Rivers of Steel
National Heritage Area

Mosaic of Industry Journey
Action Plan

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For the Steel Industry Heritage Corporation and the
Steering Committee of the
Mosaic of Industry Journey Area

December 2001
A special thank you to the Pennsylvania Heritage Parks Program for their funding support.
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I. Introduction: Rivers of Steel National Heritage Area

Established by the Commonwealth of Pennsylvania and the United States Congress, the Rivers of Steel National Heritage Area embraces seven counties of southwestern Pennsylvania. Centered in Pittsburgh, the region was historically renowned for more than a century as the "Steel Capital of the World," or "The Workshop of the World." At its peak, the region was home to the world's largest and most productive steel mills fed by ancillary operations of coal mines and coke ovens necessary for steel production. Other industries also grew in the region including glass factories and aluminum manufacturing facilities. Since the late 1980s the Steel Industry Heritage Corporation (SIHC) has been working to develop Rivers of Steel by working with communities to "identify, conserve, promote, and interpret the cultural, historical, natural, recreational, and economic resources associated with steel and steel-related industries." (SIHC, Rivers of Steel brochure, 2001)

SIHC coordination of the Heritage Area is focused on developing five regional journeys that are centered in the industrial communities of the Monongahela, Ohio, and Allegheny River valleys. The journeys begin with the central anchoring attraction: the Heritage Area, the "Big Steel Journey" in Pittsburgh/Homestead. The balance are four "satellite" journeys: "Mountains of Fire" in Connellsville/Scottsdale, "Fueling a Revolution" in Brownsville/Rice's Landing, "Thunder of Protest" in Ambridge/Aliquippa, and "Mosaic of Industry" in the Alle-Kiski Valley. Planned strategic development of the Mosaic of Industry is the purpose of this Action Plan. While ongoing development of the Big Steel Journey is key to the "critical mass" singular attraction that can draw visitors to the region, equally important is the emergence of the four surrounding journeys. The "critical mass" attraction acts as the initial tourist draw to the region while the surrounding areas encompass a reason to return and revisit.

The charge given to Rivers of Steel is ambitious and interdisciplinary:

- To conserve, interpret, and promote the industrial, cultural and natural heritage of the region;
- To assist communities and organizations in their efforts to sustain living cultural traditions through events and educational programming; and
- To be a stimulus for heritage tourism that can complement and strengthen other economic development initiatives throughout the region.
- To foster intergovernmental cooperation within and throughout the region, and between and among regional municipalities and state and federal agencies.
The rivers and the valleys they have carved out are key to bringing this exciting vision steadily to a functional reality. The rivers serve as the connective path that unifies sites and communities that bear diverse but interrelated industrial and cultural histories. The valleys carved by the region’s large rivers and smaller tributaries constitute the central interpretive landscape for Rivers of Steel. It is here that the history of Pittsburgh is anchored. Pittsburgh’s location at the headwaters of the Ohio River made it one of the nation’s most important western gateways. The location close to new and emerging midwestern markets, fostered development of the early iron and glass industries. And, this prime interior port access set the stage for the explosive growth of the steel industry in the last quarter of the nineteenth century. Where industry builds, communities follow, and this region saw the parallel development of communities with rich cultural traditions. All central socio-economic and cultural themes of southwestern Pennsylvania history are focused in the river valleys.

And it is here that today working and abandoned steel mills, glass plants and other manufacturing facilities lie; here that industrial historic districts, neighborhoods, churches, union halls and other buildings are clustered; and here that the greatest concentration of parks, trails and other recreation sites are to be found. The rivers themselves offer alternative opportunities for transporting tourists about a region that is often a source of consternation in terms of its roadway navigability. In short, rivers are both the key to unlocking and unfolding the central interpretive themes of the geographically sprawling heritage area, and to providing one important arterial means for its development.

II. The Development of Heritage Tourism in the Pittsburgh Region and the Alle-Kiski Valley

Transformation of the Region

Since the late 1970s Pittsburgh-area business and political leaders have made a concerted and conscious effort to reinvent an image of a “new Pittsburgh,” one symbolized by a downtown corporate skyline and driven by diversified regional economic growth. No longer “hell with the lid off,” as journalist Hamlin Garland once called Pittsburgh, the city has been dramatically transformed. While the region has worked diligently to reinvent itself, there has been a companion and very persistent effort to carry the legacies of the past into the future. Although it is only one part of the economic rebirth of the Pittsburgh region, historic preservation and cultural conservation have played an increasingly integral role in economic development activities. Beginning in the 1980s, the importance of preservation in helping to rejuvenate distressed industrial towns elsewhere inspired new thinking about the economic benefits that accrue for communities that create what historians call
“a useable past.” By the mid-1990s the revitalization of Station Square, the Strip District and the South Side exemplified the national trend of using the historic built landscape as a spark for community renewal.

Beyond buildings is the cultural heritage of the region: ethnic and religious traditions that remain visible and vital, the strength of occupational heritage that gives Pittsburgh its enduring work ethic. These features of the cultural landscape, that make southwestern Pennsylvania a region like no other, not only speak of our past but enhance the quality of life immeasurably and help to lure new investment. The emerging consensus of political, business and community leaders is that the regional economy needs what has come to be broadly defined as “cultural heritage tourism” to complement both new forms of economic development and those elements of the region’s historic industrial powerhouse that have been sustained in order to flourish.

**Heritage Tourism**

It is in this economic development context that Rivers of Steel Heritage Area planners have aggressively moved forward to promote heritage tourism as part of southwestern Pennsylvania’s future. Cultural heritage tourism invites travelers to visit places and engage in activities that afford a real understanding and appreciation for not the history of a particular region, but also the ways in which the place and its people have evolved over time and managed—even in the face of tremendous external economic and cultural pressures—to endure. Given that premise, heritage areas are usually defined by a single natural, historical or cultural resource but which embrace and help define a fairly wide geographic region. Preservation and promotion of heritage tourism encompasses a broad range of resources:

- **historic** buildings, sites and landscapes;
- **cultural** events, ethnic heritage sites and visual/performing artists; and
- **natural** resources like rivers, parks and trails.

These resources hold special meanings for people in the region, throughout the United States and globally. Heritage tourism constitutes an increasingly important segment of the American and international traveling public. Tour companies and visitors’ centers are paying greater attention because heritage tourists—those who broadly seek some form of “authentic” experience whether at a historic site or museum, art gallery/theatre, and/or natural trail—also tend to spend more time and money in particular locales than other kinds of tourists (theme park travelers, for example). For these and other reasons, the interests of historians, historic preservationists, ethnographers, folklorists, tradition-bearers themselves within regions, and other advocates of environmental and cultural conservation have merged with economic development officials to promote heritage tourism throughout Pennsylvania.
total of eight state heritage areas have now been designated by the Commonwealth—each at varying stages of development, but all demonstrating how the state’s past can enrich the quality of life of a region, deepen a people’s sense of pride in its past, and have a significant and measurable impact on its economic future.

**Applying the Principles of Heritage Tourism to the Heritage and Journey Areas**

**Establishing “Critical Mass” for Rivers of Steel**

As demonstrated elsewhere around the country, one important key to developing a heritage area as geographically expansive as the Rivers of Steel is balancing the need to think and act regionally while simultaneously establishing a core attraction that can best create what heritage planners call “Critical Mass” for the heritage area. To use a familiar example from the national park system, heritage tourism is vital to the economies of southern Montana, eastern Idaho and north central Wyoming because they surround Yellowstone National Park. People come to see historic western streetscapes and rodeos, but they wouldn’t come without an anchoring attraction. In heritage area planning, diffusion of financial resources too thinly across a region can accomplish small amounts of real good in those communities—reviving local cultural pride, strengthening historical interpretation, even drawing more intra-regional visitation, but it does little to attract new visitors to the heritage area.

In terms of the large goal of having an economic impact, that is the ultimate objective: to lure visitors and new potential residents to the region who would otherwise not come here. These visitors might be former residents or descendants who come to investigate the heritage they miss or that is part of them, travelers who seek something genuine off the well-worn tourist path, historical enthusiasts eager to learn of a time past when Pittsburgh helped America to win two world wars through its industrial might, and/or outdoor enthusiasts who can be enticed to cultural attractions. These heritage travelers, because they are visitors who tend to stay longer, will journey to other sites throughout the heritage area—either as a part of their initial trip or as planned return visits. Their subsequent journeys to attractions throughout the heritage area will then feed the development of local sites, and ultimately allow them to sustain themselves. This has made support of significant satellite sites in the other four journey areas grow more slowly than certain local boosters would have liked, but development of the core is evident in planning other successful heritage areas. Thus the essential, concentrated effort by SIHC to preserve and rehabilitate the Boat Building in Homestead, the historic Pump House site of the 1892 Homestead Steel Strike along the Monongahela
River, and the Carrie Furnace across the river in Rankin. This is the heritage area's center of gravity, crafted around the internationally identifying theme of Pittsburgh steel.

Create “Critical Mass” for the Mosaic of Industry

The same principle of critical mass applies to the development of the surrounding journeys. Although there will be new visitors from beyond the region who will come just to see the Leechburg Museum or the Penn Salt Historic District, for example, it is reasonable to assume they will be relatively few in number. Currently Ford City, Victorian Vandergrift and the Roaring Run Watershed Association are communities/organizations with the kind of unique, stand-alone resources who are also supported with aggressive strategic development and marketing plans so that they can new heritage tourists on their own. These are the exception to the rule, however, which is this: the Mosaic of Industry Journey Area is comprised of a multiplicity of thematically wide-ranging and geographically far-flung historic sites and museums and cultural attractions that will need a focal point destination in order to establish critical mass—both in conjunction with and apart from the Rivers of Steel core Big Steel Journey.

Toward that goal, it is essential to establish a Core Interpretive Center for the MOI Journey that links thematically and can be cross-marketed with Rivers of Steel on the whole (in brochures, on the web, etc.), with the other four journey areas and the stellar satellite attractions in the MOI Journey (Ford City and the like) in particular. The core facility must be first class or visitors may well be expected to end their visit right there and move on. Whether traveling from Homestead or from one of the other journey areas, or whether this is the visitor’s first stop in the Heritage Area after a several hundred mile-long trip, visitors cannot be met by a small, poor quality interpretive facility. A successful Core Interpretive Center will provide:

1). A strong overview of the broad historical and cultural themes of the journey area with world-class museum exhibits; and

2). Visitor orientation to the rest of the MOI Journey Area—sites to be seen, roads and trails available, river and rail tours available, and other opportunities for historic exploration.

Development of the Core Interpretive Center as a priority does not preclude moving forward simultaneously with other initiatives in the Journey Area. Just as SIHC has supported and helped to sustain projects throughout the Heritage Area, conducting ethnographic studies and photo town meetings for example, so should development of the MOI Journey proceed holistically. Ultimately, however, the ability of the MOI to leverage outside funding to develop heritage projects will rest on its capacity to establish critical mass, and
therefore, a core facility that anchors and markets the journey area is critically important.

*Think Regionally, Act Regionally*

Again, experience elsewhere has demonstrated that when a multiplicity of small sites act in concert to establish a popular identity that is informed by the historical and cultural themes of their region, their marketing ability is strengthened, as is their ability to leverage funds from private and public agencies. All of the many historic sites and cultural attractions throughout the MOI will benefit from both increased visitation and greater funding potential if they begin to think and act in partnership as the Mosaic of Industry Journey Area. Joint publications (brochures, seasonal newspaper), commonly identifiable wayside interpretation, coordination of grant applications for state heritage park funds are all activities that can be executed through a regional council or consortium of heritage sites and programs and that will accelerate and strengthen the development of the Journey on the whole.

*Link Recreational Sites and Users with Historical and Cultural Enthusiasts*

Although historically not an important element to the regional landscape, either culturally or economically, recreational tourism in the Alle-Kiski Valley and the Pittsburgh region on the whole is growing. Most notably there is the slow but steady emergence of an extensive hiking and biking trail network in southwestern Pennsylvania that is well on the way to linking with trails to the east (Harrisburg and Washington, D.C.) and north (Erie and New York). Like two diamonds in the rough, the development and potential of recreational tourism parallels that of cultural heritage travel in the region. And again, borrowing from the template established by the Rivers of Steel Management Action Plan, every effort must be made to cross-market heritage tourism attractions to recreational/outdoor enthusiasts. Research elsewhere shows that combined marketing efforts often lead trail and rivers users to extend their stay by visiting a historical site/museum or attending a cultural event. A series of wayside interpretive storyboards throughout the trail network will strengthen the linkage between natural and cultural heritage and, accordingly, enlarge the potential economic impact each kind of visitor can have in a community. What the Roaring Run Watershed Association has achieved through partnerships with other local and regional organizations along the Kiski River is a model for this kind of activity and should be replicated throughout the region.
Link Mosaic of Industry to Big Steel and other Journey Areas

There are multiple opportunities for cross-marketing the Mosaic of Industry Journey to Big Steel and the other three Rivers of Steel Journey Areas. Thematic linkages between and among sites and journeys can and should be emphasized wherever possible in interpretation. Although most visitors will take only one journey per trip, opportunities to encourage repeat visitation to other journeys should be developed. Maps and a kiosk illustration of other journeys should be displayed at the Mosaic of Industry Core Interpretive Center. Inter-journey connections can be made more likely with highway and directional signage that bears the Rivers of Steel logo and which is found throughout all journey areas.

Dovetail heritage tourism initiatives with other economic development and marketing efforts

Frequently, economic revitalization looks at abandoned buildings as targets for demolition rather than as assets. Within the MOI journey area, unique economic development projects are incorporating reuse of abandoned sites with historic preservation efforts. Successful reuse of industrial sites focuses community efforts and can lead to renovation and historic preservation of housing, store-fronts and other buildings. Inherent in the revitalization is reuse in new and more economically viable forms. Large homes become inns, tea houses and boutiques. Multi-level stores are converted to mixed use with housing, offices and retail incorporated into historic renovations. Churches and school houses retain exterior architectural integrity while converting interior use to restaurants, apartments or retail establishments. The historic streetscape retains its integrity so that visitors can see the past while communities build a new economic diversity.

In Ford City, revitalization of the former PPG plant is a mixed-use development that includes a heritage center. The overall project has attracted nearly $5,000,000 in state and federal funding including a grant from Steel Heritage targeted to development of the heritage center. Mixed use facilities offer the opportunity for private resources to subsidize public use facilities such as a heritage center. Co-locating the center in the midst of a business park development also increases public awareness of the site and uses the advantage of word-of-mouth marketing. Matched with other private efforts to retain the architectural integrity of the downtown district and housing, Ford City is a model of activity that other communities can copy.

New Kensington, in the infancy stages of planning, has a similar opportunity in deciding the location of a planned aluminum museum. The location is critical to the museum’s success and to the potential clustered development that might follow. Several pockets of successful business development exist in the boundaries of New Kensington. The marina area, the
Tarentum-Bridge Road, and Schreiber Industrial District all have the potential of growing with the successful incorporation of a museum/visitor center as part of the MOI Journey Area.

Cluster areas can grow quickly as in Vandergrift, where the Casino Theatre is the spark for renewed private development clustered around a single attraction. These cluster businesses tend to be entrepreneurs whose dreams are funded both privately and through public loan programs. With the increased focus on tourism at the state level, the opportunity for financing tourism related businesses will increase substantially in the next decade. The caretakers of the MOI heritage need to make concerted efforts to preserve capital assets that have retained their structural integrity despite their age, especially those that can be the core of a cluster or can serve as an ancillary site for an existing core. Strategically planned acquisition and renovation of these assets must be addressed in order to make them available to entrepreneurs who can convert their asset value into a marketable economic enterprise. Old homes become bed-and-breakfasts or tea houses, old office buildings convert to multi-use facilities where tenant's lease payments for second and third floors subsidize interpretative displays or museums on ground floors.

To this point, clusters have come naturally to areas where core development has gained momentum and success. MOI must take charge of the continuation of this development potential.

Forge a Marketing Partnership between MOI Institutions and Private/Retail Partners

A partnership needs to be forged between privately operated venues/community events that are already heritage attractions themselves—ethnic-religious food and craft festivals, large antique shops, riverfront live theatres, art galleries, marina operators, railroad station restaurants, and the like—and institutional partners like museums and historic sites. Long-range planning and marketing of the region will be strengthened immeasurably by coordination between these two natural partners.

Group marketing, calendar marketing, and information exchange bring local events to the attention of tour promotion agencies looking for unique destinations to sell to their base clientele. Where a single event may not generate a day-trip, the combination of events and site opportunities makes the trip more appealing to the end user. Closely scheduled events require overnight or extended stays that generate greater investment of new dollars into the local economy than would be realized from community participation only.

Combining energy and dollars in marketing also opens the opportunity to afford advertising or marketing tools that are not cost effective individually. The operation of a single website identifying a series of related community events,
historic sites, and points of interest provides a low cost, user time sensitive, international access to information.

**Anticipate economic benefits of heritage tourism in the MOI**

Economic development statistics show that over 80% of the new jobs are created by small business. The fastest-growing business sector is service-related businesses and heritage tourism stands out as the best opportunity for new dollars and international spending in any area. Studies completed in the early 1990's found that non-resident visitors depended heavily on local businesses spending two to three times more than locals visiting the same area. According to the Working Together Consortium's Regional Economic Index, tourism is also a significant employer in the region. Many of the positions in tourism are entry-level positions providing workers with an "on-ramp" into the workforce. Increasing the visibility and activity in the MOI promotes economic success in the area in two separate but inter-related ways: stimulating the growth of new businesses and increasing the number of entry-level employment positions in the region. Employee income becomes a value-added economic factor to the region. As tourists spend, employees receive a portion of those dollars which they in turn spend in the region as well. Very little of the new money generated from non-resident spending ends up leaving the region.

There is also significant opportunity to access government funding in support of heritage projects. The Commonwealth of Pennsylvania within the Capital Budget process funds historic preservation projects. The renovation or construction of a visitor's center can be funded in part by an allocation from the Capital Budget. The funding requires dollar for dollar match from private or federal sources and requires a project of at least $1,000,000. Following the philosophy of combining efforts and strategically planning development of heritage sites, this funding becomes a very viable source. In addition, there are other state government funding sources that MOI Journey Area planners can access: Pennsylvania Heritage Parks Program, the Pennsylvania Historical and Museum Commission, the Pennsylvania Department of Conservation and Natural Resources, the Pennsylvania Council on the Arts, the Pennsylvania Humanities Council, and within Allegheny County, the Allegheny Regional Assets District. Private monies from foundations can also be better leveraged once the MOI Journey Area begins to think and act more regionally.

The Pennsylvania Department of Transportation in their call for Transportation Enhancement Projects includes funding for several key components involved in creating the journey area. The funding requires local match participation. Once again, the combination of resources and strategic use of the program through a regional effort will increase the potential of projects being funded.
In all cases, resources exist for a central leadership group to fund a diverse range of eligible projects. The commitment of these resources follows a planned cooperative effort that is justified in return of investments in capital assets, job creation, and new dollar investment. This same group can coordinate with economic development agencies for the funding of entrepreneurial initiatives as well. There are a wealth of state and federal programs designed to finance the visions of the next generation of business who will build the region’s future on tourism as part of overall economic growth.

III. Mosaic of Industry Journey Objectives

A. Establish a popular identity for the Mosaic of Industry (MOI) Journey that:

1) Is defined by the core industrial and cultural heritage themes of the region (see section IV);

2) Marks the region as historically and culturally distinctive while linking it thematically to the larger Rivers of Steel Heritage Area;

3) Helps to create a sense of regional coherence among a wide range of historic, cultural and natural resources;

4) Supports and complements ongoing economic development efforts to market the region and its assets.

B. Create a Core Interpretive Center for the Journey that:

1) Through striking professional exhibits and interpretive programming provides visitors with a thoughtful overview of the industrial history and cultural heritage of the MOI Journey;

2) Through video kiosks and promotional literature, inspires and directs visitors to travel to historic sites and museums and cultural events via the roadways, natural trails, and, ultimately, riverboat tours throughout the MOI Journey, as well as the other Journey Areas of the Rivers of Steel Heritage Area;

3) Establishes a visitors' focal point for the MOI Journey that can attract a steady stream of visitors and create the “critical mass” attraction essential to render the MOI a destination;

4) Have a measurable economic impact upon the community in which it is situated; and

5) By solidifying the MOI region as a destination for heritage tourism, will spawn additional public and private investment at other sites.
C. **Establish a regional Mosaic of Industry Heritage Council** that is comprised of leadership from all local museums, historic sites (public and private), and cultural organizations. As the regional Journey Area organization, its purpose shall be to:

1) Guide the production of regionally linked MOI promotional and interpretive materials such as a brochure listing historic sites and museums, wayside storyboard interpretation, and a seasonal newspaper with historical features, advertising, and calendar of events.

2) Strengthen the development capabilities of individual museums and historic sites. By coordinating fundraising activities—perhaps even pooling assets formally—small museums and historic sites will increase their chance to obtain and leverage funds from state and federal agencies, private foundations, corporations, and individual donors.

3) Alert members to potential funding opportunities through state agencies, potential intern and work study applicants who can help fill staffing needs.

4) Serve as the official liaison between the MOI Journey Area and the Steel Industry Heritage Corporation, ensuring that local projects are consonant with the goals and objectives of the larger Rivers of Steel Heritage Area.

5) Promote the conservation of buildings and historic sites of significance to MOI themes in particular, and strengthen historic preservation generally throughout the region. The Council should consider developing a "Most Endangered Historic Properties" list and providing guidance to local property owners who wish to rehabilitate historic properties.

6) Conserve and promote living cultural traditions and activities critical to the vitality and social fabric of communities, particularly those related to ethnic and occupational heritage. Support and establish new programming that advances these goals, particularly those that can advance generational and multicultural understanding and appreciation.

7) Foster greater communication, coordination, and programmatic linkages between historical and cultural organizations, natural recreation resources and the historical/cultural landscape, between public and private entities with a common interest in heritage tourism, and between and among communities throughout the Journey Area.

8) Produce a significant and measurable impact on economic activity in the MOI Journey Area within five years. Impact will
be gauged by such criteria as increased numbers of visitors to sites benefiting from MOI initiatives, higher levels of business activity during the tourist season in key communities, or new business starts or business expansion directly or indirectly related to a nearby heritage tourism enterprise that has benefited from the development of the Journey Area.

IV. Regional Inventory of Heritage Resources

➢ Corridor I—Upper Allegheny Valley: Freeport-Ford City/Kittanning-Brady’s Bend

Freeport lies at the southwestern corner of Armstrong County, and thus marks the mid-western edge of the Mosaic of Industry Journey Area. Heritage resources include a Walking Tour, with a brochure developed by the Armstrong County Tourist Bureau (ACTB). Although there is no downtown Historic District, the community's architectural landscape has retained a reasonably high degree of integrity and a high proportion of occupied storefronts. . . Shoop’s Clothing is the longest continuously family owned clothing store in the United States, and Brestensky’s Meats features locally made Polish sausages. . . The riverfront at the far north end of town continues to be well utilized by large industrial enterprises. The community itself features a narrow Riverfront Park with lovely views of the Allegheny River, and a PA Fish Commission Boat Launch at the confluence of the river and Buffalo Creek.

In the Laneville section of town along Buffalo Creek sits Mickey’s Mill—a remarkably intact 3-story former grain mill that has retained every piece of original milling equipment and is now owned by the Freeport Area Historical Society (funded to date solely by members and donations). The Mill is one block away from the Freeport-Buffalo Rail-Trail, which is projected to link with the Armstrong Trail across the river once the Freeport Bridge is reconstructed, and could conceivably link with a trail on the west side of the river heading toward Harrison Hills Park. . . The Freeport Cemetery boasts a dramatically imposing Civil War statue, the largest CW memorial in Armstrong County. Every July Freeport hosts the Freeport International Baseball Invitational, a tournament that draws visitors from around the country, Caribbean and Japan (other local sites include Natrona Heights and Arnold). An annual House and Garden Tour held in the summer.
showcases a select and rotating number of the historic homes in the community. The **Freeport Community Theatre** hosts one annual **Heritage Play**—thus far focusing on frontier-Revolutionary War themes, but playwright/producer Ren Steele has an interest in developing productions on industrial and ethnic-immigrant themes.

The **Armstrong Trail** begins on the east side of the river at Aladdin, one mile north of Schenley. Extending to East Brady at the north end of the county, the Trail remains unimproved in most areas—with the notable exceptions of more than a mile each of asphalt in Ford City and limestone from Manorville to Kittanning. On the way, trail users encounter at least 15 intact moss- and brush-covered **coke ovens** (between Johnetta and Kelly Station), the crumbling remains of an **old distillery** (Logansport), **Lock and Dam Nos. 5 & 6** (on the National Register of Historic Places), a PA Fish Commission **Boat Launch** and **railroad bridge** (Rosston), the **Ford City Industrial Heritage Park, Kittanning’s Riverfront Park** and **Historic District**, and the **iron-making town of Brady’s Bend**. In addition, the **Baker Trail** heads northeast out of Schenley toward Crooked Creek Lake and beyond.

The mixed-use redevelopment of the riverfront in **Ford City** on the former site of the PPG Works is one of the most exciting projects in the Journey Area. Funding has been secured for the **Ford City Industrial Heritage Park** through federal and state agencies to rehabilitate large sections of the facility. Currently 250 persons are already employed at businesses located inside the complex. Through SIHC/PA Heritage Parks support, one building will house a **PPG Industrial Heritage Museum**. Commitments have been made from local universities to assist with exhibit planning and development. When it reaches Ford City, the Armstrong Trail will be redirected one-quarter mile (from its current path) toward the west side of the Heritage Park and run along the river. Ford City also has a boat launch, and plans are being considered for a **Landing Area** in the southern portion of the Heritage Park. Ford City has a **Walking Tour** (ACTB) as well as an **eligible Historic District** that extends several blocks in the downtown section. Local officials are also working on bringing Ford City into the **Main Street** program. Cultural events include the annual Ford City **Heritage Days** Festival, held around the 4th of July in the town park (facing the Industrial Heritage Park) and featuring ethnic foods, craft booths and live music. There are several thriving ethnic clubs on Third Street, facing the PPG complex. The churches of Ford City sell ethnic foods on a regular basis throughout the year.
Linked from Ford City and Manorville by the Armstrong Trail, Kittanning features a redeveloped Riverfront Park with a 1,000-seat amphitheatre, winding walkways, and picnic pavilions (ADA compliant). The community is awaiting release of federal funds to develop a Landing Area that can allow quicker and easier riverboat access in and out of the community near the park. Kittanning has what has been described as the “best Boat Launch on the Allegheny” (though privately owned) as well as a fine Marina. The park is the site of the hugely popular Fort Armstrong Folk Festival held annually in late summer, featuring local crafts and ethnic foods. Adjacent is a large National Historic District of strong integrity and a Walking Tour (ACTB). Its strongest interpretive theme is the Native American/frontier era; the community is slated to be part of the emerging French and Indian War regional network of historic sites.

Although it takes the visitor beyond the core of the Journey Area (on a very scenic drive), Brady’s Bend lies just within Armstrong County on the Allegheny River and its significant industrial landscape must be noted. Still extant from the first large-scale iron-making community west of the Alleghenies are several iron furnaces and a sandstone Episcopal Church (funding by members and donations)—resources listed on the NR, the latter owned by the Brady’s Bend Historical Society, along with several rows of original worker row houses built by the Great Western Iron Company, a “Millionaires’ Row” of owner/manager homes, a 2-story Iron Company school house from 1857, two company stores (one still operating as a store), and an 1870s-era blacksmith shop. All of these resources are in fair to excellent condition. Current visitor-ready attractions include an old factory renovated as a popular antique mall, a 400-foot overlook of the 350-degree circling Allegheny River (with a 50-car parking lot), an improved Fish Commission Boat Launch, riverside private campgrounds. An increasingly popular Riverfest occurs in late July and draws several thousand visitors.

Finally, just outside the Journey Area (Butler County) is the community of Saxonburg, home of the nineteenth-century inventor of steel-wire rope, John A. Roebling. The Saxonburg Historical Commission operates the Saxonburg Museum showcasing Roebling’s story and other local history. Held in the community’s historic main street area, the Saxonburg Festival in late summer is one of the area’s largest.

Note: Also in Butler County—West Winfield—is an intact iron furnace dating from the mid-nineteenth century, which officials of the Ford City Industrial Heritage Park tentatively plan to move to the front of the park to serve as a popular identifying icon for the facility. Financial support for that relocation is slated to come from the owner of the property.
Corridor II—Kiskiminetas Valley: Schenley to Avonmore

Schenley is home to the Schenley Industrial Park, former site of the Schenley Distillery. The complex has been readapted for mixed light industrial use and has near complete occupancy. Two structures historically associated with the distillery situated on the periphery of the property remain vacant, however: the former superintendent's home Travelers aboard the Kl,kl (overlooking the river), and the guardhouse. The former seems to hold the potential to be redeveloped as a bed-and-breakfast; the latter is located next to the rail line that since 1996 has been given new life by the Kiski Junction Railroad (KJRR). On six excursions per week the KJRR takes up to 125 tourists four miles east to Bagdad, picks up a load of scrap steel from the Allegheny Ludlum plant there, and hauls both tourists and steel back to Schenley (from there the steel goes on to AL’s Brackenridge and Natrona plants via the Conrail line). Interpretation is “live,” historically very well informed, and complements the scenic views of the Kiski Valley and the (Allegheny R.) junction. At all other times, the KJRR hauls only the steel. Underwritten to a certain extent by the owner of the line, KJRR operators are looking at several initiatives to expand the potential here:

a. Extension of the tourist line one additional mile to Leechburg (request pending with AL);

b. Trails both alongside the track and one linking the Armstrong Trail across the Kiski into the historic Lucesco area (and from there connecting south toward Riverforest Country Club and the Treadway Trail); and

c. Development of a landing area near the Kiski Junction train bridge at which passenger vessels could disembark passengers for train rides.

Leechburg resources include a NR-eligible Historic District on Market St., a Walking Tour (ACTB), and the Leechburg Area Museum and Historical Society. Funded almost entirely by members and donations, the society is housed in the former home of David Leech, an important figure in the story of the Pennsylvania Main Line Canal story. The museum has a fine collection of Schenley Distillery artifacts and memorabilia, among other extensive local history collections. Currently in Leechburg there is an effort to create a walking/biking trail that would extend from the northwest corner of the borough (near the Allegheny Ludlum Leechburg plant) and wind its way under the Leechburg Bridge (Rt. 66) along the river past the Marconi (Italian) Club. The Marconi Club has granted a conservation easement to trail organizers, allowing the trail to follow a path that will take it past the club’s bocce court and the Kiski River. From there, it will wind through a few back streets until it makes its way back to Canal Street at the east end of town.
Funding and permissions have been nearly completely secured for this Leechburg portion.

At this point trail users will be able to go one of two ways: either along Rte. 66 (east side of river), where PennDOT has posted “SHARE THE ROAD” signs (and where for the next several miles trail organizers hope to create a series of ‘parklets” linked by roadside trail), OR they could cross the historic Leechburg-Hyde Park Foot Bridge—built upon abandoned railroad bridge piers after a flood nearly a century ago. The bridge also takes travelers over the scenic Kiski River into Hyde Park, where the forthcoming Wilder Business Park promises new economic life. The river side of this light industrial business park will feature a walking trail (extending from the footbridge), and a canoe launch. [Shallow depth of the Kiski River beyond Leechburg makes anything other than canoes, kayaks and rowboats prohibitive.] The development will adjoin the Hyde Park Foundry that has operated continuously for more than a century. The Hyde Park Museum (funded by donations and members), showcasing industrial history of the Hyde Park Foundry and other local memorabilia, has recently opened a short distance away from the river front development. Up the Kiski River about two miles from Hyde Park is the proposed Pine Run Park, currently being developed by Allegheny Township.

Just east lies the “Workingman’s Paradise” of Vandergrift, featuring a sprawling National Historic District (downtown and residential), currently interpreted by a Walking Tour. The crown architectural jewel and centerpiece of the revival of the Olmsted-designed community is the Casino Theatre for the Performing Arts—undergoing an extensive restoration. Funding has come from a variety of local sources (e.g., brick campaign, direct contributions for particular items) and from private foundations and state agencies, including SIHC. Intermittent between months-long periods of restoration work, the Casino is open for regular performances, selling out nearly every show since 1995. Bus tours of the theatre and district have become increasingly frequent. The Victorian Vandergrift Historical Society is housed in the former Sherman Avenue School, just outside the district. It is funded solely by members and donations, and hopes to be able to hold regular hours within the next year. Vandergrift stages its annual Fireman’s 4th of July Festival. Nearby East Vandergrift features its annual Ethnic Days—a two-day event in mid-June that was initiated by several ethnic churches and while “less ethnic” than it once was, still features a great sampling of eastern European foods and traditional crafts (some Old World-made) and music. Still operating
in Vandergrift is the former *Apollo Iron and Steel Company*, now owned and operated by *Allegheny Ludlum* Steel Corporation. Currently there is no public visitation in the plant. Nevertheless, heritage tourism in Vandergrift has grown and had a significant impact on the local economy—a trend that will only grow as the restoration of the Casino moves toward completion.

As suggested earlier, trail proponents in the Kiski Valley hope to extend the emerging Leechburg biking/walking trail along the Rt. 66 scenic corridor between Leechburg and Apollo. Given the increasing popularity of the Roaring Run Trail and its own development plans (see below), the potential usage for such a trail is very high.

Downtown *Apollo* has but a few remaining historic buildings with strong architectural integrity (e.g., Chambers Hotel). Beyond the commercial district, however, there is the *Women’s Christian Temperance Union* building—now the home of the Apollo Area Historical Society (funded solely by members and donations). The Society is currently unable to keep regular hours at the WCTU, offering programs on a sporadic basis. The building has great potential to help tell the story of the WCTU and of women in the Progressive Era, particularly since several blocks away is the childhood home of journalist, reformer and feminist *Nellie Bly*. The building is now privately owned and rented as apartments, but local economic development officials are interested in trying to find a buyer who could transform it into a Bed and Breakfast; these two buildings and their stories are linked, and plans for their redevelopment might best proceed together. The Pittsburgh Civic Light Opera recently produced and performed locally in the schools *The Amazing True Adventures of Nellie Bly*, a musical opera commemorating her life. . . .The *Drake Log Cabin* lies at the east end of Apollo’s residential section. On the NR, the nineteenth-century frontier home is well cared for by the Apollo Area Historical Society and is the site of the annual *Log Cabin Day*, which features Native American and frontier craftsmen, storytelling, traditional foods, and cabin tours.

The featured site of Apollo, and greatest visitor attraction to date, is the *Roaring Run Trail*. Developed over the past decade or more by the Roaring Run Watershed Association (RRWA), the Roaring Run Trail begins in a parking lot (with pavilion) one mile east of Apollo at Cherry Lane. The trail at present is two miles long and well graded with crushed limestone (ADA-compliant). It runs along the Kiski River on one side and the former towpath of the *Pennsylvania Main Line Canal* on the other. There are visible remains along the trail of the canal including stone revetments.
and bridge abutments, a dam base and guard lock. Interpretive markers highlight some of the canal history but more are needed. Current RRWA plans include the purchase of a 212-acre parcel that would allow the group to extend the trail east to Edmon, thus establishing a trailhead with parking lot and pavilion at both ends. The proposed trail extension would embrace the best and largest of all extant canal remains in the Kiski Valley—declared eligible in 1996 for listing on the National Register. RRWA members also have done considerable restoration of the watershed and other associated environmental service work in the region. In addition to the Edmon extension, RRWA plans to build a connecting trail to the remains of the 1825 Rock (or “Biddle”) Iron Furnace, situated along Roaring Run; there also are long-range plans to reconstruct the furnace. In 2000 the trail drew an estimated 50,000 visitors from throughout southwestern Pennsylvania; extension of the trail promises to double that figure. Economic impacts are measurable in Apollo: gas stations, restaurants and other service outlets report a 20% increase in business since the opening of the trail 7 years ago. This impact will strengthen as the trail becomes part of the emerging Millennium Heritage Trail that will stretch from Harrisburg to Pittsburgh.

The RRWA conducts programming on a regular basis: wildflower hikes, Native American history interpretation, moonlight hikes, canal history interpretive hikes, and more. For the past several years, the RRWA also has collaborated with Kiski-Conemaugh River Basin Alliance and the Strongland Chamber of Commerce (the sponsoring organizations) on annual Canoe River Sojourns. Beginning at a different point each year, canoeists paddle down the Conemaugh and Kiski Rivers (last year finishing on the Allegheny River), stopping at various points such as the Canal Remains on the Roaring Run Trail, the Drake Log Cabin, or the Leechburg Museum for refreshment and interpretation breaks. This is a great event that has the potential to become a regularly offered program—perhaps by a private canoe outfitter partnering with the non-profit sponsors. Tour de Strongland is an annual bike race sponsored by the Strongland Chamber that often uses the Roaring Run Trail for part of the event. The Chamber also sponsors Tour de Trout, an annual fishing tournament held at nearby Northmoreland Park. The sojourns have helped to spotlight the recovery of the Kiski-Conemaugh River system from a near-lifeless state 20 years ago to one which was recognized by the Pennsylvania Department of Environmental Protection as its 2000 “River of the Year.”

The Avonmore Historical Society is housed in the former office of Avonmore’s first doctor. The organization holds monthly meetings with occasional speakers, but like the Apollo group, have a difficult time keeping their doors open even once weekly with volunteers. Funds are raised through small fundraisers and a modest membership fee. There has been little effort at historic preservation, and the downtown business district has been hollowed out. There is still an industrial presence: National Roll’s 225 employees

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Rivers of Steel
State and National Heritage Area
Mosaic of Industry Journey
Corridor 3: Central Allegheny Valley
manufacture rolls for steel rolling mills. Reynolds (bridge beams) employs 100. An **Italian and a Polish Club** still survive and there are occasional dances at which local musician **Ray Skravinsky and his Polka Band** usually perform. A **Fall Festival** has been known to attract nearly 10,000 people over a two-day period.

Note: Though just outside the Rivers of Steel Heritage Area, historic Saltsburg holds its annual **Saltsburg Canal Days** every June and is a significant attraction in the neighboring Path of Progress/Allegheny Ridge Heritage Area. Like Saxonburg, it ought to be noted under “other area attractions.”

► **Corridor III—Central Allegheny Valley: Creighton-Natrona/Lucesco**

**Holy Family Roman Catholic Church (Slovak)** in **Creighton** offers ethnic foods for sale year around and also stages a large annual **Festival** at the nearby Shriner’s Syria Mosque in Cheswick. **PPG Works I**—site of the first plate glass manufacturing facility in the United States—remains a thriving industrial facility, though no visitor tours occur at this time. Neither is there any public marker on Freeport Road noting the plant’s significance, nor the fact that it also is the site where Tarentum blacksmith “Uncle” Billy Smith first perfected the oil-drilling technology that he would use to make Col. Drake famous in Titusville in 1859.

A few of the complex of PPG worker homes remain adjacent to the plant, though to date they have not been listed or declared eligible. The riverfront between New Kensington and Tarentum, including Creighton and Glassmere, remains almost exclusively devoted to industrial uses, with little public access and room for trail development. A functional (Con)rail line continues to operate for industrial purposes.

A 15-minute drive west out of Creighton takes one to the **coal patch communities of Russelton, Curtisville and Rural Ridge**, where although there has been no effort to preserve the coal-mining story (other than community history publications and occasional centennial celebrations and the like), the culture, historical character and architectural integrity of each community has remained strong; company houses and local churches have changed very little, for example. These communities were scenes of bitter, occasionally violent clashes during the “Coal Wars” of the 1910s and 1920s, when in union organizing circles the Alle-Kiski Valley was known as “Black Valley.”
On the main street of west Tarentum (Seventh Avenue) there is a row of PPG worker housing that likely would be eligible for NR listing, though no effort has been made to do so anywhere in the community. In 1995 the Alle-Kiski Valley Historical Society (AKVHS) completed an oral history project, *Voices of Faith, Years of Change*, highlighting the industrial, ethnic, and religious heritage of west Tarentum, out of which came a *Walking Tour* brochure. One event highlighted in the brochure is the *Sacred Heart Church Corpus Christi Sawdust Carpet* celebration, a spectacular German-derived religious tradition commemorated in mid-June since 1943. Once male-only, the event is now parish-wide and stronger than ever. Any promotion of this event beyond the parish should respect its sacred nature and be careful not to compromise its integrity....the *Slovak Heritage Association* of the former St. Clement parish (merged into Holy Martyrs with Sacred Heart) continues to preserve the Slovak heritage of the church and community. Slovak language classes have been held in the past, and the *Stedry Vecer*, an annual traditional Christmas Eve dinner, continues. In 2000, the organization collaborated with the AKVHS on a hugely successful Slovak exhibition and musical program at the Heritage Museum; with several hundred in attendance, it was one of the largest events ever sponsored by the AKVHS.

*Tour-Ed Mine and Museum* has the widest and longest reputation for industrial heritage programming of any visitor-ready site in the MOI Journey Area. Since 1975 they have been drawing thousands of visitors per year, most of them school children on field trips. Former miners serve as guides, taking visitors deep inside a former operating coal mine for an education on the evolution of mining in southwestern PA over a century and a half. At one time this mine was part of one of the largest in southwestern Pennsylvania (the mine extended for several miles east to Natrona’s Allegheny Ludlum mine and had trestles extending across the valleys). The tour has recently been modified: visitors no longer take a coal miner’s car into the mine, but rather walk in 300-400 feet deep. Otherwise, visitors receive essentially the same tour. In addition to an indoor mock-up miner’s village, modest museum, and gift shop, the site also includes a **wide assortment of other historical artifacts on the grounds** including an early nineteenth-century log cabin, wagon shed (completely outfitted), and rail fence, a 1924 Ford tractor, a 1940s era railroad caboose, a blacksmith’s trip hammer, a steel ladle and bucket from Allegheny Ludlum, an original toll booth from the Pennsylvania Turnpike, and two WPA-built outhouses from nearby Job’s Hole. This is the Alle-Kiski Valley’s Greenfield Village. A number of these artifacts are in a deteriorating state and few receive
even modest interpretation. The site drew approximately 7,500 visitors in 2000, the majority of whom were school children. Well situated geographically, Tour Ed is well positioned for growth but is in need of significant redevelopment.

One reason for Tour-Ed's potential is the additional acreage of land above and surrounding it and its longstanding partnership with the Allegheny-Kiski Valley Historical Society. In 1981 Tour-Ed developer Ira Wood generously donated 13.5 acres of property to the AKVHS for use primarily to date for the annual Flea-Tique Series, which runs from May through October. The Flea-Tiques have been the financial lifeblood of the AKVHS for more than 20 years and that will likely remain so, for the short term at least. The Society is now in the process of considering development of their property as either an outdoor amphitheatre and/or outdoor living history museum. One other idea worthy of consideration is to develop here the Core Interpretive (Visitors) Center for the Journey Area, built adjacent to, or as part of the Mine.

The Alle-Kiski Valley Heritage Museum (the former American Legion Post 85), owned and operated by AKVHS, is a magnificent art deco jewel, with cobalt blue glass (PPG) panels adorning the ballroom, striking etched-glass, backlit glass mirror maps depicting the Pacific and European theatres of WW II, and Cararra glass tiling throughout. Painted on the walls of the entrance foyer is a two-story mural depicting the AK Valley’s home front contributions during World War II. The exterior upper façade is engraved with the names of WW I battles. The building is clearly eligible for the NR, though the nomination has not been completed. The mural needs restoration, but the building on the whole has been largely rehabilitated over the past few years. Needed now are additional climate-controlled storage areas and a professional interpretive plan that would focus on the industrial and cultural heritage of the MOI Journey Area.

The AKVHS is funded by the Flea-tique series, nearly 200 members, museums admissions, donations, sales, and an annual grant of $5,000 from the Allegheny Regional Asset District. They also have received several other grants from SIHC, the Pennsylvania Humanities Council (PHC) and the Pennsylvania Historical and Museum Commission. Open three days a week year-around and offering regular school tours, the Heritage Museum offers a continuing series of humanities and local history programs. They have sponsored PHC speakers, hosted PHC-funded reading and discussion programs, and a hugely successful Ethnic Heritage Exhibit/Program Series in 2000. The latter is the kind of an event that the Society ought to build
upon—perhaps an ethnic heritage consortium could be established. African Americans, Poles, Italians, and as previously noted, local Slovaks all held cultural programs and had temporary exhibits hosted by the museum. They also have sponsored an Alle-Kiski Heritage Fair that solicited student projects and papers from regional school districts. Reasonably successful, this program ought to be revitalized. The AKVHS also now offers basket-making classes—perhaps the beginning of more to come. They would do well to consider collaborating with ethnic organizations, churches and occupational retiree groups to develop other educational programming such as pysanki (egg decorating), ethnic cooking, language, and aluminum metal crafts.

Of all existing facilities, the Heritage Museum has the greatest potential to serve as a Core Interpretive Center for the Journey Area. For potential river travelers, it is within walking or shuttle distance of the PA Fish Commission Boat Launch under the Tarentum Bridge, and another potential Landing Area at the foot of Wood Street. It also is only five minutes from Tour Ed Mine, and the Tarentum exit for Route 28. The largest obstacle is the lack of parking—a significant but not insurmountable problem.

There are a number of other historic properties scattered about east Tarentum—a few of them marked by Tarentum History and Landmarks Foundation with plaques noting their significance. Regrettably, too many of Tarentum's old structures are in a state of disrepair and seemingly headed for demolition. The borough is desperately in need of an economic revitalization plan (east and west) that might target select areas for historic preservation/district designation. In addition to the Heritage Museum, there are resources around which to build: Tarentum Riverview Memorial Park (largest in Allegheny County, though the borough unwisely allows dock lessees to restrict public access to the riverbank proper), potential river landing areas, the Tarentum Station Restaurant (NR) and the Praha Hotel, a recently rehabilitated Victorian era structure on a key downtown corner, Gatto Cycle Shop (the former John Ford-built YMCA) and others.

Riverview Memorial Park seems to be grossly underutilized. There are regular concerts staged in the band shell and the 4th of July fireworks are viewed from this location by thousands, but otherwise no festivals are currently held in the park and even the Snoopy kids' swimming pool has gone unopened for several years in a row because of a plumbing problem. Because of these issues, a park concessionaire is currently trying to sell out. There is enormous potential here: return of a popular firemen’s festival, an ethnic festival involving the west Tarentum, Brackenridge and Natrona churches and other fraternal
organizations, etc. There also is potential for linking the park via trail signage to Brackenridge's Riverview Memorial Park (through the WPA-built Dresher Stadium), and then further down river toward Natrona's thin strip of riverfront park and from there to Harrison Hills Park trails (slated for extension to the river according to the County Park Strategic Plan).

One block away from the river, Brackenridge Avenue is the historic heart of this community—a couple of ethnic groceries continue to thrive on the Avenue (the town was once called Avenue, PA), and overall the street has maintained a reasonable degree of economic vitality and historical integrity. An Italian bakery has recently opened on the street. The street begins at and faces Allegheny Ludlum's historic Brackenridge-Natrona plant, which has a number of historic industrial buildings dating to the late nineteenth century that clearly would be eligible for NR listing. Again, no tours of the plant are available, but the AL story might be interpreted with a wayside interpretive story board marker (the Natrona walking tour does note it briefly). There is already an interpretive marker on Argonne Dr. overlooking the plant, near the site of the Fannie Sellins assassination during the Great Steel Strike of 1919, but it says little about the rich and deep history of Allegheny Ludlum.

The Sellins Labor Heritage Site is linked with the Natrona Walking Tour (designed in 1995 by the AKVHS with PHMC funding) by way of another wayside interpretive plaque and brochure located at the entrance to Natrona's Penn Salt National Historic District. Nestled tightly between the river and a steep hillside, Natrona boasts a Historic District of over 120 buildings, several associated historic churches, and a pedestrian-oriented streetscape of still reasonably strong integrity that speaks of Old World cultures and mid-and late-nineteenth century American architectural styles. In addition, it is bounded north and south by the Allegheny Ludlum Steel Corporation—a large plant that makes the industrial heritage of the community more vivid and present. Several large brick building remnants from Penn Salt's original sprawling complex remain on site. Also still present are several relatively strong ethnic and religious organizations: the Knight of Columbus, Polish National Alliance, Slovak Hall (still has duckpin bowling), the Kosciusko Club, the Polish Roman Catholic Union. Certainly it is true that fewer local ethnic traditions are carried on and by fewer residents than they once were, but there would seem to be potential for helping these organizations find ways to recover and preserve them. . . .

Natrona Park has a small and steep boat launch which might be improved. . . . The boarding house where Leon Czogolsz (McKinley's anarchist assassin) resided (allegedly) still stands on River Road.
Natrona seems to be at a crossroads: recently the community has suffered a series of fires that have destroyed a number of historic structures; there has been demolition of others. There is a high rate of absentee ownership and landlord neglect, a problem the township is currently confronting. In 1994 a Revitalization Study commissioned by Harrison Township called for modest investments by the township as a way of leveraging significant public monies and luring private investment to revitalize this historic community. Regrettably, that study's recommendations have been summarily ignored. Despite that failure, a local theatre entrepreneur has renovated an old bank into The Olde Bank Theatre. Two artists have established their studios in town, as well. The potential for revitalization of Natrona remains very strong; indeed it is hard to conceive of the MOI Journey Area succeeding to any significant extent without the recovery of a community with such rich resources as Natrona.

In Natrona Heights, the Burtner House, a restored late-eighteenth century farmhouse, hosts an annual Strawberry Festival and Harvest Festival featuring traditional cooking and craft demonstrations and Civil War encampments. Dating to the 1850s, the Pittsburgh-Tarentum Campground is a bucolic Methodist summer retreat with late-nineteenth century Victorian cottages shrouded in 125 year-old trees (many planted to honor local Civil War dead). At present the Campground does not offer tours to the public but does offer a regular summer series of religious preachers and music. Harrison Hills Park is part of the Allegheny County Park System and features ball fields, walking and biking trails and scenic overlooks of the Allegheny River. The county's long-range plan calls for the park to be extended to the river (lands previously designated by the Nature Conservancy as prime nesting habitat for a variety of birds). Additional trails in this area might eventually link Natrona to Freeport (Freeport-Buffalo, Armstrong, Baker Trails). Now public housing, Sheldon Park is a former Defense Housing Project built during World War II to house industrial workers and might well be interpreted in some way. AlSCO Park is the former dumpsite for Penn Salt and Allegheny Ludlum. Once listed as a priority on the national Superfund List of hazardous waste sites, the area has recently been cleaned up, capped, and fenced in.

On the other side of the river from Tarentum there is former railroad bed that appears prime for developing as a heritage trail, although presently privately owned. The remains of former coal mines, other industrial remnants (that need to be researched), old Native American caves on the steep cliffs, coupled with outstanding views across the river of Tarentum would make this an excellent trail. It could connect easily with the Treadway Trail, which begins at Braeburn in Allegheny Township. Braeburn still has an operating steel mill, several hundred residents, two historic churches, and a marina at Jack's Island. The land now embraced by the Treadway Trail was purchased by Andrew
Carnegie following the 1889 catastrophic Johnstown Flood and the demise of the Hunting and Fishing Club that helped trigger that disaster; Carnegie had designated this area for his new local summer retreat, although it was never developed as such. The Trail is 2.5 miles long, graded, passes former railroad station sites, and remnants of coal mining tipples. It features a small park area, a handicapped-accessible fishing pier, picnic tables, and an overlook area featuring views of Allegheny Ludlum and Natrona across the river and Lock and Dam (no. 4) with some historical interpretation. Presently the Alle-Kiski Revitalization Corporation is hoping to acquire the remaining 4 miles that would take the trail to the remains of the historic town of Lucesco, where oil was first manufactured from coal (cannel oil) in 1858, and nearby Kiski Junction, and Schenley across the Kiski River.

Corridor IV—Lower Allegheny Valley: Harmar-New Kensington/Arnold

Harmarville has a private marina, with ferry service to Twelvemile Island. Just up river, Cheswick's former Pennwick Distillery has been partially rehabilitated and occupied for mixed business use. It would seem to be a good location for a business offering visitor amenities of some kind—a landing area, river front restaurant, with a view of river islands and Lock and Dam no. 3 (NR). There is another marina in Cheswick very near the Penwick complex. The coal patch towns of Rural Ridge, Russelton and Curtisville, noted earlier, can be accessed on a 10-minute drive that begins in Acmetonia. One might begin such a coal heritage tour with a stop at the Harwick Miners’ Memorial, a black granite memorial to the victims of the 1904 Harwick Mine explosion that killed nearly 200 miners—one of the worst in US history. The memorial is situated near the Route 28 exit at Springdale/Cheswick just off Pillow Ave. Related to that site is St. Mark’s Cemetery, located near the river and across from the Duquesne Light power plant, where many of the immigrant victims of that disaster are buried. On that site is the original, and quite artful stone memorial to the miners erected by the local United Mine Workers union. Across Freeport Road from the Duquesne Light plant is Duquesne Court, a complex of worker housing built for their employees in the 1920s—very much intact and quite possibly eligible for NR listing.

Springdale boasts the Rachel Carson Homestead, the childhood home of the influential writer of Silent Spring and The Sea Around Us, among other works. The Homestead
offers small exhibits on Carson's life and her impact. Although dropped in 1999 with the loss of full-time staff, regular educational programming for children and adults will soon be revitalized and strengthened. Currently hours are weekends only with a part time staff of one. Funds are raised from an annual anonymous donor, an annual dinner, membership, a gift shop, and tours. A recently completed Strategic Plan for the site indicates that capacity for growth is strong. The board of directors is hiring a full-time director who can aggressively pursue development opportunities. In terms of an interpretive link to the Heritage Area, there is a desire to tie Carson's story to the local legacy of industrialization/environmental degradation, and the ecological rebirth that parallels the period of Carson's influence. Under Homestead auspices, a recently formed "Blue-Green Alliance" of labor officials and environmental advocates is seeking ways to increase communication and education on the interrelated issues of community/worker health and the environment. Rachel Carson Park is situated along the river in Springdale and features a boat launch, pavilion and picnic tables, and a handicapped-accessible fishing pier. Springdale hosts the annual 4th of July Firemen's Carnival with a large fireworks display—a classic small town celebration that is very well attended.

The Allegheny Valley Railroad snakes along the east side of the Allegheny River from Pittsburgh to Arnold. One current proposal that has strong regional legislative support and for which a feasibility study has been completed is that of a Commuter and Excursion Train that would extend from Sixteenth Street in Pittsburgh to Arnold. Plans call for two commuter trains per day and an undetermined number of excursion trips. In conjunction with or separate from the commuter rail proposal are plans to extend the biking/walking trail from Pittsburgh alongside the rail bed, through former industrial areas in Barking and Logans Ferry. Such a trail (and rail) would pass abandoned coalmines, the site of an old under-river tunnel that transported miners and coal under the river to the West Penn Power Plant in Springdale, and the Alcoa Powder Works Plant in Logan's Ferry. Logans Ferry also has a Marina and Boat Launch.

The proposed rail and trail corridor would reach into New Kensington, historically the "Aluminum City," site of the first aluminum manufacturing facility in the world. The city's historic landscape is perhaps more extensive than any community in the MOI Journey Area: a downtown National Historic District, the former Alcoa Production Works Historic District (now Schreiber Industrial Park), the former New Kensington Freight Train Station, and Mount St. Peter's—a remarkable Italian Catholic Church that was built from the deconstruction of the Andrew Mellon Mansion in Oakland in 1944. There also are numerous areas that were declared eligible in 1996 but whose owners opted (for now) not to be listed: Aluminum City Terrace.
(designed by Nazi refugees and Bauhaus School architects, Walter Gropius and Marcel Broyer as a WWII Defense Housing Project), the stunning art deco-style **Alcoa Research Laboratory**, the former **Alcoa Clubhouse** (now a Nurses’ training facility), and the adjacent **Arnold National Historic District**, comprised mostly of residential worker housing for aluminum and (American St. Gobain) glass workers. In addition, the consultant who wrote the Multiple Property Nomination also identified the section of worker housing on Kenneth Avenue and the church-lined Leishman Avenue as possible future eligible additions to the Historic District. There is also a privately run marina adjacent to the New Kensington Bridge and the former Alcoa Production Works. The potential exists for the development of a suitable landing area for large passenger vessels.

A New Kensington Chamber of Commerce initiative to establish an **Aluminum Heritage Museum** has focused on the Alcoa Research Lab building as the best possible site for such a facility. Alcoa officials requested that the group submit a formal proposal for the building for their consideration, a process that is developing. The former freight station also is part of those ongoing discussions.

New Kensington churches sponsor a number of large ethnic festivals every summer in nearby Lower Burrell’s VFW Pavilion. The **Syrian Day Picnic, Italian Day, and Polish Day Picnics** are all organized by New Kensington churches with historically ethnic congregations. They feature a smorgasbord of ethnic foods, beverages, and music/dancing. The potential for growing these events beyond the region would seem to be good, with the only limitation the capacity of the VFW pavilion. A “less ethnic,” three-day event, **New Kensington’s Community Days Festival** is held in their Memorial Park along picturesque Little Pucketa Creek and is attended by thousands. The African American community of New Kensington and the valley at large celebrates **Juneteenth** in the third week of June—a celebration of the Emancipation Proclamation that is held in downtown New Kensington.

Arnold is in the midst of a significant redevelopment of its historic **Kennedy/Riverside Park and Ball Fields**. Having received partial funding from the SIHC, Arnold has renovated its historic ball field (NR-eligible) and park, and will place some historical interpretive kiosks focusing on Arnold’s aluminum and glass-making legacy. A canoe launch and floating fishing pier also are part of the immediate project. Ultimately, the city plans to extend the park slightly to the south, toward the Arnold section of the Alcoa Works and add additional historical interpretation. In conjunction with the park and fishing pier, the local volunteer firemen’s company is constructing a marina as a revenue-generator. Project to be completed by 2002. Discussions to establish a **Johnny Costa Performing Arts Center** in Arnold continue to show some promise. The firemen’s company also holds a **Firemen’s Carnival/Ox Roast** at Riverside Park in late summer—an event that might very well grow larger with
outside promotion. There is also Community Days Festival held at Roosevelt Park, which is just across the railroad tracks from the downtown area.

Arnold’s downtown, while not eligible for NR listing, has maintained a reasonably strong level of vitality. There are very few abandoned stores, and there has been some façade restoration (done on an individual basis, not orchestrated by the city). Arnold and New Kensington to a lesser extent, feature a number of Italian bakeries, reflecting the cities’ large Italian population. As indicated above, from Arnold to the Treadway Trail lies the “missing link” of abandoned railroad bed that could connect the Arnold Park/AV Rail and trail corridor with the Treadway and rest of the trail network.

FINAL NOTE: The Alle-Kiski Revitalization Corporation is currently launching Senior Net, a project to teach older residents of the AK Valley computer skills—in exchange for their writing an on-line history of their neighborhoods. The project holds great potential for fostering inter-generational programming around themes of community and industrial history and ethnic heritage.
V. Historical and Cultural Themes, Sub-Themes, Topics, and Interpretive Goals

NOTE: This section is organized by four broad themes, a number of sub-themes, and in some cases topics, within those sub-themes.

A. Rich Diversity of Nationally Significant Industries—more than anything else, this theme distinguishes the MOI Journey Area from the other four and gives the Allegheny-Kiski Valley national significance. From oil, aluminum and glass to coal mining and steel, the region’s industrial history offers an impressive mosaic indeed.

i. Salt—Developing from the Karn’s salt brine wells in 1850, the Pennsylvania Salt Manufacturing Company in Natrona was the first major industry in the Alle-Kiski Valley. Beginning as a salt-drilling operation in 1850, Penn Salt for more than a century produced a stunning array of alkali-based products including liquid chlorine, defoliants and chemical pesticides like DDT, laundry and agricultural chemicals, and a number of aluminous materials. Penn Salt Oil was widely used throughout England in the 1850s (before Drake’s 1859 strike); the company won first prize at the Chicago World’s Fair in 1859. Its production of military explosives made it a Nazi target during WWII. Natrona was the classic company town, as Penn Salt provided their workers with housing, water, power, steam heat and a company store where workers purchased their goods in company scrip.

INTERPRETATION: An overview should be provided at Core Interpretive Center (CIC), with a fuller interpretation through the Natrona Walking Tour and, ideally, at a Natrona/Penn Salt Museum that should be the cornerstone of community revitalization. There is presently a small collection of PennSalt materials at AKVHS.

ii. Glass

► Pittsburgh Plate Glass Company, Creighton/Tarentum, Ford City—In 1883 Scotch-Irish immigrant and Civil War ship Captain John B. Ford established PPG, the first plate glass manufacturing facility in the United States in Creighton. He recruited skilled Belgian artisans to train his workforce, built company housing, established coal mines and natural gas wells to fuel his
production of plate glass windows. By the 1890s Ford and partner John Pitcairn (with whom he later broke) had expanded operations upriver and established the town of Ford City. Ford’s original Works I in Creighton is still operational, while the larger Ford City complex shut down in 1992.

INTERPRETATION: An overview should be provided at CIC (small PPG collection at AKVHS), with a strong museum interpretation offered at the Ford City Industrial Heritage Park and Museum. Wayside marker interpretation should be offered at the Creighton plant. Local Ford City historian John Englert does a fine first person interpretation of Mr. Ford at local schools—a mode of public history education which ought to be explored and developed elsewhere throughout the MOI.

➢ **Chambers Glass Co → American Window Glass → American St. Gobain Glass Works, Arnold**—In 1891 James Alexander Chambers established in New Kensington’s second ward (later Arnold) the Chambers Glass Company (later evolving to American Window Glass/St. Gobain, known by workers as “The Glass House”). At one time, it was the world’s largest producer of window glass. Workers lived in company housing, were paid in scrip at the company store, and played ball for the company at the company ball field.

INTERPRETATION: Overview at CIC. Historical interpretive kiosks planned for the newly redeveloped Kennedy/Riverside Park should be expanded upon; walking tour with brochure and wayside markers are needed for (eligible) National Historical District.

➢ **Challinor and Taylor, Richards and Hartley, J.W.E. Wilson Co., C.L. Flacus, Tarentum/Brackenridge**—numerous makers of pressed glass, blown bottle, tableware glass, some of whose products are now highly valuable (there is C&T glass in NYC’s Metropolitan Museum of Art). Employed large numbers of children and women.

INTERPRETATION: Overview and likely a permanent small exhibit at CIC, given the likely location of that facility in Tarentum and a fine private collection on permanent loan at the AKVHS. The possibility of glass blowing demonstrations/sales at the CIC ought to be explored.
iii. *Aluminum*—The Aluminum Company of America in New Kensington and Arnold was first established in 1888 as the Pittsburgh Reduction Works on Smallman Street in Pittsburgh. In 1891 the company moved upriver to what became New Kensington and was renamed the Aluminum Company of America (ALCOA). For eight decades tens of thousands of Alcoa employees at the sprawling works along the Allegheny River produced several lines of hugely successful cooking utensils as well as large volumes of military hardware during World War I and II. Its importance to the life of the city made New Kensington “the Aluminum City.”

INTERPRETATION: Overview at CIC (outstanding collection of Alcoa Wear Ever products and other artifacts at AKVHS), then a complete interpretation at an Aluminum Heritage Museum in New Kensington—ideally to be established at the former Laboratory building or in part of the former Production Works (as is being done at Ford City). Consider using Alcoa retirees to train volunteers to demonstrate parts of the process. Walking/driving tours of the historic district would also reveal the vibrant city that developed from Alcoa’s growth. Extension of the Allegheny Valley Railroad would bring additional tourist traffic from Pittsburgh.

iv. *Coal mining*—More than 125 coal mines once operated throughout the Allegheny-Kiski Valley, fueling this region’s industrial powerhouse.

INTERPRETATION: Overview at CIC (small collection at AHVHS), then complete (and professionalized) interpretation at (a redeveloped) Tour Ed Mine/Museum. Abandoned coal tipple remnants and reclaimed mining sites to be seen and are already interpreted to a limited extent along the Treadway and Roaring Run Trails. With local community support, a coal heritage tour of the mining communities of Harwick (memorial), Rural Ridge, Russellton, and Curtisville might be established. Large tracts of “patch” housing and related company-built structures remain in these communities, as well as in Kinloch. Reminders of coal’s importance to this valley are virtually everywhere, from Ford City and Rosston to Harmar to Avonmore (where the last mine just closed 3 years ago).
v. **Iron and Steel**

- **Iron making**, Brady's Bend's—Great Western Iron Company was the first place to produce iron "T" rails west of the Alleghenies and first to demonstrate the coking and ultimately steel-making potential of western Pennsylvania soft bituminous coal; Biddle Furnace dates to ca. 1825.

INTERPRETATION: Overview at CIC. Brady's Bend has a wayside PHMC interpretive marker along Rt. 68 near two of the original 1840s furnaces that are still extant. Walking Tour of the historic structures associated with the iron-making days could help tell the story. Roaring Run Watershed Association has long-term hopes of reconstructing the Biddle Furnace and creating a trail up from its main trail on the Kiski River. That story should be told at Apollo Area Historical Society (WCTU)—the AKVHS model of the Biddle might better be exhibited there. Coke ovens on the Armstrong Trail between Johnetta and Kelly Station ought to be uncovered and interpreted with wayside markers and in-depth brochure for the entire Trail.

- **Allegheny Ludlum Steel**, Brackenridge, Natrona, Leechburg, Bagdad, Vandergrift—A specialty steel company with one half of its origins in the New Jersey iron ore fields of the Revolutionary War era and the other half on the "flats" of Natrona has become one of the few remarkable stories of steel surviving and thriving in the "post-industrial" era.

INTERPRETATION: Currently well interpreted on the Kiski Junction RR journey. Overview should come at CIC (small collection of AL products at AKVHS), and some interpretation at a Natrona Museum and on Walking Tour. Optimally, AL would consent to limited visitor access at the smaller Bagdad plant that might allow liability concerns to be overcome.

- **Tool & die spin-offs**, Natrona Heights, Butler County—Oberg Industries is the most well known of several tool and die operations that spun off directly or indirectly out of Allegheny Ludlum. Tool and die is now one of the big driving engines of the regional economy and that story ought to be noted, as a way of linking past with present industrial heritage and technological innovation.

INTERPRETATION: Overview at CIC
vi. **Oil**—In 1842 on the southwest edge of Tarentum (after 1883, site of PPG Works) William “Uncle Billy” Smith, a Tarentum blacksmith, began drilling wells for Samuel Kier that produced large volumes of oil that was used to lubricate textile machinery in Pittsburgh. Smith later drilled successfully in Natrona for Penn Salt, producing oil that was sold in London throughout the 1850s. Near the confluence of the Kiski and Allegheny Rivers, Dr. David Alter produced “cannel oil” from coal that sold well—until Billy Smith was recruited by Col. Edwin Drake to drill wells at Titusville. The Alle-Kiski Valley was soon out of the oil business.

INTERPRETATION: Overview at CIC (small collection of Kier/Smith artifacts at AKVHS). PHMC roadside markers to Smith and Kier are posted in Pittsburgh and Cabot, yet nothing in Tarentum. A wayside interpretive storyboard should be located at the nearest appropriate location in Creighton—ideally, along a riverside trail that might be developed between PPG and the river. [Fishermen have blazed a mile-long trail between a coaling station in West Tarentum and the beginning of the PPG Creighton plant—a trail that might be developed.] The Alle-Kiski Revitalization Corporation is currently interested in developing a small heritage park at Kiski Junction, to tell the story of Lucesco, where there are number of extant “ghost town” remains.

vii. **Pioneers and Titans of Industry**—Uncle Billy Smith and Dr. Alter are obscure but important figures in the world history of oil; Charles Martin Hall, an Ohio inventor, developed the process for reducing alum from earthen ore, leading (along with investment capital from the Mellons) to the establishment of Alcoa in New Kensington. John B. Ford’s leadership of PPG was known for its amicable worker relations (this changed at the turn of the century when Ford left the company); Quakers of PennSalt developed new industrial processes and marketable products while believing themselves to be progressive, benevolent rulers of a moral industrial community. John A. Roebling designed the steel-wire cable that was first applied to the engineering
of the Allegheny Portage Railroad on the Pennsylvania Main Line Canal, and later the design of suspension bridges in Pittsburgh and elsewhere (including Brooklyn). Coal barons and steel titans of the 1900-1935 period represent a classic tale of the power of American capital during the era.

INTERPRETATION: Overview at CIC, Tarentum/Creighton (Smith), Ford City (Ford), New Kensington (Hall), Saxonburg (Roebling), Natrona (Quakers).

viii. **Transportation**—Not unique to the valley but vital and overlooked element nonetheless to the overall industrial story here. From the engineering marvel of the Pennsylvania Main Line Canal to the Pennsylvania and Allegheny Valley Railroads (32 passenger trains per day once ran in Natrona), to the extensive trolley network that for several decades linked the homes and industrial employers of tens of thousands of workers.

INTERPRETATION: Strong overview should be provided at CIC. Canal remains well interpreted at Kiski Jctn. Railroad and along Roaring Run Trail, KJRR could offer an interpretation of railroads in the valley on their tour; ideally could also happen on the AVRR proposed excursion trips that would supplement the commuter service; Roebling's contributions to the canal and suspension bridges illustrated at Saxonburg,

ix. **Distilleries/Breweries, Valley-wide**

Numerous breweries and distilleries once provided thousands of jobs and helped ease the hard lives of industrial workers throughout the A-K Valley. Most notable were Guggenheim Distillery in Freeport (once the world’s largest producer of rye whiskey), Schenley Distillery in Schenley, and the Anchor Brewery in Brackenridge (Brackenridge in fact seceded from Natrona when the latter community threatened a temperance statute at the turn of the century.)

INTERPRETATION: Overview at CIC. There is a nice Schenley collection at Leechburg Museum; a Freeport Museum at Mickey’s Mill might interpret Guggenheim (though collections appear to be minimal).

x. **War-time Home Front, Valley-wide**—like every other industrial powerhouse in the nation, AK Valley industries roared during both
world wars, helping to provide the crucial margin of victory, while also propelling societal and cultural transformations on issues of race, ethnicity, gender, and architectural style.

INTERPRETATION: CIC exhibit (particularly if the Center is the Alle-Kiski Valley Heritage Museum—the entrance foyer mural artistically renders the story). A driving Aluminum Heritage Tour that includes Aluminum City Terrace will tell a powerful story of the American home front during WW II. The Aluminum Museum would reveal the pivotal role of Alcoa in war-time production of aircraft. All local museums have some wartime artifacts, but the strongest is at AKVHS.

**B. Workers’ Struggle for the American Dream**—this is a great American story with strong historical expression locally that can link well to the Big Steel and Thunder of Protest Journeys. Rather than deny the labor heritage of the Valley, the MOI ought to fully develop the story of how workers sustained themselves through lean years and onerous conditions and struggled collectively to earn passage to the American middle class. Enveloped in this epic are various reform movements and voices of the Progressive era that bear tangible expression on the cultural landscape of the Valley.

i. **Conditions for Workers**—as elsewhere in the crude early years of American industrial capitalism, work was hard and dangerous. Industrial accidents and death were routine in many industries. Hours were long and pay meager. Life in company towns varied greatly—from the quality of company housing to the degree of free speech that could be exercised when it came to “talking union.”

INTERPRETATION: CIC overview exhibit will be essential, but also illustrate local particulars in detail at Ford City, New Kensington, Natrona and Vandergrift through exhibits and programs (dramatized readings and first person interpretation recommended).
ii. **Women in industry**—an overlooked industrial story with strong historical expression in the Alle-Kiski Valley.

INTERPRETATION: with a focus on war-time, exhibits should be developed to tell this story at CIC, Ford City, and New Kensington (glass making and Alcoa had particularly large numbers of women).

iii. **The Progressive Era: Radicals and Reformers**—cruel conditions for workers brought an upsurge of radical protest from below and calls for moderate reform from increasing numbers of progressive middle and upper class Americans. Both impulses were felt in the MOI Journey Area.

*Leon Czogolsz*—born in Natrona and labored at Allegheny Ludlum and Braeburn Steel, Czogolsz became so inspired by anarchist ideology as a solution to the horrors of industrial capitalism that he hopped a train to Buffalo and shot President William McKinley.

INTERPRETATION: CIC exhibit overview of “Radicals and Reformers,” and in Natrona walking tour/museum

*Penn Salt Quakers, a harbinger of industrial reform*—the eastern Pennsylvania Quakers who established Penn Salt in 1850 brought with them a vision of a more benevolent industrial community. Their ideas are reflected in the architectural styles and layout of Natrona, as well as in the social and labor history of the town.

INTERPRETATION: Note in a labor history exhibit at CIC, but fuller interpretation on Natrona walking tour and ideally, in a Natrona/Penn Salt Museum.

*Alcohol and the Temperance Movement*—the temperance movement of the late nineteenth and early twentieth centuries lay at the forefront of the larger Progressive era of reform. At the root of the cruel living and working conditions of immigrant industrial workers, the argument went, were their drinking habits. The
Women's Christian Temperance Union (WCTU) was at the heart of the crusade that ultimately succeeded with Prohibition in 1919.

INTERPRETATION: Note in an exhibit on alcohol in the AK Valley during the industrial era at the CIC. That exhibit should discuss the secession of Brackenridge ("Avenue") from Natrona when the latter threatened a temperance statute at the turn of the century that would have shut down the Anchor brewery. Focused and fuller interpretation of the WCTU’s special role should come at the Apollo Area Historical Society’s building.

Nellie Bly—world-renowned muckraking journalist and feminist was very much part of the larger movements of her time to humanize industrial capitalism, reform the political system, and speak for those without political power in society. One of the most famous journalists of the first two decades of the twentieth century.

INTERPRETATION: Note in “Radicals & Reformers” exhibit at CIC, with a major exhibit to be developed at the WCTU building in Apollo. In addition, her childhood in Apollo would serve well as a privately owned and operated Bed and Breakfast for users of Roaring Run Trail and visitors to Kiski Valley generally. Also the “Amazing True Adventures of Nellie Bly,” a Pittsburgh Civic Light Opera production, ought to be performed on an annual basis at some location in the MOI Journey Area—Casino, Freeport, or Old Bank Theatres.

George McMurtry: the “Workingman’s Paradise” of Vandergrift—McMurtry’s Progressive vision of a model industrial town included an architectural landscape designed by the premier American firm of Frederick Law Olmsted; worker-owned stylish homes with modern infrastructure; and a temperance statute to strengthen the moral fiber of his workers. It was also, like most other industrial towns, well defined ethnically and racially (WASP skilled workers clearly distinguished from newer immigrants) and very non-union.

INTERPRETATION: Note in Radicals and Reformers exhibit overview at CIC, and direct visitors to Vandergrift—walking tour, Victorian Vandergrift Museum and local programming, perhaps at Casino Theatre.
iv. The Union Struggle to Elevate Blue Collar Workers to Middle Class—a large American epic that played out dramatically in the AK Valley, as elsewhere in the Rivers of Steel Heritage Area.

"Black Valley"—The largest producing coal mines of the 1910s and 20s in the Alle-Kiski Valley were controlled by tough anti-union industry titans. So harshly repressive were they, so heavily patrolled by their Coal and Iron Police that the valley became known in union organizing circles as "Black Valley."

INTERPRETATION: Ideally this theme should receive its strongest treatment at Tour-Ed Mine and Museum and on a coal heritage bus tour through the “patch towns” previously noted; otherwise in an overview exhibit on coal mining at CIC.

Fannie Sellins—An organizer in the garment industry initially, Sellins migrated from St. Louis to West Virginia coal fields, and then was sent by the UMWA to the Alle-Kiski Valley to organize miners and steel workers. Her increasingly successful efforts made her a target. On the eve of the Great Steel Strike of 1919, she was assassinated by the Coal and Iron Police on August 26 in Brackenridge, on a hillside miners’ camp overlooking Allegheny Iron and Steel.

INTERPRETATION: Labor heritage exhibit at the CIC. In addition, a Sellins Memorial marker is located near the site and is part of a walking tour (brochure) of Natrona’s Penn Salt District—a short walk away. In 1995 a scripted, dramatized live interpretation of her story was presented by three actors, drawn from primary accounts (compiled and written by David Demarest). This dramatic first-person reading could be reproduced again at the Old Bank Theatre. Sellins’ story will link well with the Thunder of Protest and Big Steel Journey Areas.

USWA Local 1196—first “Little Steel” contract in the US—culmination of the decades-long struggle to organize the American steel industry. Occurring in the context of the New Deal and the Great Depression, the signing of the first union contracts
signaled the arrival of hundreds of thousands of steel workers into the ranks of the middle class.

INTERPRETATION: CIC exhibit, and will link to other sites in Thunder of Protest and Big Steel Journey Areas.

*Deindustrialization*—often ignored in industrial museums and heritage areas, the complex but compelling story of what happened to all the mill jobs *and why* it happened should not be forgotten—crucial to completing the story and is always first on the minds of visitors to the Pittsburgh region.

INTERPRETATION: Permanent exhibit at the CIC.

C. **Natural Resources and the Transformation of Environment**—any human history begins with how a people shapes the landscape and uses the natural resources of the region. That is no less true in the MOI Journey Area where nature was powerfully transformed by industrialization and is now undergoing a remarkable rebirth and recovery. One of the prevailing themes of the Rivers of Steel Management Action Plan (SIHC, 1996) for Rivers of Steel is that of the degradation and subsequent recovery of the rivers since the glory days of Pittsburgh’s industrial might ended. As a result of both deindustrialization and regulatory environmental controls, the rivers that once served as the depository for toxic industrial effluent, highly acidic mining waste, and high quantities of sediment from erosion caused by timbering and mining can now provide the key to sustainable redevelopment of the entire region.

i. **Central importance of the Rivers:** Transportation artery; magnet for industry and associated mill communities; center of community recreation; source of disaster (1911, 1936, 1972); tunneling and damming of for coal mining and flood control respectively; New Deal and construction of locks and dams; and focal point of rejuvenation through heritage tourism.

INTERPRETATION: Overview in CIC exhibit, main interpretation along the rivers themselves—though an expansive series of wayside interpretive storyboards throughout the regional riverside trail network.

ii. **Hills and Valleys:** Repository of coal and natural gas—fuels for the industrial revolution; physiographic marker of the cultural landscape (certain groups lived “up the heights,” “down on the flats,” etc.

INTERPRETATION: Walking tours
iii. **Environmental Impact and Recovery**—Like deindustrialization, what happens to the local and regional environment as a result of a century of industrial production is a challenging story often forsaken in the realm of public history that demands an honest telling here. Like the struggle over worker rights, the environmental dimension of the region’s industrial heritage has clear implications for our own time that will resonate with visitors.

- **Darker legacies:** Acid Mine Drainage/Alsco Park/Babcock and Wilcox—Coal mining, chemical and steel production, and nuclear research and development not only brought prosperity but also bore severe costs to the environment. It would take decades to begin the process of remediation and recovery.

  INTERPRETATION: Some locations of environmental degradation are readily visible on the landscape and are noted already on trail tours (Roaring Run and Kiski Valley Junction RR tours both discuss acid mine drainage and their remediation/recovery). Other issues of environmental degradation and decontamination in Apollo and elsewhere are best noted in CIC overview exhibit.

- **Life and Legacy of Rachel Carson**—one of the popular historical misconceptions in the Pittsburgh region is that the environmental movement—launched by the publication of Rachel Carson’s *Silent Spring*—caused the demise of the steel and related industries. That is one myth that can be exploded in a full interpretation of the legacy of Carson’s work, as well as in exhibit on deindustrialization.

  INTERPRETATION: Overview at CIC—noting in particular the irony of *Silent Spring*’s scientifically grounded assault on the reckless use of DDT and its nearby manufacture in Natrona. The CIC should direct visitors to the Rachel Carson Homestead in Springdale for a full telling of the story. A newly formed “Blue-Green Alliance” at the Homestead promises to develop through programs and exhibits the important historical and contemporary connections between industry/community/workers’ health and the environmental issues about which Carson cared so deeply and wrote so brilliantly.

- **Environmental rebirth; rediscovery of the rivers**—the emergence of the Heritage Area itself, the growing network of trails and
parks/greenways, and the watershed movement are all testament to the recent and ongoing recovery of the environment of southwestern Pennsylvania generally and the rivers in particular.

INTERPRETATION: Overview at CIC, tied to Carson story. River Sojourns, and Roaring Run programs tell this story well but trails, river tours, and greenway network will speak volumes more on this theme. A self-guided MOI “Natural Heritage (biking/hiking) Tour” (or some such title) might be developed linking the Carson Homestead and Park with various regional trails, as well as trails connecting to Harrisburg, Washington, DC, and Erie.

D. Cultural Traditions and Community Fabric—Here is the story of the peoples themselves who settled this valley, formed the communities, worked the farms, built the churches and fraternal organizations, forged the steel, fabricated the glass and aluminum, and mined the coal. The human drama of diverse peoples living and dying, raising families, and sustaining their cultural traditions and communities in the industrial river valleys continues to unfold.

i. Native American Tribes: Lenape, Shawnee—Despite their pre-industrial origins, the first peoples to have inhabited the region, canoed the rivers and shaped the landscape need to be noted in the historical context of the area’s development.

CULTURAL HERITAGE PROGRAMMING: Log Cabin Days at Apollo does some Native American programming, courtesy of the Thunder Mountain Native American Cultural Center. Dorseyville is home to the Council of Three Rivers American Indian Center that stages an Annual Pow Wow in late summer. Also, Thunder Mountain Cultural Heritage Center, located at the Conemaugh Dam near Saltsburg, holds a two-day Pow Wow in August. These events should receive Journey Area Organization support and promotion in MOI folklife materials. There are a number of obscure Native American sites scattered throughout the Alle-Kiski Valley that might be highlighted in walking tours on natural trails. In addition, there is growing support in New Kensington to construct a replica of Fort Crawford—the most significant frontier structure between Pittsburgh and Kittanning, but most historical accounts. This could become a site for educational programming around the Native/Pre-Colonial era of southwestern Pennsylvania.
ii. **Early European Immigrants:** Great Britain, Scotland, Ireland, Germany—generally associated with the American frontier/revolutionary and pre-industrial eras, these immigrant groups also bore the industrial pioneers and early industrial laborers: like Carnegie, Ford was Scotch-Irish; John A. Roebling formed the German community of Saxonburg; Irish workers performed much of the back-breaking canal and railroad labor in the region; German chemists were crucial in Penn Salt's development; and men of Anglo-Saxon stock and high stature capitalized early industrial developments like Alcoa.

![German Musical Society, Tarentum](image)

**CULTURAL HERITAGE PROGRAMMING:**

CIC exhibit on cultural groups; Corpus Christi Sawdust Carpets is a spectacularly colorful cultural tradition imported from the Black Forest of Germany by a local priest in 1943; Burtner House conducts fine frontier era lifeways programming; Tarentum Mountain Top Campgrounds stages an annual Bluegrass Festival, representing the musical traditions of northern Anglo Appalachian peoples; the Alle-Kiski chapter of the German American Heritage Society (DANK) conducts German language classes, stages occasional musical programs (Maennerchoir), and prepares German foods at the Saxonburg Festival.

iii. **Later waves of European and Middle Eastern immigrants:**

Poland, Italy, Czechoslovakia, Russia, Ukraine, Belgium, Syria, Lebanon—arriving in increasingly large waves in the last decades of the nineteenth century, all of these immigrant groups (and others) provided the bulk of the labor that made the AK Valley part of the “workshop of the world.” Many were encouraged to migrate by rising political/business leaders of the respective ethnic community who often worked for industrial employers as recruiting agents.

**CULTURAL HERITAGE PROGRAMMING:** Polish, Italian, Syrian Day Picnics, Holy Family Festival (Creighton, Slovak)—all should be promoted in folk life heritage trail guides/seasonal heritage tourism publications; East Vandergrift Ethnic Days offers Old World foods and...
crafts; Bob Jezewski and Merrymakers play polka dances often, particularly in summer—should be promoted as well; Polish religious singing in St. Mary's Czestochowa New Kensington; (private) bocce at Sons of Italy in Brady's Bend, Spartaco Club in New Kensington, Marconi Club in Leechburg; foods of all these nationalities are sold through the local churches on a continual basis throughout the year and could be promoted in folk life publications. Most groups have retained some semblance of the ethnic clubs that were once the social centers of communities—at least in the communities where the respective group was strongest. They are increasingly, however, financially fragile and ethnically heterogeneous. The CIC ought to be a focal point for heritage programming for all these groups—special exhibits, dance troupes, lectures, musical performances by local (and outside) ethnic choirs. A play that could dramatize the story of immigration in the Valley ought to be produced at the Old Bank Theatre in Natrona.

iv. **Great Migration of African Americans**—the presence of African Americans in the MOI Journey Area precedes the Great Migration of 1910-1930 (there is at least one Underground Railroad site in the Leechburg area). The national story that unfolded during that period, however, provides the important linkage between African Americans and the industrial heritage of the MOI. Lured by the promise of greater freedom and opportunity, many came on their own; others were recruited by steel and mining companies who sent trains south in search of labor—sometimes unknowingly to become non-union, strike-breaking labor.

CULTURAL HERITAGE PROGRAMMING: CIC cultural heritage exhibit; Juneteenth Festival in New Kensington a great celebration of African American culture and history; occasional African American foods—street sales in season (New Kensington and Brackenridge); church-sponsored religious revivals.

v. **Inter-ethnic tensions and conflict**—old-stock Americans occupied the managerial positions in industry and the most prominent places in the community. Many resisted the more recent groups of immigrants who represented a cultural, racial, religious and economic threat to the status quo. The story played out most frighteningly in the 1920s during the fierce resurgence of the Ku Klux Klan.
CULTURAL HERITAGE PROGRAMMING: CIC cultural exhibit. See Action Plan for recommendation of a multi-cultural heritage festival, organized by the Regional Journey Organization that would foster greater inter-ethnic/racial understanding and multicultural appreciation.

vi. **Downtown: From Thriving Main Streets to Post-war Suburban Boom and Collapse of Industrial Communities to Contemporary Revitalization**—The story of small town, downtown America over the past century and a half is encompassed in the MOI: its pedestrian orientation, historic vitality and architectural splendor, the tragic abandonment of such places in the post war suburban boom, and the more contemporary, ongoing effort to revitalize these former bustling communities around historic and natural preservation initiatives—exemplified in the Rivers of Steel National Heritage Area.

INTERPRETATION/PROGRAMMING: CIC overview, walking tours.
VI. Action Plan for Development of the Mosaic of Industry Journey Area

SHORT TERM ACTIONS (1-2 years, prioritized)

1. Establish Mosaic of Industry Heritage Council as the Regional Journey Organization.
   Possible Institutional Members:
   > Allegheny Kiski Valley Historical Society
   > Allegheny Land Trust (Armstrong Trail)
   > Allegheny Township Historical Society
   > Allegheny Kiski Revitalization Corporation
   > Allegheny Valley Chamber of Commerce
   > Apollo Area Historical Society
   > Apollo Area Economic Development Council
   > Armstrong County Historical Museum and Genealogical Society
   > Armstrong County League of Arts
   > Armstrong County Tourist Bureau
   > Arnold Chamber of Commerce
   > Avonmore Historical Society
   > Bell Township Historical Society
   > Brady’s Bend Historical Society
   > Burtner House Society
   > Ethnic Halls throughout the Alle-Kiski Valley
   > Ford City Industrial Heritage Park and Museum
   > Freeport Area Historical Society
   > German American Heritage Association
   > Hyde Park Historical Society and Museum
   > Kiski Junction Railroad, Schenley
   > Leechburg Historical Society
   > Leechburg Area Educational Foundation
   > Masonic Lodges throughout the valley
   > Mount Saint Peter’s Church, New Kensington
   > New Kensington Chamber of Commerce
   > Rachel Carson Homestead
   > Roaring Run Watershed Association
   > Slovak Heritage Association
   > Strongland Area Chamber of Commerce
   > Lower Valley Genealogical Society
   > Tour-Ed Mine and Museum
   > Victorian Vandergrift Historical Society
   > Olde Bank Theatre, Natrona
   > Freeport Community Theatre, Allegheny Township

The Leechburg Museum would be one of many institutional members of the MOI Heritage Council.
NOTE: As important sites that lie just beyond the heritage Area boundaries, the Saltsburg Historical Society and Saxonburg Historical Museum/Roebling Park should be given some voice in the Council, particularly in promotional publications.

Potential Non-Profit and Commercial Partners in Promoting Heritage Tourism
(Very Preliminary List)
- Casino Theatre for the Performing Arts, Vandergrift
- All private marinas and boat supply companies
- Recreational outfitting companies
- Kittanning-Ford City area wood carvers: Fair’s Woodshop, Bergad and Young Families, Ford City
- Mountain Trails Baskets, Kittanning
- Creative Dreams/The Shop Above Market, Kittanning
- The Painted Daisy, Kittanning
- The Inn on Vine, Kittanning
- All other Bed-and-Breakfasts in the region
- Ye Little Art Shoppe, Kittanning
- Allegheny Gallery, New Kensington
- Heritage Shoppe, Braeburn
- Tarentum Station
- Bill Godfrey, artist, Natrona
- Brestensky’s Meats
- Diners
- Rawley’s Market
- Ethnic and Traditional, Long-time Local Favorite Restaurants

- The Council would serve as the Regional Journey Organization to guide the development of the Mosaic of Industry Journey. Institutional members would meet on a regular basis, at least quarterly, to share their respective organizational plans, and discuss common projects and programs that will advance the preservation, interpretation and promotion of regional industrial and cultural heritage.

- To avoid intra-region competition and strengthen the overall development of the journey, council members should consider prioritizing their respective projects and coordinating their submission of grant applications to state agencies and private foundations.

ECONOMIC IMPACT: The MOI Heritage Council provides the catalyst necessary to accomplish several critical tasks. The first, and most essential to the long term success of the journey area is hiring professional management. Professional management, whether it begins with a single individual or a
management team, provides a single point of contact to represent the hard working volunteers who are unable to attend regional, state & federal meetings where project funding, funding trends, and/or application training is discussed. In addition to a single point of representation, the Council and therefore the journey area, create a single point of responsibility for follow through on this action plan, as well as any other strategic projects or plans in the journey area.

Participation in the MOI Heritage Council would require a financial commitment from all members. The amount of the commitment and the resulting decision influence (i.e., voting power) would be determined during the meetings that create the Council. The fact that all members receive benefit from professional management makes the decision to hire at the regional level extremely cost effective.

Professional management raises the level of influence in funding decisions and also raises the monetary levels of funding commitments. Professional management does not override the priorities of the volunteer organizations that have done so much to collect and preserve the historic assets of the region. As with any well managed nonprofit organization, policy and direction come through the Board while action on policy comes from staff and volunteers.

Creation of the Council takes a giant step in creating a publicly recognized custodian responsible for all collections and all historic sites and/or assets ready to step in when local volunteer leadership is exhausted. Without a doubt, the historic assets preserved to date are a direct result of hard working, dedicated volunteers. However, time may reduce those numbers and formation of the Council will insure that any deterioration in the number of grassroots volunteers will not jeopardize the preservation of any and all historic assets in the region.

**FUNDING:** Formation of the Council will require strategic planning sessions led by an outside development strategist. Federal Heritage District Funding should be tapped for this process and for match funding in start-up for the professional management team. The balance of match funding for management should be committed by the forming organizations.

- The Council should formally incorporate as a 501c (3) organization that could leverage state funding by effectively pooling each organization’s respective assets in the form of a cooperative regional trust.

- Other functions of the council would include publishing the following:
  a) A joint promotional brochure and animated map describing each site, listing hours, tours, special programs, fees, with photo and driving tour map of the entire valley indicating location of each site;
FUNDING: Advertising and organizational contributions, depending on annual budget.

b) Mosaic of Industry Heritage Trail Book—to include heritage attractions, hours, festivals, traditional craftsmen, ethnic food sales, recreational trails, etc. Criteria for listing to be determined by the Council.

FUNDING: Steel Industry Heritage Corporation.

In order to foster the preservation and adaptive reuse of the region’s historic built landscape, the Council should consider publishing an annual “Most Endangered Properties List” of buildings and historic sites associated with industrial/cultural heritage themes that are in danger of being demolished.

**ECONOMIC IMPACT:** The MOI Heritage Council must develop a strategic plan for preservation and revitalization of assets in the journey area using a bigger picture profile. The most endangered property list would become a list of emergency level projects with recommended plans for historic preservation that include private use. Grants could be secured to do architectural design work and cost analysis for endangered properties. The Council would then have a portfolio of properties with a redesign completed. By working with local economic development funding sources, the Council can also profile potential financing for private use of the properties. These properties could be marketed for their historic value and their potential economic value. Depending upon the opportunities presented by available funding, the Council could renovate endangered properties and make them available for lease to private individuals creating revenue streams for support of both the Council’s management and new projects.

For instance, multi-level storefronts in downtown New Kensington provide the opportunity for housing, offices and retail development, mixed use in one building. Large homes in Ford City, formerly occupied by PPG managers, are perfect designs for Bed and Breakfast or Inns. Based on an asset’s location in corridor and also in proximity to existing customer base increases the asset’s entrepreneurial value. Ethnic restaurants in a historic building can leverage their success if they are within walking distance of the Allegheny Ludlum plant, Allegheny Valley Hospital, the Westmoreland Technology Park, Penn State New Kensington, etc. These are operations that have a continuous, daily influx of people that although not tourists, frequently have demands for entertaining clients, eating meals or overnight accommodations.

And, based on studies completed by the Southwestern Pennsylvania Corporation, there is a growing demand for regional Farmer’s Markets, locations where locally grown produce and value-added farm products are sold. The Council should look for buildings from their endangered list that can retain their historic integrity while being retrofit to house a farmer’s market several times a week.
According to the Federal government, 80% of the new jobs created are created in small business. The fastest growing sector of small business in the United States is the service sector, and the driving force for this growth is tourism. With the right mix of location, business opportunity, and financing the MOI Heritage Area can see an explosion of business growth. The leadership role in this growth can be the MOI Council, with an inventory of available properties, business opportunities and potential financing marketed to entrepreneurs in the same manner that they will market the wealth of historical assets to tourists.
**FUNDING:** Pennsylvania Historic Commission has grant funding available for emergency action on historic preservation projects. The grants are small, but may be used to leverage private foundation participation, especially as part of a strategic management plan. The United States Department of Agriculture has several competitive grant programs, for instance the Rural Business & Enterprise Grant, that will assist the Council in completing a feasibility study to determine the types of businesses best located in the journey corridors. Although the Allegheny County corridor would be excluded because of rural qualifications for the grant, the Council could pursue in-kind support for a similar study from Allegheny County Department of Economic Development or private funding from foundations with the technical support of Southwestern Pennsylvania Corporation.

Entrepreneurial support for the purchase and/or use of these historic properties is readily available. Depending upon the type and nature of the business operation, both the Small Business Administration and the United States Department of Agriculture have business loan guarantee programs. These programs afford protection to financing institutions who actually do the lending by providing some percentage of guarantee of repayment of the financing in the event of default. Pennsylvania also has several programs of low cost financing that can assist eligible entrepreneurs in making their business dream a reality. Small Business First works with banks and business owners to package funding for a variety of service businesses. These funding sources require job creation as part of the criteria for low interest loans. The SBA also has a participating program, SBA 504, that is low interest financing for a variety of projects, not necessarily manufacturing.

For those entrepreneurs unprepared to approach financing sources, several small business development centers operate outreach counseling in the Alle-Kiski Valley. This assistance can help an individual translate their business idea into a business plan.

If in fact, the Council wants to purchase and renovate a historic asset, the PA Capital Budget program allows for historic preservation projects as does a smaller competitive program in the PA Department of Transportation. The combined assets and strategic planning completed by the Council will help to leverage an allocation from the Capital Budget. Projects must be at least $1,000,000 with no less than a dollar for dollar match, in other words, the maximum Capital Budget participation in a $1,000,000 project is $500,000.
2. Complete Physical Rehabilitation of Alle-Kiski Valley Heritage Museum➔Establish as the MOI Core Interpretive Center.

As noted at the outset of this Action Plan, it is essential that the Journey establish a core destination that can draw sufficient numbers of new visitors to the region. A first class Interpretive/Visitors Center will establish the necessary critical mass to advance the development of other attractions. Only when sufficient new visitation occurs will small, relatively isolated museums and sites ultimately be able to better sustain themselves with increased traffic to surrounding communities. The Journey’s development will radiate from the full development of the Core Interpretive Center. This in no way precludes moving forward with individual projects in communities like Ford City and Vandergrift, where feasibility studies and substantial portions of funding are already in place.

Since 1995 the Steel Industry Heritage Corporation (SIHC) has supported the rehabilitation of the Allegheny Kiski Valley Heritage Museum in Tarentum, the former American Legion Post 85. Significant capital improvements have been made, including a new electrical service, refurbished ceiling and lighting in the magnificent former ballroom, now the main exhibit hall, and repair of exterior façade/construction of handicapped-accessible ramp. Since the inception of the Alle-Kiski Valley Historical Society (AKVHS) in 1967, the organization’s regional scope has enabled it to accumulate in the museum a fine collection of artifacts and documents representative of many Mosaic of Industry communities. Programming and publications have also been reasonably reflective of the geographically sprawling communities and diverse histories of the Alle-Kiski Valley. In addition, the location of the AK Valley Heritage Museum near the southern edge of the Journey Area, just off Route 28 and near a possible river landing area (at either the PA Fish Commission Boat Launch or at the foot of Wood Street), makes it a near-perfect site for housing the Mosaic of Industry Core Interpretive Center. For that to be realized, however, additional capital improvements will need to be made over the next several years, in accord with the strategic plan conducted for the building’s restoration in 1995.
- Installation of new exterior doors on the lower level
- Installation of a full-service elevator
- Restoration of the “RMR” mural in the first floor entrance foyer

**FUNDING:** SIHC, PHMC Keystone Program, private donors and MOI corporate foundations

3. The Allegheny-Kiski Valley Historical Society should initiate MOI Heritage Council as part of its future organizational development.

It follows that the AKVHS should take the initiative in establishing the regional Mosaic of Industry Heritage Trust that can advance the recommendations put forth in this plan. To do that, however, will require additional financial and personnel resources. Given its importance in the emerging Rivers of Steel Heritage Area and recognizing also that the organizations serves parts of four counties, the Society should make a strong case to local state representatives that they merit an annual appropriation for general operating support from the state of Pennsylvania through either the Pennsylvania Historical and Museum Commission (PHMC), the Pennsylvania Heritage Parks Program (PHPP) and/or the Allegheny Regional Assets District (ARAD). By statute, the PHMC only allows general operating funds to be granted to county historical agencies. However, given the new context of regional heritage tourism, the historic regional purpose and scope of the AKVHS, and the need to have a financially strong core organization to anchor this part of the Heritage Area, that restriction ought to be revisited. In addition, ARAD should be asked to increase its annual allotment of $5,000 to the AKVHS significantly, and especially for this purpose which correlates with ARAD’s regional mission.

Increased general operating funds from these and other external sources, as well as from internal sources (a strong business/corporate membership drive should be attempted, and the number and types of revenue-generating events held at the AKVHS property, for example, should be increased) would allow the organization to hire professional staff to advance its own programmatic goals as the regional Interpretive Center, and to initiate the formation of the MOI Heritage Council. Once formed and underway, the Heritage Council will be self-sustaining and independent of the AKVHS.

**FUNDING:** PHMC, PHPP, ARAD, members

4. Incorporate MOI Heritage Sites into Emerging AK Valley Directional Signage Program.

Currently underway, the effort to improve directional road signage to communities and key business locations and cultural attractions is being led by the Alle-Kiski Revitalization Corporation. Officials representing museums,
historical sites and trails need to be part of the discussion that is now
determining what goes on those signs. The possibility of adding signs as the
Mosaic of Industry develops needs to considered, depending on the window of
time during which signage funding will be available.

**FUNDING:** Alle-Kiski Valley Revitalization Corp (state grant through Sen. Orie)

5. **Support New Kensington’s Effort to establish an Aluminum Heritage Museum.**

As the birthplace of Alcoa, New Kensington holds one of the most
important histories in the MOI. The city is also situated near the lower end of the journey area, is
slated to be linked by rail and possibly trail, and has a possible landing area adjacent to an existing
marina. The SIHC and the MOI Heritage Council should make it a priority to assist the New
Kensington Chamber of Commerce in its efforts to establish a museum that can fully illustrate this
internationally significant industrial story. Ideally, the facility would be located on the riverfront in a
currently portion of the former Alcoa Production Works (Schreiber Industrial Park). An alternative location in the former Alcoa Research Lab should continue to be explored with officials at Alcoa.

**ECONOMIC IMPACT:** In addition to supporting the Museum, the Council must be prepared to promote the concept of cluster development in and around the Museum. Experience tells us that people who visit the museum need other services and will spend additional dollars if the opportunity presents itself. The Council should look for regional planning support (Southwestern Pennsylvania Corporation, PA Department of Community & Economic Development) to help understand the impact of cluster development. There should also be an immediate analysis of endangered assets once the location for the museum is selected. The Council should adjust their overall project priorities to incorporate the additional opportunities available in New Kensington and Arnold.

**FUNDING:** The Council should approach the Redevelopment Authority of the City of New Kensington to determine availability of funds for building renovations. The Council also should determine availability of funding from the New Kensington Chamber Foundation. The NKCF was the driving force behind the Main Street New Kensington program and had funds available for façade restoration. The Council also should contact Westmoreland County Department of Planning and the Economic Growth Connection, a nonprofit
organization whose mission is business financing within Westmoreland County. All of these links will be great assets for use in building the cluster businesses that collocate with the museum. The Alcoa Foundation and other regional private foundations are also potential sources of funding for this vital project.

6. Develop the Ford City Industrial Heritage Park and Museum

This is the “northern anchor” of the Mosaic of Industry Journey. Given its prime riverfront location near Rt. 28 and along the Armstrong Trail, coupled with a well conceived plan to redevelop for mixed use the former PPG site, this project is perhaps more likely than any other to have an immediate and significant economic impact.

**ECONOMIC IMPACT:** With the successful funding of the entire PPG site redevelopment, the Ford City Development Corporation is in a ready position to complete the Heritage Park. Once again, the opportunity for cluster development around the museum is a prime objective. Ford City remains a relatively vibrant community with architecturally sound buildings that do not show the normal deterioration from loss of the community’s major employer. The historic assets outside of the PPG plant should be inventoried and a plan of cluster development that works with the business park and the museum should be developed and promoted. In the case of Ford City, the opportunity exists to achieve success long before the deterioration threatens the structural integrity of assets. The key to insuring that development occurs is to have a plan in place that can be marketed to entrepreneurs as well as tourists.

**FUNDING:** The Federal government has committed significant resources to the project, resources that are specific to the development of the business park. The museum development will be incorporated in the project, but development outside the PPG site is not in the current plans. Contacts should be made with the Armstrong Planning Department to determine if there are other comprehensive plans that will affect Ford City. As with previous funding discussions, state and federal programs will support entrepreneurial efforts in the Ford City area.
7. Support the Roaring Run Watershed Association’s continued land purchase and trail development along the Kiski River and Roaring Run.

Here is the “eastern anchor” of the Mosaic of Industry Journey. Widely hailed by trail enthusiasts, historians, and economic development officials alike, RRWA should receive continued public and private support in its efforts to purchase the land on which a 2.5-mile extension (to Edmon) can be constructed on their existing Kiski River trail. In addition, their initial interpretive efforts should be strengthened significantly with either a series of wayside markers or a brochure (to be picked up at the trail head kiosk), either of which would illustrate the Native American era, more canal history, as well as the subsequent coal mining/other industrial history of the Kiski Valley.

**ECONOMIC IMPACT:** Previously discussed.

**FUNDING:** RRWA campaign from private foundations, public agencies, local donors and trail users

8. Encourage Harrison Township to pursue the Revitalization of Natrona’s Historic District as outlined in 1994 Study.

As indicated previously, this study made a clear and compelling case for revitalizing Natrona and the larger Harrison Township around its National Historic District. The study should be revisited, updated, and pursued aggressively as a strategy to both preserve and economically revitalize this historic community.

**FUNDING:** Identified in the 1994 study

9. Support the efforts of Kiski Junction Railroad to extend their excursion rail service to Leechburg and to bring supporting visitor services to Schenley.

This is an important linchpin for MOI development—both because of its location at the confluence of the Kiski and Allegheny Rivers (and MOI “Corridors”), and because of its potential to become a core family destination for the Journey and the Heritage Area itself.
Extension to Leechburg will make the KJRR less “isolated,” attracting greater numbers of tourists and increasing the appeal of private investors in Schenley who could offer visitor amenities.

**FUNDING:** Pending authorization from Allegheny Ludlum, federal funding possible for track improvements, and a trail alongside the rail line (AKRC interested in the latter). Ideally, private investment to follow for visitor services.

10. **Pursue riverboat tourist traffic through a more comprehensive system of landing areas and “dry hydrants” and encourage development of private river-boat tours.**

This is critical to the long-term development of the Journey Area. Landing areas can be established with varying levels of investment at Cheswick, New Kensington, Tarentum, Natrona, Freeport, Schenley, Ford City, and Kittanning. On the Kiski River, “dry hydrants” (landing areas for smaller craft) either exist or are planned for Hyde Park, Leechburg, and Apollo.

**FUNDING:** PA Heritage Parks Program, DCNR/DEP

11. **Support efforts of local communities such as Allegheny Township, Apollo, and Leechburg and regional organizations like the Allegheny Land Trust and the Alle-Kiski Revitalization Corporation to expand and improve the regional network of walking and biking trails and created regional linkages to Harrisburg, Washington, DC, and Erie.**

This is critical to the long-term potential of the MOI Journey, particularly its ability to cross-market the region’s heritage resources to recreational trail users, as well as to more fully link the MOI to Rivers of Steel.

**FUNDING:** Alle-Kiski Revitalization Corporation, various state and federal agencies, private foundations.
LONG TERM ACTIONS (2-5 years)

1. Produce and implement professional interpretive plans for the following sites:

- **Alle-Kiski Valley Heritage Museum (Core Interpretive Center)**—Potential anchor for the entire Journey area, this site calls for overview exhibits telling the full story of MOI region’s industrial and cultural heritage, with rotating special exhibits and regular cultural programming, occupational demonstrations (see Malone/Kulesa report of 1995).

- **Ford City Industrial Heritage Park Museum**—exhibits and programs illustrating the story of PPG, Eljer, and other significant industries of the upper Allegheny Valley (through SIHC), as well as the region’s cultural heritage.

- **Tour Ed Mine and Museum**—although visitor ready, ideally located, and endowed with the best collection of industrial artifacts anywhere in the valley, this site is in need of professional redevelopment and interpretation along the lines of the Anthracite Heritage Museum near Scranton.

- **Aluminum Heritage Museum**—once a facility is secured, New Kensington/aluminum enthusiasts will need to produce a strong interpretive plan commensurate with telling the story of aluminum and “the aluminum city” to the world.

2. Support Continued Restoration of Vandergrift’s Casino Theatre for Performing Arts

After ten years of dogged perseverance, advocates of this cultural jewel are well on their way to completing its rehabilitation. SIHC and the MOI Heritage Council should make it a priority to help them in their efforts to complete a five-year plan to make this a stellar cultural attraction and an eastern “anchor” for the MOI Journey.

3. Develop Allegheny River Boat Tours from Pittsburgh north on the river.

This is a golden opportunity waiting to be seized by a private entrepreneur. Promoted regionally and nationally, a tour of the lower Allegheny River valley in the Mosaic of Industry journey on a full-service passenger vessel, outfitted with visitor amenities and good historical interpretation, will succeed. Landing areas for large vessels exist or can be developed with modest investment in Cheswick, New Kensington, Tarentum and Freeport. Although dams and locks are somewhat prohibitive, they can also serve as an educational experience for travelers, with the time
lag at lock crossings filled with other diversions (meals, entertainment, first
person historical interpreters) Moreover, shorter versions of the tour, from
Cheswick to Freeport for example, would necessitate just one lock passage.
Building on the fall foliage tour currently offered by the Gateway Clipper and
the Allegheny River (audio tape) auto tour, an upper Allegheny River valley
journey should also be developed. Such a river journey might begin at Schenley
and travel to Kittanning, which has a large landing area slated for
development. Development of boat tours will also require strategic
transportation links by shuttle bus to historic sites. For example, one day’s
boat tour package might involve docking at Tarentum and then delivery of
travelers to Alle-Kiski Valley Heritage Museum and Tour-Ed Mine.

**FUNDING:** Private, with interpretive support from local historical
societies/tourist bureaus. The Pittsburgh-based Friends of the
Riverfront has recently developed (fall 2001) a historical-natural
small boater’s guide to the river from Pittsburgh to Freeport.

4. **Attract a Private Canoe/Kayak Outfitter to Institutionalize the Kiski
River Sojourns**

The river sojourn is such a well-conceived program, integrating very well
the natural beauty of the region with its history, that it really ought to be
developed further. Working cooperatively with local historic sites along the
Kiski River (and Allegheny) valleys, a private entrepreneur (canoe outfitter)
could almost certainly offer the event to visitors on a regular basis, perhaps
monthly during the summer months and succeed. Also to be explored is the
feasibility of developing a shallow-drafted flat bottom boat with capacity for
perhaps 8-10 persons that could navigate the Kiski and allow for similar group
tours of the valley’s history. Such a boat might depart from Avonmore and float
down to Schenley, where visitors hopped the train to Leechburg, and got a
shuttle back to Avonmore.

**FUNDING:** Private, with support from Roaring Run Watershed Association,
Kiski-Conemaugh River Basin Alliance, Friends of the Riverfront,
the Strongland Chamber of Commerce and local historical societies
in the Kiski Valley.

5. **Strengthen Cultural Heritage Programming.**

To complement its work in the areas of
historic preservation and interpretation, the
MOI Trust should help to promote successful
existing programs and festivals throughout
the Journey area. Of potentially greater
significance, a consortium of cultural groups
should be formed under MOI Trust auspices
to develop additional programming opportunities for ethnic groups, religiously affiliated organizations, and traditional artists to showcase, teach and perpetuate the region's living cultural traditions. In particular, special emphasis should be given to building upon the Alle-Kiski Valley's very successful 2000 Ethnic Heritage Series. Cultural groups that graciously contributed to that series should be invited as full partners in developing an ongoing series of MOI programs—some to be held at the Heritage Museum in Tarentum, but not exclusively.

One idea that emerged in conversations with regional leaders is that of a large, all-encompassing multicultural festival, perhaps held over a weekend and at several sites logistically linked with shuttle buses, that would showcase a mosaic of different ethnic groups' traditions. Depending on how it was conceived, such an event could receive strong funding support from regional foundations with an interest in fostering civic tolerance and multicultural understanding, as well as perhaps the Pennsylvania Humanities Council and the Pennsylvania Council on the Arts.

A few examples of the types of site-specific programs that could be held around the valley:

- An interpretive discussion of the Slovak murals by Chamber Orr at the Krivan Hall in Springdale, assisted by the University of Pittsburgh's Slovak student organization;
- German, Polish choral programs in the riverfront parks of Tarentum and Kittanning;
- Traditional artists and musicians teaching budding high school musicians and artists traditional arts and ethnic music.
- Ethnic vaudeville theatre ("Divadlo") revived and staged at the Old Bank Theatre in Natrona;
- Ethnic cooking and baking workshops held in communities from Brady's Bend to Harmar to Avonmore;
- Church tours on New Kensington's Leishman Avenue and Freeport Road (successfully done by AKVHS in 1994).

POTENTIAL PARTNERS/FUNDING: Allegheny Kiski Valley Historical Society/Heritage Museum, Armstrong County League of Arts, Leechburg Education Foundation, Mount Saint Peter’s Church in New Kensington and all ethnic churches/halls throughout the valley. In addition to the Steel Industry Heritage Corporation and regional foundations, state funding agencies for cultural heritage programming include the Pennsylvania

As a means of further embedding the popular identity of the Mosaic Of Industry as a destination, the MOI Trust should develop a popular logo that includes “Rivers of Steel Heritage Area” as sub-text. The logo should appear on all regionally produced promotional brochures for driving and riverboat tours. The MOI logo would also mark a series of outdoor interpretive kiosks and wayside markers that should be located at all sites of significance throughout the valley. Although the Trust would make the final determination on which sites are to be marked and to what extent, the following is a preliminary assessment.

Sites where larger interpretive kiosks (where appropriate, equipped with walking tour brochures) should be located include:
- Armstrong Trailhead at Schenley
- Roaring Run Trailheads at Apollo and Edmon
- Treadway Trailhead in Braeburn
- Ford City Industrial Park (adjacent to Museum, on trail, overlooking river)
- Kittanning Riverfront Park
- Vandergrift National Historic District
- Natrona Historic District (existing, without MOI logo)
- Tarentum Riverview Memorial Park
- Creighton, near PPG complex (site of Billy Smith oil discovery)
- Brady’s Bend at St. Stephen’s Episcopal Church
- Leechburg—Hyde Park bridge
- Arnold (eligible) Historic District (facing former glass works site)
- New Kensington Historic District (Production Works)
- Rachel Carson Homestead
- Harwick

Sites where smaller interpretive wayside markers should be located include:
- Armstrong Trail
- Roaring Run Trail
- Treadway Trail
- Wilder Park Trail (Hyde Park)
- Apollo Riverside Trail (proposed)
- Leechburg Riverside Trail (pending)
- Carson Park
- Freeport Riverfront Park

Canal remnants in Kiski River, Leechburg
7. Support the efforts of the New Kensington-Arnold business community to link their communities to Pittsburgh via the Allegheny Valley Railroad.

Commuter as well as visitor traffic coming to the region from Pittsburgh via rail will strengthen all other efforts at economic development in the region, including heritage tourism. Preliminary feasibility studies have been completed, and have resulted in political support for the project.

The Allegheny Valley near Tarentum-New Kensington ca. 1920 and 2001
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<th>NAME</th>
<th>INTERP THEMES</th>
<th>CATEGORY</th>
<th>SCOPE</th>
<th>DESCRIPTION</th>
<th>DATE</th>
<th>SITE LOCATION</th>
<th>STREET</th>
<th>CITY</th>
<th>PHONE</th>
<th>DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>AKVHS Property at Tour-Ed Mine and Museum</td>
<td>Various</td>
<td>Gen'l. Hist.</td>
<td>Stop and visit</td>
<td>Several acres, programming expanding</td>
<td>NA</td>
<td>Tarentum</td>
<td>Bull Creek Rd</td>
<td>Tarentum</td>
<td>724-224-7666</td>
<td>Proposal to SIH-C for development of &quot;Living History Museum&quot; pending this summer</td>
</tr>
<tr>
<td>Alcoa Production Works</td>
<td>Aluminum/Alcoa/Worker History</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Vacant section possible site for Alcoa Museum</td>
<td>1890</td>
<td>New Kensington</td>
<td>Riverscide</td>
<td>New Kensington/Arnold</td>
<td>724-339-7501</td>
<td>One building at west end slated for demolition; otherwise mixed light industrial reuse, nearly full</td>
</tr>
<tr>
<td>Allegheny Ludlum Steel Corp.</td>
<td>Iron and Steel</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Steel alloys, accessible by road, rail (KURR)</td>
<td>1920s</td>
<td>Bagdad</td>
<td></td>
<td>Bagdad</td>
<td>NA</td>
<td>Still-functioning steel-making facility located along Kiski Jct RR (scrap steel picked up by RR), possible interior tour?</td>
</tr>
<tr>
<td>Allegheny Ludlum Steel Corp.</td>
<td>Iron and Steel</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Sprawling specialty steel making complex</td>
<td>1890-1940</td>
<td>Brackenridge-Natrona</td>
<td>River Road</td>
<td>Brackenridge/Natrona</td>
<td>NA</td>
<td>Noted in Natrona Walk Tour; should be developed elsewhere as rare story of continued presence of steel</td>
</tr>
<tr>
<td>Allegheny River Historic Audiotape Tour</td>
<td>Native Amer/industrial/transportation</td>
<td>Gen'l Hist. Resource</td>
<td>Available through Armstrong Co Tourist Bureau</td>
<td></td>
<td>NA</td>
<td>Allegheny River</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allegheny River Locks and Dams 3, 4, 5, and 6</td>
<td>Transportation/Industrial/River History</td>
<td>Engineering/Resource</td>
<td>Army Corps projects on Nat'l Reg.</td>
<td>1920s</td>
<td>Harmar/Natrona</td>
<td></td>
<td>Harmar/Natrona</td>
<td>Freepo</td>
<td>Potential landing area near lock 3 at Harmar</td>
<td></td>
</tr>
<tr>
<td>Allegheny Valley Railroad</td>
<td>Railroad/Industrial History</td>
<td>Transport'n Resource</td>
<td>Plan to redevelop commuter service to NK-A</td>
<td>east side of Allegheny R</td>
<td></td>
<td></td>
<td>New Kensington/Arnold</td>
<td></td>
<td>Proposal pending to operate commuter and some excursion service on AV Rail line from Pgh (16th St.) to Arnold</td>
<td></td>
</tr>
<tr>
<td>Allegheny-Kiski Valley Heritage Museum</td>
<td>Industrial and Cultural Heritage</td>
<td>Indust./Cult. Stop and visit</td>
<td>Art Deco Jewel, Recommended Core Interr Ctr</td>
<td>1931</td>
<td>224 E 7th Ave</td>
<td></td>
<td>Tarentum</td>
<td>724-224-7666</td>
<td>MOI Vis Ctr potential: needs prof. interpretation of broad Alle-Kiski Industrial-Cultural heritage; see '95 study</td>
<td></td>
</tr>
<tr>
<td>Armstrong City Terrace Historic District</td>
<td>Worker and Architectural/WWII History</td>
<td>Archit/ Social Look and see</td>
<td>Breuer-Gropius complex, 1942, NR-eligible</td>
<td>1942</td>
<td>New Kensington</td>
<td></td>
<td>New Kensington</td>
<td>724-335-1861</td>
<td>Opted out of NR nomination; strong integrity, maintained by strict standards of Housing Assoc/Affn</td>
<td></td>
</tr>
<tr>
<td>Armstrong Research Laboratories</td>
<td>Aluminum History/Architectural/Art Deco</td>
<td>Archit/ Indust. Look and see</td>
<td>Art Deco jewel, possible site for Alcoa Museum</td>
<td>1925</td>
<td>New Kensington</td>
<td>Freeport Rd</td>
<td>New Kensington</td>
<td>724-335-6034</td>
<td>A stunning gem endangered, mixed use redevelopment, featuring an Aluminum Heritage Museum?</td>
<td></td>
</tr>
<tr>
<td>Apollo Walking Tour</td>
<td>Architectural styles, local history</td>
<td>Gen'l. Hist. Look and see</td>
<td>Various homes and businesses, several blocks</td>
<td>1880s-1920</td>
<td>Apollo</td>
<td>Various</td>
<td>Apollo</td>
<td>NA</td>
<td>ACTB Brochure; links with Roaring Run Trail</td>
<td></td>
</tr>
<tr>
<td>Armstrong Co Historical Museum/Gen. Soc</td>
<td>Native Amer/frontier/ community history</td>
<td>Gen'l Hist. Stop and visit</td>
<td>Museum with local/genealogical history</td>
<td></td>
<td>NA</td>
<td>Kittanning</td>
<td>300 N McKean St</td>
<td>Kittanning</td>
<td>724-548-5707</td>
<td>Possible special exhibits on regional industrial/ethnic history could provide stronger link to MOI</td>
</tr>
<tr>
<td>Armstrong County League of Arts</td>
<td>Traditional culture</td>
<td>Social/cultural Regular events</td>
<td>Provides regular educational/cultural programming</td>
<td>1970s</td>
<td>Slate Lick</td>
<td>RD 4</td>
<td>Slate Lick</td>
<td>724-763-7457</td>
<td>Excellent organization for any cultural heritage programming in Journev area</td>
<td></td>
</tr>
<tr>
<td>Armstrong Trail</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>Undeveloped, except for 1.2 mi in Ford City</td>
<td>1990s</td>
<td>Aladdin to East Brady</td>
<td></td>
<td>Schenley to East Brady</td>
<td></td>
<td>Excellent scenic and historical resources, need funding to improve and interpret</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>INTERP THEMES</td>
<td>CATEGORY</td>
<td>SCOPE</td>
<td>DESCRIPTION</td>
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</tr>
<tr>
<td>Arnold National Historic District</td>
<td>Aluminum and Glass Worker</td>
<td>Arch/Soc/His.</td>
<td>Look and see</td>
<td>Eligible/not NR, several blocks housing, other str</td>
<td>1910-1990</td>
<td>Arnold</td>
<td>Various</td>
<td>Arnold</td>
<td>NA</td>
<td>group is housed in ofc of first doctor in Avonmore; monthly programs; some industry and 2 ethnic clubs still in town</td>
</tr>
<tr>
<td>Avonmore Historical Society</td>
<td>local industrial/</td>
<td>Gen. Hist.</td>
<td>Stop and</td>
<td>Town's first Dr.'s office</td>
<td>NA</td>
<td>Avonmore</td>
<td>Avonmore</td>
<td>NA</td>
<td>724-697-4819</td>
<td></td>
</tr>
<tr>
<td>Baker Trail</td>
<td>Recreation</td>
<td></td>
<td>Stop and</td>
<td>Extends Fr/Schenley to Allegheny Nat'l Forest</td>
<td></td>
<td>Armstrong</td>
<td>County</td>
<td>Near</td>
<td>Schenley</td>
<td>plans in 1997 to turn blacksmith shop and part of brick-works into heritage site-progress unknown</td>
</tr>
<tr>
<td>Blacksmith Shop/Brick-making plant-remnants</td>
<td>Clay/brick/industrial</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Needs interpretation</td>
<td>ca. 1880</td>
<td>Templeton</td>
<td>Templeton</td>
<td></td>
<td></td>
<td>stone iron furnace can be viewed behind former Brady's Bend Elementary School, PHMC marker nearby</td>
</tr>
<tr>
<td>Brady's Bend Iron Furnaces</td>
<td>Early Iron Industry</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Brush-hidden but solid furnace remains</td>
<td>ca. 1858</td>
<td>Brady's Bend</td>
<td>Rt. 68</td>
<td>Brady's Bend</td>
<td>NA</td>
<td>homes well preserved; one 1660s factory now Antique Mall; co. store still a store; definite walking tour potential</td>
</tr>
<tr>
<td>Brady's Bend Worker/Manager Housing</td>
<td>Early Iron Industry</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Numerous structures, well maintained, private</td>
<td>1860s</td>
<td>Brady's Bend</td>
<td>Rt. 68</td>
<td>Brady's Bend</td>
<td>724-845-5426</td>
<td></td>
</tr>
<tr>
<td>Braeburn Steel</td>
<td>Iron and Steel</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Steel making complex, still employs 100+</td>
<td>ca. 1900</td>
<td>Braeburn</td>
<td>Edgecliff Rd</td>
<td>Braeburn</td>
<td>NA</td>
<td>steel functioning steel facility along the proposed riverside trail to link with Treadway Trail</td>
</tr>
<tr>
<td>Brick and Block Makers</td>
<td>Clay/Brick/industrial</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Operational brick makers</td>
<td>1900</td>
<td>Springdale</td>
<td>Springdale</td>
<td></td>
<td></td>
<td>laube in Freeport has been a good supporter of historic preservation and might do more; CIT exhibit/possible tour</td>
</tr>
<tr>
<td>Buffalo Rail-Trail</td>
<td>Agricultural History (T-Head near Mickey Mill)</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>11.75 mi developed, 21 planned, crushed e-stone</td>
<td>1990s</td>
<td>Freeport Trail</td>
<td>Old Mill Road</td>
<td>Freeport/</td>
<td>Laneville</td>
<td>property rights issues resolved/Pdot plans trail area on Fport Bridge to allow linkage with Armstrong Trail</td>
</tr>
<tr>
<td>Burtner House</td>
<td>Frontier, agricultural life</td>
<td>Arch/ Soc/His.</td>
<td>Stop and visit</td>
<td>Wall maintained, stone house and other buildings</td>
<td>1790s</td>
<td>Natrona Heights</td>
<td>Burtner Rd</td>
<td>Harrison Township</td>
<td>724-224-9662</td>
<td>outside Mor theme but strong attraction and a real preservation success story</td>
</tr>
<tr>
<td>Casino Theatre for the Performing Arts</td>
<td>Community fabric/Progressive era</td>
<td>Archit/ Social</td>
<td>Stop and visit</td>
<td>Working to complete rehabilitation</td>
<td>1895</td>
<td>Vandergrift</td>
<td>Lincoln</td>
<td>Vandergrift</td>
<td>724-567-5000</td>
<td>five year plan to complete restoration; a cultural jewel in the Mor</td>
</tr>
<tr>
<td>Coal Patch Towns</td>
<td>Coal Industry/Labor History</td>
<td>Arch/ Social</td>
<td>Look and see</td>
<td>Strong arch integrity in these coal patch towns</td>
<td>1920s</td>
<td>R. Ridge/ Russellton/ C-ville</td>
<td>Various</td>
<td>Rural Ridge/ Russellton/ Curtis</td>
<td>NA</td>
<td>very much in tact and near trail and river; Rosebud Coal owner of property</td>
</tr>
<tr>
<td>Coke Ovens (elsewhere &quot;Clay Ovens&quot;)</td>
<td>Coal and Steel (or clay)</td>
<td>Steel &amp; Indust.</td>
<td>Look and see</td>
<td>Brush-covered/ in tact coke or clay ovens (15)</td>
<td>ca. 1890</td>
<td>Johnetta</td>
<td>Armstrong Trail</td>
<td>Johnnette-Kelly Station</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>Coleman's Marina</td>
<td>Near industrial remnants</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Private docking space, on Armstrong Trail</td>
<td></td>
<td>Rosston</td>
<td>Rosston</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deer Lakes Park</td>
<td>Coal Mining, Pittsburgh</td>
<td>Recreational</td>
<td>Stop and Walk</td>
<td>Wooded, hilly, lakes, ballfields, pavilions</td>
<td></td>
<td>Near Russellton</td>
<td>Crawford Run Rd</td>
<td>West Deer Township</td>
<td></td>
<td>highest pt. in Alleghany Co., Wegman Observatory has powerful Pgh industrialist's telescope</td>
</tr>
<tr>
<td>NAME</td>
<td>INTERP THEMES</td>
<td>CATEGORY</td>
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</tr>
<tr>
<td><strong>Drake Log Cabin-Apollo Area Historical Soc</strong></td>
<td>Pioneer Life/Native Americans</td>
<td>Arch/Soc Hist</td>
<td>Stop and visit</td>
<td>Frontier era log cabin, near Roaring Run trail</td>
<td>ca. 1820</td>
<td>Apollo</td>
<td>Apollo</td>
<td>Apollo</td>
<td>724-478-3037</td>
<td>Outside Mo Theme but on Walk Tour, near Roaring Run Trail/Canal</td>
</tr>
<tr>
<td><strong>Duquesne Court</strong></td>
<td>Coal Mining Industry</td>
<td>Social Hist</td>
<td>Look and see</td>
<td>Worker housing complex, Duquesne Li employees</td>
<td>ca. 1910</td>
<td>Cheswick</td>
<td>Duquesne Ct</td>
<td>Cheswick</td>
<td></td>
<td>Place on possible bus tour of company housing tracts throughout the valley</td>
</tr>
<tr>
<td><strong>Ford City National Historic District</strong></td>
<td>Glass Industry</td>
<td>Arch/ Soc Hist</td>
<td>Stop and visit</td>
<td>Commercial and residential district, NH-eligible</td>
<td>1880s-1920s</td>
<td>Ford City</td>
<td>1st-16th Sts, Ford City</td>
<td>NA</td>
<td>Adjoins the Ford City Industrial Heritage Park and Museum and the Allegheny R.</td>
<td></td>
</tr>
<tr>
<td><strong>Ford City Walking Tour</strong></td>
<td>Architectural styles, Local History</td>
<td>Arch/Soc Hist</td>
<td>Stop and visit</td>
<td>Commercial and residential</td>
<td>1880s-1920s</td>
<td>Ford City</td>
<td>Various</td>
<td>Ford City</td>
<td></td>
<td>ACTB brochure; links with Armstrong Trail</td>
</tr>
<tr>
<td><strong>Former Joseph Heidenkamp House</strong></td>
<td>Glass Industry-owners</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Home of Glass works owner, private</td>
<td>1900</td>
<td>Springdale</td>
<td>Pittsburgh &amp; North</td>
<td>Springdale</td>
<td>Place on a possible tour of regional murals</td>
<td></td>
</tr>
<tr>
<td><strong>Foundries</strong></td>
<td>Iron and steel Industry, 1880-present</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Still-functioning iron and steel foundries</td>
<td>1880-1900</td>
<td>Hyde Park</td>
<td>Avonmore, others</td>
<td>Hyde Park, Avonmore</td>
<td></td>
<td>Story might be interpreted at H. Park w/trail interpretive markers--smallest of only 5 steel roll makers in the US</td>
</tr>
<tr>
<td><strong>Freeport Boat Launch</strong></td>
<td>Agricultural/River History (near Mickey Mill)</td>
<td>Recreation</td>
<td>River Resource</td>
<td>PA Fish Comm., @ Buffalo Cr./Allegh R confluence</td>
<td>Freeport</td>
<td>Freeport</td>
<td></td>
<td></td>
<td></td>
<td>ACTB Brochure; links w/Buffalo Trail, possibly Armstrong Tr</td>
</tr>
<tr>
<td><strong>Freeport Walking Tour</strong></td>
<td>Architectural styles, local history</td>
<td>Arch/Soc Hist</td>
<td>Stop and visit</td>
<td>Several blocks, mostly late-Victorian</td>
<td>1860-20th c.</td>
<td>Freeport</td>
<td>Various</td>
<td>Freeport</td>
<td>NA</td>
<td>ACTB Brochure; links w/Buffalo Trail, possibly Armstrong Tr</td>
</tr>
<tr>
<td><strong>Gatto and Yakkity Yak Diners</strong></td>
<td>Community history</td>
<td>social fabric</td>
<td>Stop and visit</td>
<td>1950s era diners are classics</td>
<td>1950s</td>
<td>Tarentum</td>
<td>North Ave, Rt. 66</td>
<td>Tarentum, North Apollo</td>
<td>724-274-4088</td>
<td>Directly under Turnpike/Railroad bridges</td>
</tr>
<tr>
<td><strong>Harbor View Marina</strong></td>
<td>Recreation</td>
<td>River Resource</td>
<td>Stop and visit</td>
<td>Private docking space available</td>
<td>1920s</td>
<td>Harmar</td>
<td>Harmar Twp</td>
<td></td>
<td></td>
<td>County Park plan calls for possible extension to river, with trails, possible environ. education center</td>
</tr>
<tr>
<td><strong>Harrison Hills Park</strong></td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>Pavilions, ballfields, scenic overlook of Allegheny</td>
<td>1970s</td>
<td>Natrona Heights</td>
<td>Freeport Road</td>
<td>Harrison Twp</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Harwick Coal Miners’ Memorial</strong></td>
<td>Coal Mining Industry</td>
<td>Steel &amp; Indust</td>
<td>Stop and visit</td>
<td>New memorial to Harwick mine disaster</td>
<td>1998</td>
<td>Harwick</td>
<td>Off Pillow Ave</td>
<td>Harwick</td>
<td>NA</td>
<td>Place on Coal Heritage Tour?</td>
</tr>
<tr>
<td><strong>Hunky Alley</strong></td>
<td>Glass Industry-workers</td>
<td>Social Hist</td>
<td>Look and see</td>
<td>PPG Slovak worker housing</td>
<td>ca. 1890</td>
<td>Tarentum</td>
<td>Conroy Way, Tarentum</td>
<td>Tarentum</td>
<td></td>
<td>Place on possible bus tour of co. housing valley wide, one block from add FPG housing on W. 7th Ave</td>
</tr>
<tr>
<td><strong>Hyde Park Foundry-Wilder Industrial Park</strong></td>
<td>Iron and Steel Industry, 1880-present</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Redeveloping ind. complex, to include trail</td>
<td>ca. 1890</td>
<td>Hyde Park</td>
<td>Hyde Park</td>
<td>Hyde Park</td>
<td>724-845-5426</td>
<td>Redevelopment of riverfront site-industrial park with trail, adjacent to foundry, linked by foot bridge to Leechburg</td>
</tr>
<tr>
<td><strong>Hyde Park Museum</strong></td>
<td>Local industrial/community history</td>
<td>Genl Hist</td>
<td>Stop and visit</td>
<td>Located in old church, walking distance from river</td>
<td>ca. 1900</td>
<td>Hyde Park</td>
<td>Main and Center</td>
<td>Hyde Park</td>
<td>724-845-4931</td>
<td>Near Walking Bridge &amp; planned walking trail on Kiski R, Near H. Park Foundry</td>
</tr>
<tr>
<td><strong>Hyde Park RR Tunnel</strong></td>
<td>Railroad and industrial history</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Abandoned Rail tunnel, currently inaccessible</td>
<td>ca. 1900</td>
<td>Hyde Park</td>
<td>Hyde Park</td>
<td>Hyde Park</td>
<td>724-845-4931</td>
<td>Mile-long rock-solid RR tunnel; could be reopened, as a trail link between HPark trail and Pine Run Park?</td>
</tr>
<tr>
<td><strong>Hyde Park Walking Bridge</strong></td>
<td>Railroad/Canal History</td>
<td>Indust/Soc Hist</td>
<td>Stop and visit</td>
<td>Foot (former RR) bridge, links L-Burg to HydePk</td>
<td>ca. 1900</td>
<td>Leechburg</td>
<td>Hyde Park/LBg</td>
<td>Leechburg/ Hyde Park</td>
<td>NA</td>
<td>Unique foot bridge on pillars of old RR Bridge, will link with walking/biking trail</td>
</tr>
<tr>
<td><strong>Jack’s Island Marina</strong></td>
<td>Iron and Steel Industry</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Marina/Bait &amp; Snack shop N of Breeburn Steel</td>
<td>1960s</td>
<td>Breeburn</td>
<td>Burrell Township</td>
<td></td>
<td></td>
<td>Could link to Treadway Trail</td>
</tr>
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<td>NAME</td>
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<tr>
<td>49</td>
<td>Kennedy/Riverside Park</td>
<td>Glass Industry/Worker Social History</td>
<td>Community</td>
<td>Stop and Visit</td>
<td>Riverside/adjacent to historic ballfield/historic dist</td>
<td>2001-2002</td>
<td>Riverside Drive</td>
<td>Arnold</td>
<td>Riverside</td>
<td>724-335-8558</td>
</tr>
<tr>
<td>50</td>
<td>Kinloch Company Housing</td>
<td>Coal Mining Industry</td>
<td>Arch/Soc Hist</td>
<td>Look and Visit</td>
<td>Miner housing up steep hillside</td>
<td>1920s</td>
<td>Kinloch</td>
<td>Kinloch (New Kensington)</td>
<td>Place on possible bus tour of company housing throughout valley; visually striking, built on steep hillside</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Kiski Junction Railroad</td>
<td>Kiski R/ Industrial/ Reclamation History</td>
<td>Transport'n</td>
<td>Stop and Visit</td>
<td>Star attraction, working/tourist RR, could expand</td>
<td>1865, 1895</td>
<td>Schenley</td>
<td>Schenley</td>
<td>724-295-5577</td>
<td>A gem, w/greater potential if connected to L-burg &amp;/or by river tours; SPC has targeted extension to F'burg</td>
</tr>
<tr>
<td>52</td>
<td>Kittanning Historic Dist. (&amp; other individ. bldgs)</td>
<td>Architectural styles, local history</td>
<td>Arch/Soc Hist</td>
<td>Stop and Visit</td>
<td>Several blocks, Victorian era</td>
<td>1870-1920</td>
<td>Kittanning</td>
<td>Kittanning</td>
<td>NA</td>
<td>Within walking distance of planned landing area on Kittanning's Riverfront Park</td>
</tr>
<tr>
<td>53</td>
<td>Kittanning Riverfront Park</td>
<td>American/Frontier era</td>
<td>Community</td>
<td>Stop Walk Visit</td>
<td>Pavilions, walkways, overlook, amphitheatre</td>
<td>1999</td>
<td>Kittanning</td>
<td>Riverfront</td>
<td>Kittanning</td>
<td>724-543-2091</td>
</tr>
<tr>
<td>54</td>
<td>Kittanning Walking Tour</td>
<td>Architectural Styles, local history</td>
<td>Arch/Soc Hist</td>
<td>Look and see</td>
<td>Brochures through ACTB</td>
<td>1870-1920</td>
<td>Kittanning</td>
<td>Various</td>
<td>Kittanning</td>
<td>NA</td>
</tr>
<tr>
<td>55</td>
<td>Krivan Hall</td>
<td>Ethnic Heritage/arts</td>
<td>Social/ cultural</td>
<td>Private club</td>
<td>Striking slovak murals on wall of fraternal hall</td>
<td>ca. 1910</td>
<td>Springdale</td>
<td>628 Garfield St</td>
<td>Springdale</td>
<td>724-274-4172</td>
</tr>
<tr>
<td>56</td>
<td>Leechburg Area Museum/Historical Society</td>
<td>Distillery/Canal/Local History</td>
<td>Gen Hist</td>
<td>Stop and visit</td>
<td>David Leech House, excellent condition</td>
<td>ca. 1845</td>
<td>Leechburg</td>
<td>First &amp; Main</td>
<td>Leechburg</td>
<td>724-845-8914</td>
</tr>
<tr>
<td>57</td>
<td>Leechburg National Historic District</td>
<td>Transportation/Industrial History</td>
<td>Arch/Soc Hist</td>
<td>Look and see</td>
<td>Downtown, several blocks NR eligible</td>
<td>1860-1920</td>
<td>Leechburg</td>
<td>Market</td>
<td>Leechburg</td>
<td>NA</td>
</tr>
<tr>
<td>58</td>
<td>Leechburg Walking Tour</td>
<td>Architectural Styles, Local &amp; Canal Hist</td>
<td>Arch/Soc Hist</td>
<td>Look and see</td>
<td>Brochure through ACTB, 15 buildings</td>
<td>1845-1920</td>
<td>Leechburg</td>
<td>Various</td>
<td>Leechburg</td>
<td>NA</td>
</tr>
<tr>
<td>59</td>
<td>Lighthouse Landing</td>
<td>Aluminum History</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Private dock spaces</td>
<td>1995</td>
<td>New Kensington</td>
<td>Industrial Blvd</td>
<td>New Kensington</td>
<td>NA</td>
</tr>
<tr>
<td>60</td>
<td>Logans Ferry Boat Launch</td>
<td>Aluminum History</td>
<td>Recreation</td>
<td>River Resource</td>
<td>PA Fish Comm. near Alcoa old Powder Works</td>
<td></td>
<td>Logans Ferry</td>
<td>Logans Ferry</td>
<td>Logans Ferry</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Logans Ferry Marina</td>
<td>Aluminum History</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Near Alcoa Powder Works</td>
<td></td>
<td>Logans Ferry</td>
<td>Logans Ferry</td>
<td>Logans Ferry</td>
<td></td>
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<tr>
<td>62</td>
<td>Lucesco Oil Town remains</td>
<td>Early oil industry/Andrew Carnegie link</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Abandoned oil town, remains, nice natural site</td>
<td>1850s</td>
<td>Lucesco</td>
<td>Allegheny Twp</td>
<td>724-222-2222</td>
<td>AKRC developing a trail/heritage park here, extending from Treadway Trail/frames also good contact</td>
</tr>
<tr>
<td>63</td>
<td>Mickey's Mill/Freeport Area Historical Soc</td>
<td>Agricultural history, 18th-20th century</td>
<td>Arch/Soc Hist</td>
<td>Look and see</td>
<td>3-story grist mill, well situated on trail, needs plan</td>
<td>1796</td>
<td>Freeport/ Laneville</td>
<td>Old Mill Road</td>
<td>Freeport/ Laneville</td>
<td>724-295-4635</td>
</tr>
<tr>
<td>64</td>
<td>Millennium Trail</td>
<td>Transportation and Industrial History</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>statewide trail -- linkages to MOI trail network</td>
<td></td>
<td>Harrisburg to Pittsburgh</td>
<td>Alle-Kiski Valley</td>
<td>Brit Clark of the Alle-Kiski Revitalization Corp coordinating this effort to link regional trails to statewide trail</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>INTERP THEMES</td>
<td>CATEGORY</td>
<td>SCOPE</td>
<td>DESCRIPTION</td>
<td>DATE</td>
<td>SITE LOCATION</td>
<td>STREET</td>
<td>CITY</td>
<td>PHONE</td>
<td>DEVELOPMENT</td>
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<tr>
<td>Mount St. Peter's Church</td>
<td>Italian/Catholic heritage/Architectural gem</td>
<td>Social/Industrial History</td>
<td>Stop and see</td>
<td>Reconstructed from Mellon mansion, a gem</td>
<td>1941-43</td>
<td>New Kensington</td>
<td>Freeport Rd</td>
<td>New Kensington</td>
<td>724-339-9358</td>
<td>Built from old Mellon Mansion, a jewel that should become more accessible as heritage tourism develops in Mo</td>
</tr>
<tr>
<td>Natrona Riverview Park</td>
<td>Steel and Industrial History</td>
<td>Community</td>
<td>Stop and Walk</td>
<td>Narrow but scenic walkway, near Historic Dist</td>
<td>1970s</td>
<td>Natrona</td>
<td>River Road</td>
<td>Harrison Township</td>
<td>Could be linked by signage with Brackenridge and Buffalo/Armstrong Trails</td>
<td></td>
</tr>
<tr>
<td>Natrona Walking Tour</td>
<td>Industrial labor history/ethnic heritage</td>
<td>Arch/Soc/Ind</td>
<td>Look and see</td>
<td>Greek/Gothic Revival brick, clapperboard, 150 bldg.</td>
<td>1850</td>
<td>Natrona</td>
<td>Various</td>
<td>Harrison Township</td>
<td>Brochure/sign by AVKHS; more road/interp signage needed</td>
<td></td>
</tr>
<tr>
<td>Nautical Mile Marina and Campground</td>
<td>Industrial History</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Near old brick works, private</td>
<td></td>
<td>Templeton</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nellie Bly Home</td>
<td>Progressive Reform Era</td>
<td>Arch/Soc</td>
<td>Look and see</td>
<td>Childhood home of Bly, currently private apt.</td>
<td>ca. 1890</td>
<td>Apollo</td>
<td>505 Terrace</td>
<td>Apollo</td>
<td>724-478-1757</td>
<td>Currently apartments, this structure could definitely become an historic B &amp; B</td>
</tr>
<tr>
<td>New Kensington Freight Train Station</td>
<td>Rail/local history</td>
<td>Transport'n</td>
<td>Look and see</td>
<td>Possible site for Alcoa museum</td>
<td>1885</td>
<td>New Kensington</td>
<td>Constitution</td>
<td>New Kensington</td>
<td>724-335-6034</td>
<td>Another potential site for Aluminum Heritage Museum</td>
</tr>
<tr>
<td>New Kensington National Historic District</td>
<td>Aluminum and Local History</td>
<td>Archit/Soc</td>
<td>Stop and visit</td>
<td>Commercial district, slowly rehabilitating</td>
<td>1870-120</td>
<td>New Kensington</td>
<td>Fifth Ave and more</td>
<td>New Kensington</td>
<td>Strong integrity of district; two blocks from river front marina and former Alcoa Works, now mixed use</td>
<td></td>
</tr>
<tr>
<td>Old Bank Theatre</td>
<td>Local/Community History</td>
<td>Theatre</td>
<td>Regular events</td>
<td>Restored bank is Theatre, near Historic District</td>
<td>ca. 1890</td>
<td>Natrona</td>
<td>Chestnut Street</td>
<td>Natrona</td>
<td>724-334-7863</td>
<td>Could serve as core attraction for Natrona revitalization</td>
</tr>
<tr>
<td>Old Stone Episcopal Church</td>
<td>Early Iron Industry</td>
<td>Arch/ Soc Hist</td>
<td>Stop and Visit</td>
<td>Old timey tavern with 1930s Slovak Beth limestone structure</td>
<td>1860s</td>
<td>Brady's Bend</td>
<td>Rt. 68</td>
<td>Brady's Bend</td>
<td>724-845-5426</td>
<td>Remarkable building owned by the Brady's Bend Historical Society; tremendous built landscape resources; potential interpretive tour possibility</td>
</tr>
<tr>
<td>Palko's Bar</td>
<td>Ethnic Heritage/arts</td>
<td>Social/ cultural</td>
<td>Stop and Visit</td>
<td>Stone bridge abutments, river remains, etc.</td>
<td>1830s</td>
<td>Apollo east to county line</td>
<td></td>
<td>Apollo, Edmon</td>
<td>NA</td>
<td>Best remains to be accessible with planned expansion of Roaring Run Trail to Edmon</td>
</tr>
<tr>
<td>Pennsylvania Mainline Canal Remains</td>
<td>Early PA transportation</td>
<td>Engineering</td>
<td>Look and see</td>
<td>Stone bridge abutments, river remains, etc.</td>
<td>1830s</td>
<td>Apollo east to county line</td>
<td></td>
<td>Apollo, Edmon</td>
<td>NA</td>
<td>Former distillery being redeveloped for multiple businesses; funding area/restaurant site seems possible</td>
</tr>
<tr>
<td>Penwick Distillery</td>
<td>Distillery and Prohibition</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Rehabilitating distillery complex</td>
<td>ca. 1910</td>
<td>Cheswick</td>
<td>100 Blockdale</td>
<td>Cheswick</td>
<td>724-274-6364</td>
<td>Interpretive signage/driving tour brochure should indicate PPG's history and Billy Smith's drilling of world's 1st oil wells</td>
</tr>
<tr>
<td>PPG Works-Creighton</td>
<td>Glass Industry/Oil industry</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>1st PPG site/operational, also Billy Smith oil site</td>
<td>1883</td>
<td>Creighton</td>
<td>Freeport Rd</td>
<td>Creighton</td>
<td>NA</td>
<td>Funding nearly in place for an exciting mixed use, riverfront industrial heritage park</td>
</tr>
<tr>
<td>PPG Works-Ford City Industrial Heritage Park</td>
<td>Glass Industry/Other Industrial History</td>
<td>Steel &amp; Indust</td>
<td>Stop and Visit</td>
<td>Redeveloping industrial complex to include museum</td>
<td>1880s-1890s</td>
<td>Ford City</td>
<td>Third Avenue</td>
<td>Ford City</td>
<td>NA</td>
<td>Studies completed, pending state and federal funding</td>
</tr>
<tr>
<td>Proposed Allegheny Valley Rail and Trail</td>
<td>Transportation/Industrial History &amp; Rec/ Econ Development</td>
<td>Stop and Walk</td>
<td>ATRR commuter rail to include adjacent trail</td>
<td>Pending</td>
<td>Pittsburgh-Arnold</td>
<td></td>
<td>Arnold</td>
<td></td>
<td></td>
<td>Could link Roaring Run Trail with Kiski River Trail to Leechburg, part of Millenium Trail--talk w/Mark Scaifefer</td>
</tr>
<tr>
<td>Proposed Apollo Trail</td>
<td>Iron &amp; Steel Industry, Transportation</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>In preliminary stages, Kiski R-side trail</td>
<td>Pending</td>
<td>Apollo</td>
<td>Riverside</td>
<td>Apollo</td>
<td>724-478-2411</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>INTERP THEMES</td>
<td>CATEGORY</td>
<td>SCOPE</td>
<td>DESCRIPTION</td>
<td>DATE</td>
<td>SITE LOCATION</td>
<td>STREET</td>
<td>CITY</td>
<td>PHONE</td>
<td>DEVELOPMENT</td>
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<tr>
<td>Proposed Finnin Park</td>
<td>Coal Mining</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>Allegh Twp, on Kiski R, located 6 Pine Run, pending</td>
<td>West of Vandergrift at Pine Run</td>
<td>Allegheny Township</td>
<td>724-842-4641</td>
<td>Pending funding, formerly 10 acres, now 35, Pine Run boney dump needs capped with soil</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Leechburg Trail</td>
<td>Transportation/Ethnic heritage/iron and Steel</td>
<td>Recreation</td>
<td>Stop Walk Visit</td>
<td>To wind through L-Burg along the river, pending</td>
<td>Leechburg Canal Street</td>
<td>Leechburg</td>
<td>724-845-4871</td>
<td>Pending funding and property rights permissions, could link KJ RR trail with Rt. 66 trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed West Leechburg Park</td>
<td>Environmental Impact and Recovery</td>
<td>Community</td>
<td>Stop and Walk</td>
<td>Land to be donated, on Kiski River, pending</td>
<td>West Leechburg</td>
<td>b/North and Allegheny Township</td>
<td>724-841-7481</td>
<td>Pristine Wooded area overlooking Kiski River, easily accessed from proposed Leechburg Trail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rachel Carson Homestead</td>
<td>Carson-environmental history</td>
<td>Environment</td>
<td>Stop and visit</td>
<td>Programs/fully rehabbed, links to industrial history, ca. 1900</td>
<td>Springdale</td>
<td>613 Marion</td>
<td>Springdale</td>
<td>724-274-5459</td>
<td>Blue-Green Alliance to link Carson/environment to industrialization issues; implementing 2000 strategic plan</td>
<td></td>
</tr>
<tr>
<td>Rachel Carson Park</td>
<td>Carson-environmental history</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>Fish pier, handicap access, boat launch, pavilion, 1990s</td>
<td>Springdale</td>
<td>foot Colfax St</td>
<td>Springdale</td>
<td>724-274-5459</td>
<td>Terentum and Brackenridge River parks could link to Natrona's park with signage</td>
<td></td>
</tr>
<tr>
<td>Reid's Marina</td>
<td>Distillery/Prohibition/Transportation (RR)</td>
<td>Recreation</td>
<td>River resource</td>
<td>Private, wide dock space, near Panwick Distillery, 1990s</td>
<td>Cheswick</td>
<td>Blockdale St</td>
<td>Cheswick</td>
<td>724-274-6354</td>
<td>Could be prime spot to develop landing area</td>
<td></td>
</tr>
<tr>
<td>Riverview Memorial Park</td>
<td>Worker (WPA) history</td>
<td>Community</td>
<td>Stop and Visit</td>
<td>Riverside, linked to Tarentum Park, boat launch, 1900</td>
<td>Brackenridge</td>
<td>River Road</td>
<td>Brackenridge</td>
<td>724-277-7360</td>
<td>Tarentum and Brackenridge River parks could link to Natrona's park with signage</td>
<td></td>
</tr>
<tr>
<td>Riverview Memorial Park</td>
<td>Civil War training site, WPA projects</td>
<td>Community</td>
<td>Stop and walk</td>
<td>Largest riverfront park in Allegheny Co., 1900</td>
<td>Tarentum</td>
<td>First Avenue</td>
<td>Tarentum</td>
<td>724-277-7360</td>
<td>Needs a plan for future development, could be a springboard to help develop downtown Tarentum</td>
<td></td>
</tr>
<tr>
<td>Roaring Run Trail</td>
<td>Transportation, Native American, iron, Environment</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>Extraordinary 2-mi. trail, graded, pavilion, 1994</td>
<td>Apollo-Edmon</td>
<td>Apollo</td>
<td>724-727-7360</td>
<td>212-acre purchase to extend trail to Edmon planned and proceeding, to include parking and pavilion, more interpret</td>
<td></td>
<td></td>
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<tr>
<td>Rosston Boat Launch</td>
<td>Near distillery site, other industrial remains</td>
<td>Recreation</td>
<td>River Resource</td>
<td>PA Fish Commission, near Armstrong Trail</td>
<td>Rosston</td>
<td>Rosston</td>
<td>724-567-7662</td>
<td>Should be included as a private partner in Kiski Valley heritage tourism</td>
<td></td>
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</tr>
<tr>
<td>Rowley's Market</td>
<td>Community fabric</td>
<td>Social History</td>
<td>Stop and visit</td>
<td>Solid miners' goods, still old-time community store, 1920s</td>
<td>North Vandergrift 12</td>
<td>First St</td>
<td>North Vandergrift</td>
<td>724-567-7662</td>
<td>Outside MOI but a compelling nationally significant story of Roebling makes it a worthy &quot;other nearby attraction&quot;</td>
<td></td>
</tr>
<tr>
<td>Saxonburg Historical Museum</td>
<td>Transportation and Radio (KDKA) History</td>
<td>Gen. Hist</td>
<td>Stop and visit</td>
<td>Strong Roebling canal/bridge and KDKA history, 1890s-1990</td>
<td>Saxonburg</td>
<td>N Rebecca/ Water</td>
<td>Saxonburg</td>
<td>724-352-1106</td>
<td>Former distillery has been redeveloped; next to Kiski Jctn RR, which hopes for development of remaining bligh</td>
<td></td>
</tr>
<tr>
<td>Schenley Distillery/Industrial Park</td>
<td>Distillery/Prohibition era</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Redevolving distillery complex, near KJRR, 1890</td>
<td>Schenley</td>
<td>Riverside</td>
<td>Schenley</td>
<td>724-295-2141</td>
<td>Schenley, Riverside</td>
<td></td>
</tr>
<tr>
<td>Schenley Yacht Club</td>
<td>Distillery and Industrial History</td>
<td>Recreation</td>
<td>River Resource</td>
<td>Private marina upriver from Schenley, KJRR, 1890</td>
<td>Schenley</td>
<td>Schenley</td>
<td>724-295-2141</td>
<td>Magnificent stone memorial built by the UMW to 1904 disaster victims along with mostly unmarked graves of miners</td>
<td></td>
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<tr>
<td>St Mark's Cemetery-Harwick Disastr Memorial</td>
<td>Coal Mining</td>
<td>Steel &amp; Indust</td>
<td>Stop and visit</td>
<td>Union-built stone marker/mining disaster graves, 1903</td>
<td>Cheswick</td>
<td>Duquesne Ave</td>
<td>Cheswick</td>
<td>NA</td>
<td>Magnificent stone memorial built by the UMW to 1904 disaster victims along with mostly unmarked graves of miners</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>INTERP THEMES</td>
<td>CATEGORY</td>
<td>SCOPE</td>
<td>DESCRIPTION</td>
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<tr>
<td>96 Tarentum Boat Launch</td>
<td>French and Indian War era</td>
<td>Recreation</td>
<td>River Resource</td>
<td>PA Fish Comm., near reconstructed blockhouse</td>
<td></td>
<td>Tarentum</td>
<td>First Avenue</td>
<td>Tarentum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>97 Tour-Ed Mine and Museum</td>
<td>Coal Mining Industry</td>
<td>Steel &amp; Indust</td>
<td>Stop and visit</td>
<td>Draws 7,500 visitors, but needs redevelopment</td>
<td>1920s, 1975</td>
<td>Tarentum</td>
<td>Bull Creek Rd</td>
<td>Tarentum</td>
<td>724-224-4720</td>
<td></td>
</tr>
<tr>
<td>98 Treadway Park and Trail</td>
<td>Iron &amp; Steel Industry, Transportation, Coal Ind</td>
<td>Recreation</td>
<td>Stop and Walk</td>
<td>2.5 mi graded trail w/park on E side of Allegheny</td>
<td>2001</td>
<td>B/ Braeburn &amp; Garver's Fwy</td>
<td>Edgecliff Road</td>
<td>Allegheny Township</td>
<td>724-842-4641</td>
<td></td>
</tr>
<tr>
<td>99 Unfinished Millstone</td>
<td>Native American/frontier era history</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>In fact millstone with Indian/frontier legend</td>
<td>ca. 1770s</td>
<td>Bell Twp</td>
<td>Millstone Rd</td>
<td>Bell Township</td>
<td>NA</td>
<td>Access by road, could be noted on a driving tour brochure</td>
</tr>
<tr>
<td>100 United Engineering and Foundry</td>
<td>Iron and steel industry, 1680-present</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Made locks for P. Canal, still functioning</td>
<td>ca. 1890</td>
<td>Vandergrift</td>
<td>Vandergrift</td>
<td>NA</td>
<td>Possible site for partial interior tour of metal fabricating facility?</td>
<td></td>
</tr>
<tr>
<td>101 Vandergrift National Historic District</td>
<td>Progressive Reform Era</td>
<td>Archit/Soc</td>
<td>Look and see</td>
<td>McMurtry Architect, Progressive vision, Olmsted designed</td>
<td>1895</td>
<td>Vandergrift</td>
<td>Sprawling</td>
<td>Vandergrift</td>
<td>NA</td>
<td>With strong architect, integrity/ha’l. significance, this is key Mol commty, variety of shops, need accom</td>
</tr>
<tr>
<td>102 Victorian Vandergrift Museum</td>
<td>Industrial and local history</td>
<td>Gen. Hist</td>
<td>Stop and visit</td>
<td>Former school building, Vandergrift history</td>
<td>ca. 1900</td>
<td>Vandergrift</td>
<td>Sherman Ave</td>
<td>Vandergrift</td>
<td>724-568-3635</td>
<td>Located at edge of Hist. Dist., near Casino Theatre, possible Mol Visitors Center</td>
</tr>
<tr>
<td>103 WCTU Building-Apollo Area Historical Society</td>
<td>Progressive Reform Era</td>
<td>Social History</td>
<td>Stop and visit</td>
<td>Hq-quarters of WCTU, 2-story structure</td>
<td>ca. 1880</td>
<td>Apollo</td>
<td>317 N 2nd</td>
<td>Apollo</td>
<td>724-478-3037</td>
<td>On Walking Tour; Bly and WCTU need planning for full development; $160,000 estimate in 2000 to rehab</td>
</tr>
<tr>
<td>104 West Tarentum Walking Tour</td>
<td>Industrial history and ethnic heritage</td>
<td>Archit/Soc</td>
<td>Look and see</td>
<td>Extends for 12 blocks, social/industrial history</td>
<td>1870-1930</td>
<td>Tarentum</td>
<td>West-variou</td>
<td>Tarentum</td>
<td>724-224-7666</td>
<td>Brochure by AKVHS; access by river or road</td>
</tr>
<tr>
<td>105 West Winfield Iron Furnace</td>
<td>Early iron industry</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Slated to be moved to F. City PPG Museum</td>
<td>ca. 1850s</td>
<td>West Winfield</td>
<td>West Winfield</td>
<td>724-548-8101</td>
<td>Proposed to be relocated to Ford City, to be used as an &quot;icon&quot; for the IC Industrial Heritage Park</td>
<td></td>
</tr>
<tr>
<td>106 Yellow Row</td>
<td>Glass Industry-workers</td>
<td>Steel &amp; Indust</td>
<td>Look and see</td>
<td>Heldenkamp glass workers’ housing</td>
<td>ca. 1900</td>
<td>Springdale</td>
<td>Standard</td>
<td>Springdale</td>
<td></td>
<td>Include on possible walking tour of Springdale industrial heritage</td>
</tr>
<tr>
<td><strong>Name</strong></td>
<td><strong>Location</strong></td>
<td><strong>Town</strong></td>
<td><strong>Month</strong></td>
<td><strong>Phone</strong></td>
<td><strong>Yrly</strong></td>
<td><strong>Theme</strong></td>
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</tr>
<tr>
<td>1 African American Church Revivals</td>
<td>Various</td>
<td>Throughout</td>
<td>Various</td>
<td>724-337-3588</td>
<td>*</td>
<td>Religious/ethnic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 Alle-Kiski River Sojourn</td>
<td>Alle-Kiski-Conem rivers-launches vary</td>
<td>Various</td>
<td>Summer</td>
<td>724-845-5426</td>
<td>*</td>
<td>River Canoe Tour</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 Alle-Kiski Valley Hist Soc Flea-Tique</td>
<td>Bull Creek Rd, Tour-Ed Mine</td>
<td>Tarentum</td>
<td>May-Oct, 3rd Sun</td>
<td>724-224-7666</td>
<td>*</td>
<td>Antique market</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 American Slovenian Dance</td>
<td>American Slovenian Association</td>
<td>Acme-tonia</td>
<td>Year-around</td>
<td>724-274-9997</td>
<td>Ethnic music</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 Apollo Moon Landing Days</td>
<td>Apollo</td>
<td>Apollo</td>
<td>July 20-21</td>
<td>724-478-3037</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 Armstrong County Spinners</td>
<td>Cadogan (among other private locations)</td>
<td>Armstrong County</td>
<td>Summer</td>
<td>724-335-3538</td>
<td>*</td>
<td>Traditional art</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 Arnold Family Days</td>
<td>Roosevelt Park</td>
<td>Arnold</td>
<td>September</td>
<td>724-335-3580</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>8 Arnold Firemen's Carnival/Oxroast</td>
<td>Kennedy/Riverside Park</td>
<td>Arnold</td>
<td>July 30 - August 4</td>
<td>724-335-3580</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Avonmore Festival</td>
<td>Avonmore</td>
<td>Avonmore</td>
<td>September</td>
<td>724-226-2645</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Basket Making classes</td>
<td>Alle-Kiski Valley Heritage Museum</td>
<td>Tarentum</td>
<td>Regularly</td>
<td>724-224-7666</td>
<td>*</td>
<td>Traditional craft</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11 Brady's Bend Quilt Show</td>
<td>St. Stephen's Church</td>
<td>Brady's Bend</td>
<td>3rd Sun August</td>
<td>724-335-3580</td>
<td>*</td>
<td>Traditional craft</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12 Buttoneers</td>
<td>Indiana, Armstrong, Westmoreland co</td>
<td>Avonmore</td>
<td>Varies</td>
<td>724-845-7220</td>
<td>Ethnic musicians</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13 Community Days</td>
<td>Memorial Park, Rt 366</td>
<td>New Kensington</td>
<td>Late June</td>
<td>724-335-4100</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Corpus Christi &quot;Sawdust&quot; Carpets</td>
<td>Holy Martyrs-Sacred Heart Church</td>
<td>Tarentum</td>
<td>Mid-June</td>
<td>724-226-2645</td>
<td>*</td>
<td>Religious/ethnic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 East Vandergrift Ethnic Days</td>
<td>East Vandergrift</td>
<td>E. Vandergrift</td>
<td>Mid-June</td>
<td>724-567-6463</td>
<td>*</td>
<td>Ethnic Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16 Environmental programs</td>
<td>Rachel Carson Homestead</td>
<td>Springdale</td>
<td>Spring-Fall</td>
<td>724-274-5459</td>
<td>*</td>
<td>Environment Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Ethnic Heritage Series</td>
<td>Alle-Kiski Valley Heritage Museum</td>
<td>Tarentum</td>
<td>Year around</td>
<td>724-224-7666</td>
<td>Ethnic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18 Ford City Heritage Days</td>
<td>Ford City Park</td>
<td>Ford City</td>
<td>Fourth of July weekend</td>
<td>724-763-1617</td>
<td>*</td>
<td>Community/Ethnic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 Fort Armstrong Folk Festival</td>
<td>Riverfront Park, Water St</td>
<td>Kittanning</td>
<td>Early August</td>
<td>724-543-1045</td>
<td>*</td>
<td>Community/Ethnic</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 Freeport International Baseball Invitat</td>
<td>Freeport, Arnold</td>
<td>Allegh Twp rt 356</td>
<td>Late July</td>
<td>724-353-1890</td>
<td>Sport</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21 Heritage Plays</td>
<td>Freeport Community Theatre</td>
<td>Allegh Twp rt 356</td>
<td>Summer</td>
<td>724-295-1934</td>
<td>*</td>
<td>Historical Theatre</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22 Italian bakeries</td>
<td>Spezanno's, Mazziotti's, Arnold, Fazio</td>
<td>Arnold/N Ken</td>
<td>Year around</td>
<td>724-335-8558</td>
<td>*</td>
<td>Ethnic food</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23 Italian Day Picnic</td>
<td>Lower Burrell VFW, Wildlife Lodge Rd</td>
<td>Lower Burrell</td>
<td>August</td>
<td>724-335-9710</td>
<td>*</td>
<td>Ethnic Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 Italian Gelato</td>
<td>Mulberry St</td>
<td>Kittanning</td>
<td>Year around</td>
<td>724-54-TREAT</td>
<td>*</td>
<td>Ethnic Food</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25 Juneteenth</td>
<td>Between 4th Ave and 10th St</td>
<td>New Kensington</td>
<td>Mid-June</td>
<td>724-335-8558</td>
<td>*</td>
<td>Ethnic Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26 Kiski River Sweep</td>
<td>Kiski River Valley</td>
<td>Kiski River Valley</td>
<td>Summer-fall</td>
<td>724-727-7360</td>
<td>*</td>
<td>River cleanup</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>27 Kittanning area/Armstrong Co. Wood Workers</td>
<td>Kittanning</td>
<td>Kittanning</td>
<td>Throughout year</td>
<td>724-763-7457</td>
<td>*</td>
<td>Traditional Occu</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 Kolenda (Polish Christmas Caroling)</td>
<td>Ford City</td>
<td>Ford City</td>
<td>December</td>
<td>724-763-1196</td>
<td>*</td>
<td>Ethnic Music</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>29 Log Cabin Day</td>
<td>Drake Log Cabin</td>
<td>Apollo</td>
<td>1st Sat October</td>
<td>724-478-3037</td>
<td>*</td>
<td>Pioneer Era Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 Mountain Top Campground Bluegrass</td>
<td>Mountain Top Campground</td>
<td>Tarentum</td>
<td>Summer</td>
<td>888-224-1511</td>
<td>*</td>
<td>Musical Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>31 Nellie Bly Theatrical production</td>
<td>Apollo schools thus far</td>
<td>Apollo</td>
<td>Varies</td>
<td>724-478-3037</td>
<td>*</td>
<td>Theatre</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>32 North Apollo Festival</td>
<td>North Apollo</td>
<td>North Apollo</td>
<td>June</td>
<td>724-335-3580</td>
<td>*</td>
<td>Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Location</td>
<td>Town</td>
<td>Month</td>
<td>Phone</td>
<td>Yrly</td>
<td>Theme</td>
<td></td>
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<tr>
<td>Oklahoma Festival</td>
<td>Oklahoma</td>
<td>Oklahoma</td>
<td>August</td>
<td></td>
<td></td>
<td>* Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Polish Day Picnic</td>
<td>Lower Burrell VFW, Wildlife Lodge Rd</td>
<td>Lower Burrell</td>
<td>August</td>
<td>724-335-8212</td>
<td></td>
<td>* Ethnic Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Polka Dances</td>
<td>Natrona Heights, New Kensington, Ford City</td>
<td>Various</td>
<td>Mostly summer</td>
<td></td>
<td></td>
<td>Ethnic dance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Porcelain/oil painting/quilting</td>
<td>Springdale Presbyterian Church</td>
<td>Springdale/Cheswick</td>
<td>Throughout</td>
<td>724-274-7853</td>
<td></td>
<td>Traditional arts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roaring Run Interpretive Hikes</td>
<td>Roaring Run Trail, Apollo Schools (past)</td>
<td>Apollo</td>
<td>Year-around</td>
<td>724-727-7360</td>
<td></td>
<td>* Nature/hist hikes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saxonburg Festival</td>
<td>Main Street</td>
<td>Saxonburg</td>
<td>mid-September</td>
<td></td>
<td></td>
<td>* Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Slovak Stedry Vecer</td>
<td>Holy Martyrs-St. Clement</td>
<td>Tarentum</td>
<td>December</td>
<td>724-353-1256</td>
<td></td>
<td>* Ethnic-Relig Dinner</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Springdale Firemen's Carnival/Parade</td>
<td>Between Pittsburgh Ave &amp; River</td>
<td>Springdale</td>
<td>Fourth of July wknd</td>
<td>724-274-5090</td>
<td></td>
<td>* Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Francis Polish crafts and traditions</td>
<td>Ford City</td>
<td>Ford City</td>
<td>Seasonal</td>
<td>724-763-1196</td>
<td></td>
<td>Ethnic arts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strawberry and Harvest Festivals</td>
<td>Burtner House</td>
<td>Natrona Heights</td>
<td>June, October</td>
<td>724-224-7999</td>
<td></td>
<td>* Pioneer era fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Syrian Food Festival</td>
<td>1150 Leishman Ave</td>
<td>New Kensington</td>
<td>mid-May</td>
<td>724-335-5223</td>
<td></td>
<td>* Ethnic Food Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Syrian Picnic</td>
<td>Lower Burrell VFW, Wildlife Lodge Rd</td>
<td></td>
<td>mid-September</td>
<td>724-335-5223</td>
<td></td>
<td>* Ethnic Festival</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vandergrift Days</td>
<td>Lincoln Avenue/Downtown</td>
<td>Vandergrift</td>
<td>Fourth of July wknd</td>
<td>724-845-5426</td>
<td></td>
<td>* Community Fest/Hist</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Leechburg Festival</td>
<td>West Leechburg</td>
<td>West Leechburg</td>
<td>July</td>
<td></td>
<td></td>
<td>* Community Fest</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wood carving/sculpting</td>
<td>Leechburg</td>
<td>Leechburg</td>
<td>Throughout</td>
<td>724-845-7117</td>
<td></td>
<td>Traditional art</td>
<td></td>
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</tr>
</tbody>
</table>
April 2001
Initial meeting with SIHC/Mosaic of Industry Steering Committee to decide basic course of strategy for research and production of plan. Present: Doris Dyen, Steel Industry Heritage Corporation, Hartley Johnston (Chair of Committee), Alle-Kiski Valley Historical Society, Pam Hayhurst, Apollo Area Economic Development Council, Harry Crytzer, local member of the Rivers of Steel Board of Directors, Chris Magoc, Diane Sheets, and Steve Mitchell, Consultant team. Absent: Gary Pallone, Liz White, Mel Smith and Anthony Ferrante.

May through July 2001: Site visits and meetings with the following site personnel and community/economic development representatives:
Mike Stanoski, Harrison Township Commissioner, site visit to Penn Salt Natrona National Historic District, to discuss possible revitalization of the Historic District and current issues afflicting the community
Max Israel, to discuss and see Leechburg trails development
Beth Girardi and the Leechburg Planning Commission to discuss Leechburg’s place in the MOI, KJRR extension, trails, etc.
Allan Walzak, Strongland Area Chamber of Commerce to discuss Brady’ Bend, Hyde Park, Kiski River sojourns, and other economic development initiatives
Ira Wood and Ed Paul, Tour-Ed Mine and Museum to discuss current status and future plans of the site and relationship with MOI
Ray Boarts, Ford City Industrial Heritage Park and Museum to discuss Ford City development
Don Maines, coordinator of Ford City industrial redevelopment
George Niksick, Hyde Park Museum, to see new museum and discuss inclusion of Leechburg-Hyde Park Bridge/riverfront redevelopment in MOI
Several meetings and tours with Don Stevenson of the Roaring Run Watershed Association and numerous other regional natural resource and historical organizations
Mary and Charles Bowyer, Kiski Junction Railroad, to discuss their success, current issues and plans for development
Liz White, to discuss Kittanning historic district and economic development initiatives
Kathy Wolfe, Armstrong County Tourism Office to discuss wide range of sites, issues
Don Collar, Freeport Area Historical Society to discuss status of Mickey’s Mill in Laneville
Thomas Dunn, City of Arnold Community Development Office
Gary Pallone, to discuss efforts to establish Aluminum Heritage Museum in New Kensington and revitalize rail service to New Kensington-Arnold on the Allegheny Valley Railroad
Phyllis and John Framel, Allegheny Township Commissioner to discuss trail and historic initiatives in the township
Brian Clark, Allegheny Kiski Valley Revitalization Corporation to discuss trail developments, signage project, Senior Net, Lucesco, and project as a whole
Hartley Johnston, Allegheny Kiski Valley Historical Society
Harry Crytzer, Sarver, to discuss Freeport, labor history, Lucesco and project as a whole
Lengthy phone interviews were held with the following individuals:
Melvyn Smith, New Kensington/African American community
Marilyn Rea, Armstrong County League of Arts
Rennick Steele, Freeport Community Theatre
Bill Godfrey, freelance artist living and working in Natrona
Cynthia Maleski, coordinator of Alle-Kiski Valley Heritage Museum Ethnic Series, held 2001, to discuss future expansion of such events
Betty Lou Valley, who coordinated much of the ethnic heritage activities for particular ethnic groups (with Maleski)
Alan Morgan, Apollo Area Historical Society
Nancy Nawrocki, Leechburg Area Historical Society
Mary Lou Bitar, Arnold
Anthony Ferrante, Vandergrift Casino Theatre Restoration
Gene Appleby, musician in the Kiski Valley ("Mugs and Brushes," barber shop quartet)
Sandy Truckner, Shetland Sheep wool grower (sheepandcattle.com)
Anita Bafik, chair caner in Avonmore
Chairperson of East Vandergrift ethnic Days
Bob Firth, Informing Designs, to discuss A-K Valley signage project
Danelle Ardelle, Rachel Carson Homestead
Ann Safely, Pennsylvania Historical and Museum Commission, to discuss demolition of one important property in the Natrona Historic District and the long-term preservation of the rest of the district

NOTE: The site visit research necessary for the production of the Plan was greatly reduced by the lead consultant’s (Magoc) previous experience as the Executive Director of the Allegheny-Kiski Valley Historical Society from 1994-1996, and his efforts in that role to promote industrial and cultural heritage tourism in the Alle-Kiski Valley.

September 2001
Meeting held with the MOI Steering Committee to discuss the Draft Plan, recommended changes recorded and subsequently adopted. Present: Anthony Ferrante, Gary Pallone, Hartley Johnston, Liz White, Doris Dyen, Don Stevenson, and Consultants Chris Magoc and Diane Sheets.
The Steel Industry Heritage Corporation is a non-profit organization chartered under the laws of the Commonwealth of PA and established by an Act of the United States Congress to coordinate the Rivers of Steel National and State Heritage Area. Rivers of Steel's mission is to conserve, interpret, promote and manage the historic, cultural, natural and recreational resources of steel and related industries in Southwestern Pennsylvania, and to develop uses for these resources so they may contribute to the economic revitalization of the region.