⁰ By 1939, researchers attained a steady potential of 4,000,000 volts, the largest steady voltage ever applied to a vacuum tube up to that time (Phares 1941: 79).
- ²¹ "Mightiest Atom Smasher." *Life*, Aug. 30, 1937, p. 36.
- ²² David O. Woodbury, Battlefronts of Industry -Westinghouse in World War II (New York: Wiley & Sons, 1948), 299.
- ²³ January 30, 1940, Pittsburgh Post-Gazette, "Atom Smasher Is Revealed To Experts By Westinghouse. Modern Wizards of Electricity Stage Preview of Work in 1940 to Professors, Writers," by Robert R. Hagy.
- ²⁴ "Atom-Smashing 'Cannon' Near Completion at Plant Here." Pittsburgh Sun-Telegraph, Wednesday, July 7, 1937. Thanks to Ed Reis, Heinz History Center Westinghouse Historian, for a copy of this document.
- ²⁵ Robert R. Hagy. Pittsburgh Post-Gazette, Jan. 30, 1940.
- ²⁶ R. O. Haxby, W. E. Shoupp, W. E. Stephens, and W. H. Wells, "Photo-Fission of Uranium and Thorium," Phys. Rev. 59, 57-62 (1941); Phares 1941: 80; L. W. Chubb, "Giving Atoms the Third Degree," Popular Mechanics, Vol. 74, no. 5 (November 1941), 9.
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- ²⁸ David O. Woodbury, Battlefronts of Industry -Westinghouse in World War II (New York: Wiley & Sons, 1948).
- ²⁹ Map of Research Laboratories, Westinghouse Electric Corporation, Forest Hills, Pa. ca. 1948-1950. HHC Detre L&A, Westinghouse MSS 424, box 163. folder 9.
- 30 John W. Coltman, "The Westinghouse Atom Smasher: An IEEE Historical Milestone," IEEE Transactions on Education E-30 (1987), 37-42.
- 31 David O. Woodbury, Battlefronts of Industry -Westinghouse in World War II (New York: Wiley & Sons, 1948), 278-282.
- 32 John W. Coltman, "The Westinghouse Atom Smasher: An IEEE Historical Milestone," IEEE Transactions on Education E-30 (1987), 37-42.
- 33 H. D. Smyth, Atomic Energy for Military Purposes (York, Pa: Maple Press, 1945), 188-190.

- 34 David O. Woodbury, Battlefronts of Industry -Westinghouse in World War II (New York: Wiley & Sons, 1948); Peterson (1980: 28).
- 35 "What Holds Atoms Together? Scientists Seek Answer." Popular Mechanics, April 1948, Vol. 89, no. 4, p. 135.
- ³⁶ From "Westinghouse in Atomic Power" pamphlet. Thanks to Ed Reis, Heinz History Center Westinghouse Historian, for providing a copy of this document.
- 37 Willis L. Shirk Jr., "'Atoms for Peace' in Pennsylvania," Pennsylvania Heritage Magazine Vol. 35, Number 2 (Spring 2009).
- 38 From "Westinghouse in Atomic Power" pamphlet.
- ³⁹ Craig Nelson, The Age of Radiance: The Epic Rise and Dramatic Fall of the Atomic Era (New York: Scribner, 2014), 304.
- ⁴⁰ "Atomic Power Activities of Westinghouse Large," Pittsburgh Post-Gazette, Nov. 9, 1956, by Arthur R. Friedman. John W. Coltman, "The Westinghouse Atom Smasher: An IEEE Historical Milestone." IEEE Transactions on Education E-30 (1987), 37-42.
- 41 Westinghousenuclear.com Timeline: http://www. westinghousenuclear.com/Our_Company/history/ Timeline/1940_1979.shtm, accessed 8 May 2014.
- ⁴² Meanwhile, the borough's population had grown steadily until the 1970s. From 1970 to 1980, the population of Forest Hills declined by 14.3%, and it has continued to decline ever since, with a population (according to the 2010 census) of 6,518.
- ⁴³ Colleen M. Beck, "The Archaeology of Scientific Experiments at a Nuclear Testing Ground," in John Schofield, William Gray Johnson, and Colleen M. Beck (eds.), Matériel Culture: The Archaeology of Twentieth Century Conflict (New York: Routledge, 2002), 66.
- ⁴⁴ Willis L. Shirk Jr., "Aiming for the Stars: The Forgotten Legacy of the Westinghouse Astronuclear Laboratory," Pennsylvania Heritage (Summer 2011), 6-15. The federal government terminated the NERVA program in 1973, and WANL became the Westinghouse Advanced Energy Systems Division (AESD) in 1976, which operated until the early 1990s.
- ⁴⁵ Many artifacts and types of testing are described in William Gray Johnson and Colleen M. Beck, "Proving Ground of the Nuclear Age," Archaeology 48 (1995), 43-49, and Colleen M. Beck, "The Archaeology of Scientific Experiments at a Nuclear Testing Ground," in John Schofield, William Gray Johnson, and Colleen M. Beck (eds.), Matériel Culture: The Archaeology of Twentieth Century Conflict (New York: Routledge, 2002), 65-79. The author thanks Colleen Beck for information and inspiration on this topic.
- ⁴⁶ Forest Hills Community Golden Jubilee, 1919–1969. The Golden Jubilee celebration also included a stage production titled "The Forest Hills Story: From Indians to Atoms."
- ⁴⁷ Jody B. Shapiro and Joel A. Bloom, Images of America: Forest Hills. (Charleston: Arcadia, 2007).
- ⁴⁸ In 1967, "Westinghouse's Atomic Power Divisions presented \$5,000 to Forest Hills for support of our swimming pool and recreation lodge project." Forest Hills Community Golden Jubilee, 1919-1969, p. 38.



By James Shultz

On October 1, 1925, Charles Ames took off about 10:00 at night from Hadley Field in central New Jersey, bound for Cleveland. He was delivering mail as part of the country's first air mail program. He was scheduled to refuel at Bellefonte in central Pennsylvania but never arrived. With the fog thick that night, no one saw him if he passed overhead, and perhaps he never saw the landing strip. But to the west, some farmers thought they saw a plane circling low and so on October 6, Aero Field near Clarion became headquarters for the most highly publicized search effort to date for a missing Air Mail Service pilot. It would not end well.

larion's Aero Field didn't see many dramatic nights such as this, but the event reminded people of the importance of the field. Clarion was one of the few way stations along the air mail route from New York City to Cleveland, and for a decade it was critical to the program. Locals realized its strategic importance too and helped improve and maintain the field and its buildings for the safety and comfort of those pioneering pilots before quickly changing technology passed it by. Clarion's air field became Western Pennsylvania's primary connection with the original U.S. Air Mail Service that eventually connected the east and west coasts.

Aero Field was located near the western edge of one of the most treacherous and challenging early air mail flight paths, over Pennsylvania's Appalachian Mountains and Allegheny Plateau. Flying west toward Cleveland, an air mail pilot could land at Clarion to sit out a lake-effect snow storm. Heading east and facing foggy weather across central Pennsylvania, a pilot might refuel at Clarion in the event that conditions forced an attempt to fly non-stop through to New York City. Clarion's Aero Field anchored Western Pennsylvania's support for the original U.S.

Air Mail Service by becoming a familiar refuge for pilots flying the dangerous Pennsylvania leg of the transcontinental air mail route, by maintaining community involvement when responding to unanticipated local challenges, and by meeting the Air Mail Service's changing needs and requirements.

The Post Office Department took over air mail service from the U.S. Army Air Service in 1918. That August, Post Office officials hired pilots and organized test flights for the first scheduled air mail route to the west—from New York City to Chicago via Cleveland.³ Post Office leadership had a mandate

Congress and the business community to continuously improve mail service and reduce delivery time. The Post Office pursued air mail transport to offer faster service to users willing to pay a premium, not as a strategy for replacing

railroad delivery and other forms of ground transportation. Air mail service was also a way to provide employment for returning WWI airmen at a time when there were few other opportunities in aviation.

The Air Mail Service was initially limited to flights between New York City and Washington, D.C., but those in charge believed air mail could prove its economic feasibility only over longer distances. Therefore, Post Office officials prepared plans to expand the Service westward, first to Chicago by way of Cleveland, and eventually from Chicago to San Francisco. Post Office executives projected in 1918 that air

Left:

Pilot Max Miller's air mail plane #1, flown from Bellefonte, Pa., to Clarion on September 20, 1918, before regular air mail flights began between New York City and Cleveland. This is the same plane that Miller flew on the Mail Service's first air mail flight on August 12, 1918, between Washington, D.C., and New York City.

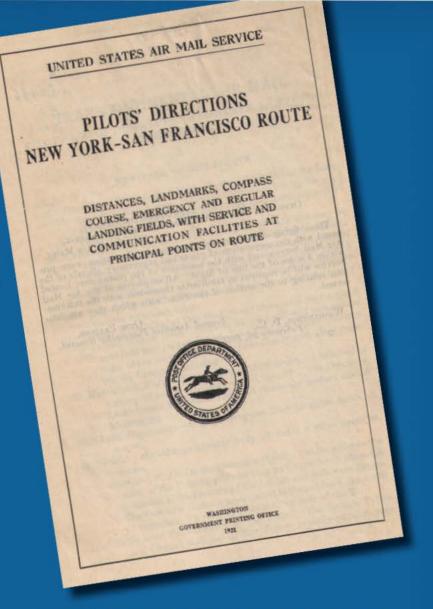
Daniel Hines Air Mail Collection, American Philatelic Research Library, Bellefonte, Pennsylvania.

Right:

U.S. Air Mail Service pilot Max Miller was the first air mail pilot to land at Clarion's Aero Field, flying from Bellefonte to Clarion to check out the suitability of Clarion's field to be Western Pennsylvania's primary emergency landing site.

Daniel Hines Air Mail Collection, American Philatelic Research Library, Bellefonte, Pennsylvania





A guide for pilots on the transcontinental air mail route, published by the U.S. Air Mall Service in 1921, noted that a white cross marked Clarion Aero Field. Veteran air mail pilot Wesley Smith prepared the section describing the route over Western Pennsylvania and associated field facilities. United States Post Office Department

"We did not rely on gauges and indicators; we flew by feel"

mail delivery between New York City and Chicago would take about nine-and-a-half hours compared to the established 24 hours by train. Officials hoped air delivery between New York City and San Francisco could be accomplished in about 35 hours versus the existing 90-and-a-half hours by railroad.4

Pilot Max Miller flew the first air mail plane in to Clarion, arriving from Bellefonte, Pennsylvania, on September 20, 1918, to assess the grass field's suitability to support the route between New York and Cleveland.5 A Clarion newspaper soon reported on a "U.S. Official Bulletin" announcing the first east-west air mail route:

The New York-Chicago route will be laid out in three legs, the first from New York to Bellefonte, Pa., a distance of 215 miles, with an emergency station and machine midway at Lehighton [Pa.]; the second leg from Bellefonte to Cleveland, a distance of 215 miles, with an emergency station at Clarion, Pa., a distance of 87 miles from Bellefonte; the third leg from Cleveland to Chicago, a distance of 323 miles, with an intermediate mailing station at Bryan [Ohio].6

Air mail flights over Western Pennsylvania began in mid-December 1918, but hasty preparations and a high rate of mechanical problems with the mail planes forced temporary suspension.7 However, work was already in progress to build airplane hangars in Pennsylvania under Post Office Department supervision at Clarion, Bellefonte, and Lehighton.8 William Lindley, a pilot with experience on the Air Mail Service's New York City to Washington, D.C., route, was named Clarion's first field manager, effective December 16, 1918.9

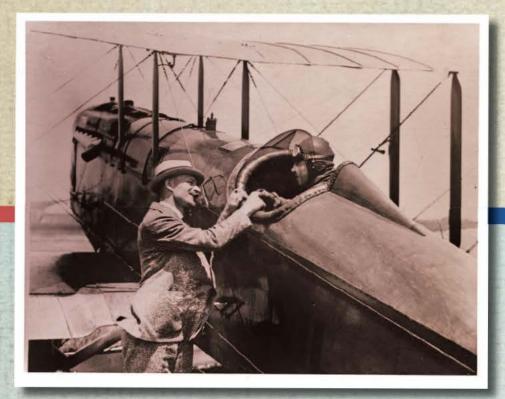
Other than financing initial hangar construction, the Post Office Department had no funding to purchase and operate airports. Instead it relied on reaching agreements with local community groups that already controlled air fields. The Postmaster's annual report for 1918 stated, "In the conduct of John Whitbeck, Eastern Division Superintendent for the U.S. Air Mail Service, was responsible in the spring of 1925 for overseeing Clarion Aero Field's preparations for night flying between New York City and Cleveland. Here Whitheck greets air mail pilot Wesley Smith. Daniel Hines Air Mail Collection, American Philatelic Research Library, Bellefonte, Pennsylvania

... the preliminary work on the routes to be established ... the Post Office Department is receiving ... much local assistance from committees, individuals, and aero clubs."10

To help sustain the field, Clarion-area citizens filed an application on November 11, 1919, to organize the Aero Club of Clarion, Pennsylvania. According to the application, the Club was formed "for the purpose of maintaining a field and hangar for aeroplane purposes." The application included a list of 122 individual and business contributors, with total initial pledges of \$3,860.11

Despite the public's fascination with airplanes and stunt shows, most air fields were supported and maintained by "aviation enthusiasts," not by the community. In Clarion, however, community leaders sought public support, using the Clarion Aero Club as the mechanism, to show their support of, and to, the Post Office Department. Not every community used an aero club to rally support - Bellefonte, for example, used its local chamber of commerce - but every small town saw the economic advantage, let alone bragging rights, to maintaining an airstrip.

Air mail flights between New York and Cleveland resumed on July 1, 1919.12 The Post Office Department also pressed ahead with plans to extend air mail delivery all the way to the west coast. Anticipating the first coast to coast air mail delivery, the U.S. Postmaster General boasted of having 14 landing fields, including Clarion, between New York and San Francisco, calling them "probably the greatest system of regularly



maintained landing fields and facilities in the world ... approximately every 200 miles."13 The first coast to coast air mail delivery left New York on September 8, 1920, reaching San Francisco on September 11.

The Post Office Department soon issued a pocket-sized guide called Pilots' Directions, New York--San Francisco Route (1921), which listed landmarks to guide pilots and presented basic information about the route and key landing sites. According to Pilots' Directions, a white cross distinguished the Clarion field, either on the landing field itself or on the roof of the field's red brick hangar. Noted as being east of town, the field was "large" but became soft after rains. Available services and supplies included long-distance telephone and telegraph service, gasoline, and oil. As far as notable landmarks for pilots, the guide highlighted the buildings of Clarion Normal School, a water tank on a hill within sight of the Clarion Aero hangar, and the county court house tower in town.14

Early air mail flying was dangerous. The Post Office Department issued Pilots' Directions because the pilots relied almost entirely on visual navigation; when the Air

Mail Service expanded westward from New York City in 1918 and 1919, the pilots had no maps to guide them.15 Air mail pilot Dean Smith recalled, "We did not rely on gauges and indicators; we flew by feel, noting the control pressures on our hands and feet, the shifting weight of our bodies, and the pitch of the singing wires."16 Terrain and variable weather conditions across Pennsylvania made reliance on visual reckoning in the early 1920s particularly challenging and risky. After flying coast to coast in May of 1923, a military pilot recalled his flight across the state: "Pennsylvania is a very difficult State to fly over, as there are no straight lines from which to judge directions on the ground and the atmosphere is invariably misty and smoky. The rivers, automobile roads, and railroads wind in all directions and the cities are covered with smoke and hidden in the hills. The boundaries of farms and fields run diagonally in various directions and are rarely straight."17

The Clarion field's airplane hangar mentioned in Pilots' Directions, built in 1919 at the direction of the Post Office Department, was threatened by a powerful storm passing through the area on March 4, 1923. Wind gusts dislodged a farmhouse roof a few miles from the field, lifted roofing slates from the county court house, downed trees throughout the area, and rendered the hangar unusable by shifting the roof structure to the point that the walls collapsed.18 By 1923, the Post Office Department had transferred ownership and control of the hangar to the Clarion Aero Club. Although the original hangar was built for about \$6,000, the replacement cost would be at least \$10,000.19 Nonetheless, the club was committed to replacing it, and by January 1924, in spite of the winter weather, local contractor Thomas Hartle was at work clearing away the damaged hangar and securing materials for a new one, which "will be pushed to completion at the earliest possible time."20

It was fortunate that Aero Club officers decided to rebuild the hangar. In an ongoing campaign to reduce point-to-point air mail flying time, Post Office officials initiated nighttime flying supported by ground lights between Chicago and Cheyenne, Wyoming, in August 1923. The lighting system included field lights and a beacon at each regular and emergency landing field, and route marker lights and beacons between fields.²¹ Soon, Post

Office executives began developing plans to bring lighted night flying to the east. Having an active hangar in place, coupled with the Clarion field's central location on the air mail route over Northwest Pennsylvania, ensured that Clarion's Aero Field would be a primary emergency support field for night flying between New York City and Cleveland.²²

The Air Mail Service's Eastern Division Superintendent John Whitbeck met in Clarion on January 17, 1925, with Aero Club representatives to discuss arrangements for transforming Clarion's field for night flying. More field space would be needed to allow for a greater margin of safety for night landings-the Air Mail Service's standard air mail planes throughout most of this period (converted World War I de Havilland DH-4s) had no brakes. The Post Office Department's space requirement for night flying was about 70 acres for primary emergency fields.23 The Aero Club owned the hangar but only about 25 acres of land, so the Club needed to acquire more real estate. A new agreement between

the Air Mail Service and the club outlined each party's responsibilities. Although the club needed to expand the field to accommodate a runway of about 2,500 feet, the Air Mail Service would contribute to the cost of land clearing and grading and pay \$10 per acre rent per year. Also, the Air Mail Service would arrange for, own, and maintain the most costly and complex components: the field boundary lights and a field beacon light.²⁴

Aero Club officers worked on three fronts to bring the field up to Air Mail Service standards. First, the officers resurrected the fundraising campaign that accompanied Aero Club incorporation in 1920. They fed promotional and news articles to Clarion's two newspapers, noting that per-share membership fees were the equivalent of "pro rata ownership in the hangar and land. It has an asset of material value behind it." Club officials then added new wrinkles, announcing that the public could buy membership shares



on credit and naming those who contributed, with amount, in the local papers as an inducement for others to sign up.26 Second, for the required air field expansion, club officials identified two parcels of land bordering on the Aero Club's existing 25 acres.27 Club officers negotiated the purchase of about 27 acres from a farmer owning land adjacent to the field and recorded the deed transfer in February 1925.28 Finally, Aero Club leaders increased the club's authorized financial capital by amending its corporate charter.29

John Whitbeck returned in mid-February 1925 to check on field preparations for night flying. He saw that work was well under way. At least 14 acres of timber needed to be removed. By late February, workmen made good progress in felling trees, removing stumps, and clearing underbrush to make way for grading, which extended into April and May.30

Air mail pilots began practicing night flying and testing the lighting system between New York City and Cleveland in June 1925. Tower-mounted beacon lights along the route were tested on the night of Tuesday, June 16. An eastbound daytime flight over Clarion arrived late that evening, just before dark, and then continued toward Bellefonte "guided by the brilliant lights" at the airfield.31 Nighttime practice flights and landings at Clarion occurred regularly in late June. Reporting on these events, a Clarion newspaper writer concluded, "The preparation for this so far as the Clarion field is concerned has been made quite perfectly."32

Mail-carrying night flights between New York and Chicago commenced on July 1, 1925. Two westbound flights leaving the New York City end from Hadley Field, New Jersey, departed about 7:47 p.m. and 9:48 p.m. Mail on two eastbound flights from Chicago was transferred to different planes with new pilots after arriving in Cleveland. The first plane departed from Cleveland before 11:00 p.m. and the second after midnight.33 Local observers in Clarion that night reported



In preparation for night flying on the eastern leg of the transcontinental air mail route, the U.S. Air Mail Service erected 50-foot towers with beacon lights every 12 to 25 miles between New York City (Hadley Field, New Jersey) and Chicago. The tower pictured here was between Clarion and Bellefonte, Pa. Daniel Hines Air Mail Collection, American Philatelic Research Library, Bellefonte,

Pennsylvania.

The route was dotted by 70 rotating beacons

only one eastbound flight (before midnight) and one westbound (after midnight). A stiff wind out of the west challenged the night's westbound flyers, but forced no landings at the Clarion field. The eastbound flight spotted over Clarion was probably air mail pilot Paul Collins heading from Cleveland to Bellefonte, with Collins eventually arriving at Hadley Field around 2:00 a.m. on July 2. The later plane flying westbound over Clarion was most likely air mail pilot James Hill in the second plane to leave Hadley Field earlier that evening.34

Seventy 24-inch rotating beacon lights atop 50-foot towers, each emitting 2.5 million candle power (a measurement of light intensity at the source), dotted the route between Hadley Field and Chicago. The towers were spaced from 12 to 25 miles apart depending on terrain. Much smaller, four-lamp beacons mounted on a 3.5-foot concrete base were spaced between the tower-mounted beacons. Beacons on landing field towers revolved in one direction, whereas beacons between fields rotated in the other, thus allowing pilots to tell the difference.35 At the Clarion air field itself, in addition to a towered beacon, 24 small boundary lights circled the landing area, flood lights illuminated the hangar, and a gasolinefueled Kohler generator supplied electricity.36

Outfitted with instruments for gauging weather conditions, the Clarion field was a designated weather reporting station. As a primary emergency landing field, Clarion was connected by a dedicated telephone line to the Cleveland and Bellefonte fields. Pilots and field personnel could call ahead to Clarion before take-off to get an assessment of area weather conditions and thus modify flight plans as necessary. Field personnel at Clarion also checked weather reports out of Cleveland and Bellefonte and used a red-flare signal system shared by all emergency landing fields to warn pilots of bad weather ahead. Air mail pilot Wesley Smith probably took advantage of all of this on the night of July 12, 1926, as he flew westward toward Cleveland. Already aware of



Air mail pilot Wesley Smith stands beside his DH-4 air mail plane. Smith was one of the few veteran pilots who did not transfer to sections further west with expansion of the transcontinental air mail route. Smith not only contributed to writing *Pilots' Directions*, but he also wrote an important piece, "How I Fly at Night" for *Journal of the Society of Automotive Engineers* in 1926, which focused on night flying over Pennsylvania.

Daniel Hines Air Mail Collection, American Philatelic Research Library, Bellefonte, Pennsylvania.

reported rough weather ahead, Smith landed at Clarion and spent the night before heading on to Cleveland the next morning.³⁷

Whether flying at night or in daylight with poor visibility, air mail pilots in the early to mid-1920s monitored elapsed flying time with a timepiece as one indicator of approximate location. Pilots also checked landmarks to estimate altitude and verify the accuracy of the airplane's altimeter, which operated using barometric pressure adjusted to sea level.38 A Clarion landmark aided pilots by providing both a time and altitude check. Completed in 1885, the Clarion County Court House, in the center of town, and a little over a mile west of Clarion Aero Field, topped out at slightly over 200 feet and supported a clock tower with lighted nine-foot dials facing in each of four directions. Pilots knew that the courthouse was almost exactly 1,500 feet above sea level, which meant that a visual check of the tower for time and altitude while flying by was good practice regardless of the weather.39

The July 1925 launch of illuminated night flying between New York City and Chicago was a capstone achievement for the Air Mail Service. It was not only a remarkable technical milestone, enabling further improvements in service and reduced delivery time, but it also symbolically validated the Post Office Department's strategy of establishing a single coast to coast national air route backbone before setting up other inter-city air mail routes and before contracting with private sector air mail carriers. However, events soon muted this spirit of accomplishment as Clarion Aero Field became field headquarters for the most extensive and highly publicized search effort to date for a missing Air Mail Service pilot. Veteran pilot Charles Ames took off about 10:00 p.m. on October 1, 1925, from Hadley Field, New Jersey, bound for Cleveland. Thick, low-hanging fog surrounded Bellefonte before Ames' scheduled arrival there for refueling, and he was not heard from or seen that night.40

Two farmers near Punxsutawney, well to the west of Bellefonte, reported seeing a plane circling below the clouds around 1:00 a.m. Assuming that Ames continued on past Bellefonte, Post Office Department executives decided on October 3 to begin searching from the air out of Clarion's Aero Field as well as

from Bellefonte.⁴¹ At the request of Assistant Post Office Superintendent C. F. Egge, Pennsylvania's Governor Pinchot ordered the state's National Guard commander to identify units to dispatch to Clarion for the search. John Whitbeck, head of the Air Mail Service's Eastern Division, directed four air mail planes and pilots to fly from Cleveland to Clarion to join the search.⁴²

On October 6, Post Office Department officials moved search headquarters from Bellefonte to the Clarion air field, and Assistant Superintendent Egge arrived to continue overall command. Four veteran pilots then flying in the West arrived to join the search. Pilots in 12 planes based at Clarion began scanning the ground daily along the air mail route over Northwest Pennsylvania. Between 300 and 350 Pennsylvania National Guardsmen, some on horseback, and thousands of civilian volunteers searched from the ground across the wooded hills.43 Pilots and others organized a \$500 reward fund, distributing flyers throughout the region to announce the offer to anyone locating Ames. Within a few days the reward grew to \$1,000.44

Residents of the Bellefonte area did not give up hope; some organized a search party that started out early on October 11. They were not out long before spotting Ames' wreckage with his body in the cockpit a couple of hundred feet from a mountain summit a few miles east of town.45 Recalling the steep mountain slopes that air mail pilots had to negotiate in and out of the Bellefonte air field, one aviation writer noted, "It had been argued that Clarion, some fifty miles west of Bellefonte, would have been a more logical choice for a terminal stop. The cruising range of the DH [air mail plane] had Clarion within its capability."46

The Clarion field's location, facilities, and community support marked it as an important Air Mail Service facility but by the late 1920s, advancements in aircraft technology and evolving postal strategy diminished its role. The aircraft industry introduced more powerful planes that flew longer distances between stops. In 1926, the Post Office Department began phasing out the DH-4 mail plane after purchasing several Douglas airplanes, customized for the Air Mail Service with greater carrying capacity, higher cruising speed, and an ability to fly longer between stops.47

Post Office management anticipated turning over the Air Mail Service to private carriers from its inception in 1918. The assistant postmaster general in charge of the service declared in 1922 that the department "does not feel that it should operate an air mail service any more than it should operate a steamboat service or a railway service only until such times as the commercial interests, of this country, are ready to step in and take over the burden."48 The U.S. Air Mail Act of 1925 (also known as the Kelly Act, for Pa. Congressman Clyde Kelly, chairman of the House Post Office Committee) authorized the awarding of mail contracts to private air carriers to transport mail and promoted creation of additional inter-city air mail routes.49 One of the earliest was from Pittsburgh to Cleveland in April 1927. It set into motion the creation of commercial air mail and passenger travel. The New York to Chicago stretch was the last



Pilots in 12 planes based at Clarion scanned the area daily for the missing pilot.

on the transcontinental route to be converted to private carrier. National Air Transport, Inc., took control of air mail operations on this segment on September 1, 1927.50 And so ended a chapter at Clarion.

A flyer of some note, Parker D. Cramer, had used Aero Field during the air mail heyday as a base for his private business which offered airplane parts and repair services, short commercial cargo flights, and flying lessons. After the field reverted to only local use, he moved on to attempting flights over the Arctic region to demonstrate time-saving routes between the U.S. and Europe. In 1931, Cramer died in a crash during one of his attempts,51 and Clarion's field was renamed Parker D. Cramer Airport in 1933.52 The airport saw some activity before and during World War II for military pilot training programs in connection with Clarion State Teachers College. Later, the field became privately owned and was removed from official aviation maps, but continued to be used by local flying enthusiasts through about 1980.

Eventually, Clarion Borough acquired about 15 acres at the southwest corner to develop Paul A. Weaver Community Park with ballfields, a picnic pavilion, and a playground. The rest of the field remains grassy and undeveloped, belying the years when this ground was one of only 14 coastto-coast terminal and support fields for transcontinental air mail.

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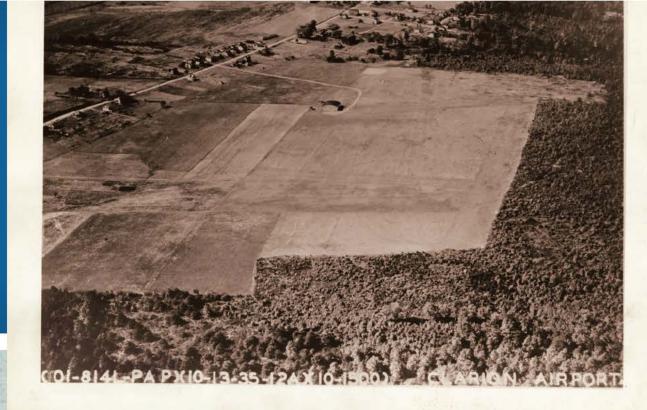
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- 11 Application for Charter of the Aero Club of Clarion, Pennsylvania, Office of Recorder, Clarion County, Pennsylvania, recorded May 15, 1920, Note: The \$3,860 in initial Clarion Aero Club pledges in 1919 is the equivalent of \$53,060 in 2015, based on change in consumer prices since 1919 (U.S. Department of Labor, Bureau of Labor Statistics, CPI Inflation Calculator, accessed June 27, 2015, http:// www.bls.gov/data/inflation_calculator.htm.
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Miss Pittsburgh, a Waco 9 airplane, made the first air mail delivery between Pittsburgh and Cleveland on April 21, 1927, as part of the Kelly Air Mail Act. It's seen here at Bettis Field (now Bettis Atomic plant in West Mifflin) with pilots Dewey Noyes and Merle Moltrup. The restored plane, now in the collection of the Heinz History Center, is on display in the Landside Terminal at Pittsburgh International Airport HHC Detre L&A. MSP220.B03.F03.I01.

This photo of Clarion's field was taken in 1935, eight years after the U.S. Air Mail Service ceased operations, but still evident are the 1924 replacement hangar and field expansion to accommodate night flying beginning in 1925. Smithsonian National Air and Space Museum, NASM 9A11884



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Book Reviews



Braddock's Defeat: The Battle of the Monongahela and the Road to Revolution

By David Preston Oxford University Press, 2015 Hardback, 480 pp., 20 illus., \$29.95

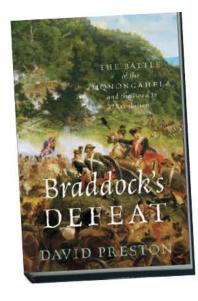
Reviewed by Bob Hoover, retired book editor of the Pittsburgh Post-Gazette

The name Braddock can be found from Northern Virginia to Western Pennsylvania on roads, parks, lakes, and communities although its namesake, British Gen. Edward Braddock, lived only a few months in that region.

At 61 years old, General Braddock arrived in America in March 1755 as head of the largest military expedition in the British colonies at that time. His mission was to oust the French from Fort Duquesne at the confluence of the Monongahela and Allegheny Rivers, opening the territory for British developers. His 300mile march from Alexandria, Virginia, to what is now Braddock, was a triumph of ingenuity and endurance.

Braddock, however, was dead four months later in the woods south of Uniontown, his retreating army in tatters. The magnitude of his defeat immortalized his name. It was a catastrophe for Great Britain, the high tide of France's power in North America and a respite for American Indians threatened by the westward expansion of Europeans.

While military historian David Preston acknowledges the immediate impact of



the battle, he argues that the long-term effect was to pave the way for the victory of Americans over their British rulers 28 years later: "Indeed, the memory of Braddock's Defeat cast a long shadow, one that stretched to include the origin of the American Revolution," he writes, "and particularly the colonists' decision to take up arms."

What the result told colonists was that the formidable English army could be defeated using the tactics of the French and their Indian allies. The performance of colonial troops at Braddock's Defeat-they covered the retreat as British fighters fled-added to their confidence.

Preston's account of the fighting on July 9 draws from a variety of sources, some cited for the first time, and brings the awful nature of the battle into sharp focus. Perhaps 300 French forces were involved, but the bulk of attackers were Indians from many tribes, nearly 700, firing into the column of British troops on both flanks. Braddock was wounded, evacuated by his aide George Washington. He died four days later and was buried in the road so that the army's footsteps and wagon teracks would hide his grave. Today, his relocated gravesite is marked with a memorial on U.S. 40, just north of Fort Necessity.

Between 1,200 to 1,400 British and colonial soldiers fought that day; Preston puts the casualty rate at more than 60 percent killed or wounded, many slaughtered as they lay helplessly injured. Some wounded were stripped, marched to Fort Duquesne, tortured, and burned alive.

While the battle is the centerpiece of "Braddock's Defeat," Preston paints a full picture of conditions in 1755 North America that brings a clear perspective to that complicated era which included the defeat of France in the New World and the American Revolution.

He also rehabilitates Braddock's reputation as dismissive of native help, reinforces the stalwart character of Washington, and praises Benjamin Franklin for his help in bolstering the expedition.

Braddock's Defeat also tells the French side of the story. Experienced military officers are credited at last with the strategy that defeated a much larger force, an action that included a journey from Montreal that rivaled Braddock's march in its efforts.

Preston sought to write a definitive history of the seminal 1755 battle of the Mon and he succeeded.

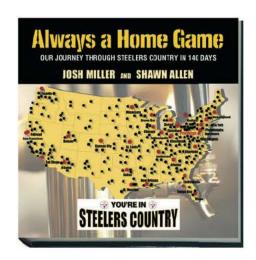
Always a Home Game: Our Journey Through Steelers Country in 140 Days

By Josh Miller and Shawn Allen St. Lynn's Press, 2014 240 pp., illustrations, chart \$19.74 hardcover

Reviewed by Carrie Hadley, Cataloger for the Museum Division

It's an intimidating feeling-it's Sunday morning, and you, a loyal Steelers fan, are vacationing or living outside of Pittsburgh and need a reliable bar to watch the game later.

BOOK REVIEWS



Where do you go? Who can you trust? Will the bar have a good selection of beer?

Former Steelers punter Josh Miller and his friend Shawn Allen have done the work and answered these difficult questions for you. Using suggestions made by fans, the duo traveled the country for 140 days looking for the best bars to watch Steeler games. They bravely took on rival towns and city traffic to co-mingle with fans, make new friends, and revel in Steelers pride. The result is an exhaustive yet entertaining travel companion any Steelers fan will enjoy. Not only do the authors rate each bar for its Pittsburgh and Steelers enthusiasm—Terrible Towel decorations, Iron City beer specials, and all!-Allen, a craft beer enthusiast and selfproclaimed "hophead," created a scale to rate the beer served at each bar as well.

Filled with funny anecdotes, inspiring examples of dedication, and honest evaluation, this book is a perfect casual read for any Steelers fan, home or away. The chapters are themed as

cities or NFL markets the men visited, and each bar visited in that city has its own sub-section. The beginning and end of chapters include Allen's "Two Cents" and Miller's "Extra Points," or comments that each author wanted to make from a personal viewpoint.

The hypocycloids (the precise name for the "diamonds") from the Steelers logo are used to rate each bar (three for "a Steelers bar 24/7/365," two for "a Steelers bar on Game Days" and one for just a "sports bar"). They provide contact information for each bar visited so that you may visit and cheer on your beloved team with others in a home away from home.

There are a couple locations that Allen and Miller skim in their explanation, but one can assume that long weeks of traveling and beer-drinking catches up. Also, whether or not they visited on Steelers Game Day surely made a difference in their experiences as well.

More perplexing, especially to this Buffalo native, was Miller and Allen's analyses of Buffalo, New York. They concluded that since Erie, Pa., is technically part of the Bills' franchise market, they would not make the drive up I-90 to find bars closer to the city. Their trip to Erie was successful, and their rationale to stop there understandable as their itinerary was nothing short of exhausting. But after such a thorough treatment from coast to coast, fans would have appreciated the extra 90-mile drive to find a Steelers bar in the thick of Bills country. In fact, a quick internet search found at least one Steelers fan club in Rochester, 75 miles beyond Buffalo. Additionally, in a city with as much

dedication to craft breweries as Pittsburgh, I doubt Allen would have been left disappointed. Perhaps a second edition will bring treasures left off the first list.

Overall, this light-hearted and fun read is a must for any Pittsburgh fan looking to do some traveling this fall, or even one staying home for the season—the authors rated Pittsburgh bars as well. Admirably, Miller and Allen will donate part of the book's earnings to charities that help former Steelers players, a wonderful illustration of how strong and close knit the Steelers community truly is.

Book Events

November 7, 2015 • 11:00 a.m. History Center, Museum Shop America's Cradle of Quarterbacks: Western Pennsylvania's Football Factory Reading, discussion, and book signing with author Wayne Stewart

December 3, 2015 • 7:00 p.m. History Center, Detre Library & Archives Beyond Rust: Metropolitan Pittsburgh and the Fate of Industrial America Reading, discussion, and book signing with author Allen Dieterich-Ward

December 5, 2015 • 1:00 p.m. History Center, Museum Shop Golden Arms: Six Hall of Fame Quarterbacks from Western Pennsylvania Book signing with author Jim O'Brien

All three events are free and open to the public but do not include admission to the rest of the museum.

For more information, please contact Caroline Fitzgerald at ccfitzgerald@ heinzhistorycenter.org or 412-454-6373.

Look for more reviews at www.heinzhistorycenter.org/blog/category/online-book-reviews

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LEGACIES

By Elizabeth A. McMullen, Senior Development Associate

Member Profile: Ann Toth

Member Since: 2009

When did you join the History Center?

After the Penguins won the Stanley Cup, I remember standing in a very long line to see it at the History Center. There was a shorter line for members. I said where do I sign up, became a member, and the rest, as they say, is history! It was the best investment I could make.

What is your favorite part of being a member?

I enjoy all the programs that the History Center provides, and attending the exhibition preview events for members that include a reception prior to looking at the newest exhibition. My membership also allows me to come back to look at an exhibit where there are less people so I can really read all the information and take my time looking at everything.

What is your favorite exhibition?

I enjoy the We Can Do It! exhibition because that part of history has always fascinated me.

What is your favorite program?

I enjoy attending the Educator workshops as a former teacher in the public schools (foreign language and history) and as a part-time instructor in safety education at U. S. Steel. Upon retirement, I hope to return to teaching part time.

Tell us your favorite period of history.

I like to read about the home front during World War II, not only what was happening in the war, but how people coped with it and how the war affected everything that people did. I collect movie memorabilia as well as things that relate to the war effort and how



Ann Toth, arms crossed, enjoys the Member Preview Event with Debbie Masich and other members for the *We Can Do It! WWII* exhibit led by Andy Masich and George C. Marshall (seated). Photo by Sout Dietz.

that affected Hollywood: the movies that were made, the publicity, etc. As a way of promoting patriotism, in July 1942, all the magazine covers published had an American flag as the cover. If you remember that people bought magazines from newsstands back then, think about all the magazines displayed for sale with flags on the covers.

I also like to read about the war effort as it pertains to the steel industry in our area, as I have worked for U. S. Steel for 37 years and come from a long line of steelworkers. Most people do not remember that the war was financed by the people in the sale of war bonds. Movie stars sold war bonds to an eager nation. One of the first well-known civilian casualties of World War II was the actress Carole Lombard,

who was killed in a plane crash returning from her home state of Indiana on January 16, 1942, after selling \$2 million worth of war bonds in one day. Most people also do not remember the local connection to the crash: several soldiers from Uniontown were on the flight with her.

For more information about leaving a legacy at the History Center through a bequest, commemorative tile, life insurance, or other gift please contact Elizabeth McMullen, Senior Development Associate at 412-454-6445 or eamcmullen@heinzhistorycenter.org



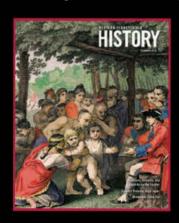


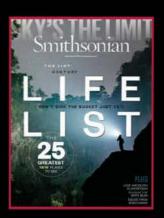
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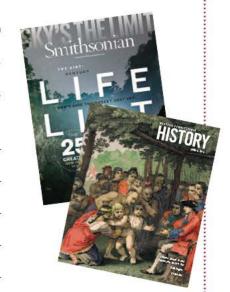
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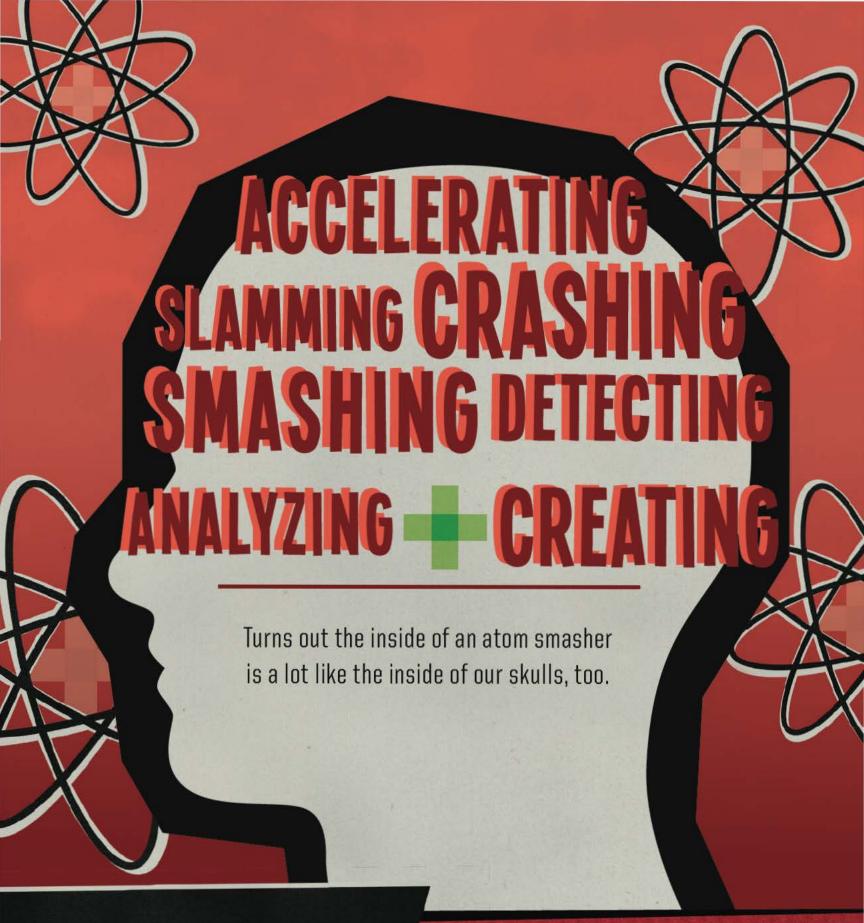
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