



INDIVIDUAL PROPERTY HISTORIC NOMINATION FORM

HRC Staff Use Only

Date Received:

Parcel No.:

Ward:

Zoning Classification:

Bldg. Inspector:

Council District:

Fee Schedule

Please make check payable to *Treasurer, City of Pittsburgh*

Individual Landmark Nomination:	\$100.00
District Nomination:	\$250.00

1. HISTORIC NAME OF PROPERTY:

Roslyn Place

2. CURRENT NAME OF PROPERTY:

Roslyn Place

3. LOCATION

a. Street: Roslyn Place

b. City, State, Zip Code: Pittsburgh, Pa. 15232

c. Neighborhood: Shadyside

4. OWNERSHIP

d. Owner(s): City of Pittsburgh

e. Street: 512 City-County Building, 414 Grant Street

f. City, State, Zip Code: Pittsburgh, Pa. 15219 Phone: (412) 255-2626

5. CLASSIFICATION AND USE – Check all that apply

<u>Type</u>	<u>Ownership</u>	<u>Current Use:</u>
<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private – home	<u>Street.</u>
<input type="checkbox"/> District	<input type="checkbox"/> Private – other	_____
<input type="checkbox"/> Site	<input type="checkbox"/> Public – government	_____
<input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public - other	_____
	<input type="checkbox"/> Place of religious worship	_____

6. NOMINATED BY:

- a. Name: Matthew W.C. Falcone
- b. Street: 1501 Reedsdale St., Suite 5003
- c. City, State, Zip: Pittsburgh, Pa. 15233
- d. Phone: (412) 256-8755 Email: mfalcone@preservationpgh.org

7. DESCRIPTION

Provide a narrative description of the structure, district, site, or object. If it has been altered over time, indicate the date(s) and nature of the alteration(s). (Attach additional pages as needed)

If Known:

- a. Year Built: 1914
- b. Architectural Style: Nicolson Pavement
- c. Architect/Builder: Thomas Rodd

Narrative: See attached.

8. HISTORY

Provide a history of the structure, district, site, or object. Include a bibliography of sources consulted. (Attach additional pages as needed.) Include copies of relevant source materials with the nomination form (see Number 11).

Narrative: See attached.

9. SIGNIFICANCE

The *Pittsburgh Code of Ordinances, Title 11, Historic Preservation, Chapter 1: Historic Structures, Districts, Sites and Objects* lists ten criteria, at least one of which must be met for Historic Designation. Describe how the structure, district, site, or object meets one or more of these criteria and complete a narrative discussing in detail each area of significance. (Attach additional pages as needed)

The structure, building, site, district, object is significant because of (check all that apply):

- 1. Its location as a site of a significant historic or prehistoric event or activity;
- 2. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspects of the development of the City of Pittsburgh, State of Pennsylvania, Mid-Atlantic region, or the United States;
- 3. Its exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship;
- 4. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
- 5. Its exemplification of important planning and urban design techniques distinguished by innovation, rarity, uniqueness, or overall quality of design or detail;

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6. Its location as a site of an important archaeological resource;
 7. Its association with important cultural or social aspects or events in the history of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
 8. Its exemplification of a pattern of neighborhood development or settlement significant to the cultural history or traditions of the City, whose components may lack individual distinction;
 9. Its representation of a cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous; or
 10. Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh.

Narrative: See attached.

10. INTEGRITY

In addition, the ordinance specifies that “Any area, property, site, structure or object that meets any one or more of the criteria listed above shall also have sufficient integrity of location, design, materials, and workmanship to make it worthy of preservation or restoration”. (Attach additional pages as needed)

Narrative: _____

11. NOTIFICATION/CONSENT OF PROPERTY OWNER(S)

1.3(a)(2) Community information process.

Preceding submission of a nomination form for a District, the Historic Review Commission shall conduct at least one (1) public information meeting within or near the boundaries of the proposed district, which shall include at least one (1) member of the Department of City Planning and one (1) Commission member, to discuss the possible effects of designation. Notice shall be given to the owners of property in the proposed district in accordance with Section 1.3(b) below. The final public information meeting shall be held no more than six months before the nomination form is submitted.

1.3(a)(1)(a) Subsection F.

In the case of a nomination as a Historic District, by community-based organizations or by any individual, but in either event the nomination shall be accompanied by a petition signed by the owners of record of twenty-five (25) percent of the properties within the boundaries of the proposed District.

- Please attach documentation of your efforts to gain property owner’s consent.-

** The nomination of any religious property shall be accompanied by a signed letter of consent from the property’s owner.

12. PHOTO LOGS: *Please Attach*

13. BIBLIOGRAPHY: *Please Attach*

14. NOMINATION FORM PREPARED BY:

a. Name: Matthew W.C. Falcone for Preservation Pittsburgh

b. Street: 1501 Reedsdale St., Suite 5003

c. City, State, Zip: Pittsburgh, Pa. 15233

d. Phone: (412) 417-5910 Email: mfalcone@preservationpgh.org

e. Signature: _____



HISTORIC NOMINATION – INSTRUCTIONS

INSTRUCTIONS FOR FILLING OUT THE NOMINATION FORM

1. Indicate the original name of the property if it is currently known by a different name; e.g. Union Station.
2. Indicate the current name of the property
3. Indicate the street address for the property. For districts, attach a separate sheet listing the street address of each property included in the nomination and a clear street map of the area showing the boundaries of the proposed district.
4. Indicate the owner of the property and his or her mailing address. For districts, attach a separate sheet listing the owner of each property and his or her mailing address.
5. Check the classification as indicated.
 - a. **“Historic Structure”** means anything constructed or erected, the use of which requires directly or indirectly, a permanent location on the land, including walks, fences, signs, steps and sidewalks at which events that made a significant contribution to national, state or local history occurred or which involved a close association with the lives of people of nations, state or local significance; or an outstanding example of a period, style, architectural movement, or method of construction; or one of the last surviving works of a pioneer architect, builder or designer; or one of the last survivors of a particular style or period of construction.
 - b. **“Historic District”** means a defined territorial division of land which shall include more than one (1) contiguous or related parcels of property, specifically identified by separate resolution, at which events occurred that made a significant contribution to national, state, or local history, or which contains more than one historic structure or historic landmarks, or which contains groups, rows or sets of structures or landmarks, or which contains an aggregate example of a period, style, architectural movements or method of construction, providing distinguishing characteristics of the architectural type or architectural period it represents.
 - c. **“Historic Site”** means the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure whether standing, ruined or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structures.
 - d. **“Historic Object”** means a material thing of historic significance for functional, aesthetic cultural or scientific reasons that may be, by nature or design, moveable yet related to a specific setting or environment.
6. Indicate the person(s) responsible for the nomination. Please note: According to the Historic Preservation Ordinance:

“Nomination of an area, property, site, or object for consideration and designation as a Historic Structure, Historic District, Historic Site, or Historic Object may be submitted to the Historic Review Commission by any of the following:

- a. The Mayor of the City of Pittsburgh
 - b. A Member of the Historic Review Commission
 - c. A Member of the City Planning Commission
 - d. A Member of the Pittsburgh City Council
 - e. The Owner of Record or any person residing in the City of Pittsburgh for at least one year (for the nomination of a Historic Structure, Site or Object)
 - f. A signed petition of 25% of the owners of record (for the nomination of a Historic District)
7. Write a physical description of the nominated property or district. Include the following information as applicable:
- architectural style(s)
 - arrangement of architectural elements
 - building materials
 - method(s) of construction
 - visual character
 - street pattern
 - density
 - type and arrangement of buildings
 - topography
 - history of the development of the area
8. Provide a narrative history of the structure, district, site, or object. Include the following information when available:
- History of the development of the area;
 - Circumstances which brought the structure, district, site, or object into being;
 - Biographical information on architects, builders, developers, artisans, planners, or others who created or contributed to the structure, district, site, or object;
 - Contextual background on building type(s) and/or style(s);
 - Importance of the structure, district, site, or object in the larger community over the course of its existence.
 - Include a bibliography of all sources consulted at the end. Where historical information is uncertain or disputed, reference sources in the text.
9. Listed below are the categories and criteria for historic designation as set forth in the Pittsburgh Historic Preservation Ordinance. Describe in detail how the structure, district, site, or object meets one or more of the criteria. According to that legislation in Section 1.4 of the Pittsburgh Historic Preservation Ordinance, *Criteria for Designation*, a building must meet at least one of the following criteria in order to be designated:
1. Its location as a site of a significant historic or prehistoric event or activity;
 2. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspects of the development of the City of Pittsburgh, State of Pennsylvania, Mid-Atlantic region, or the United States;
 3. Its exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship;
 4. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;

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5. Its exemplification of important planning and urban design techniques distinguished by innovation, rarity, uniqueness, or overall quality of design or detail;
 6. Its location as a site of an important archaeological resource;
 7. Its association with important cultural or social aspects or events in the history of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
 8. Its exemplification of a pattern of neighborhood development or settlement significant to the cultural history or traditions of the City, whose components may lack individual distinction;
 9. Its representation of a cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous; or
 10. Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh.
- 10.** In addition, the ordinance specifies that “Any area, property, site, structure or object that meets any one or more of the criteria listed above shall also have sufficient integrity of location, design, materials, and workmanship to make it worthy of preservation or restoration.”
- 11.** The nomination must be accompanied by evidence that the nominator has made a good-faith effort to communicate his or her interest in the historic designation of this landmark or district to the owner(s) of these properties. Describe how this was done, and attach evidence that the owner(s) of the nominated landmark or of the properties within the nominated district have been informed of the nomination. This may include a copy of a notification letter with a mailing list, a letter confirming phone calls, or a petition signed by affected property owners.
- 12.** Clear photographs of the nominated buildings or districts should accompany the nomination form. The applicant shall include photographs of all elevations of an individual building and its setting, or the front elevation of each building in a district. In the case of closely spaced buildings or rowhouses, several buildings may be included in one photograph. Each photograph must be labeled with the street address of the building(s) and the month and year the photograph was taken.
- 13.** Copies of major supporting documents should accompany the nomination form. Such documents may include, but are not limited to:
- historic photographs;
 - historic and contemporary maps;
 - historic or contemporary texts describing the subject property or district;
 - historic or contemporary texts describing people, places, or events that comprise the historic context of the subject property or district.
 - Oversized materials (such as architectural drawings) and materials too fragile to copy may be accepted.

PLEASE NOTE: It is the responsibility of the nominator to provide the Historic Review Commission and its Staff with information sufficient to fairly evaluate the nomination. **Incomplete nomination forms will not be accepted. Fee must be included. Nominations must be submitted in both electronic and hard-copy format.**

CHECKLIST: INSERT NAME OF PROPERTY HERE

- #1-6 Nomination Form:** Address, Ownership, Classification, Nominator Info.
 - #7: Description
 - #8: History
 - #9: Significance
- #10 Integrity**
- #11 Consent of Property Owners**
- #12 Photographs of Property:** numbered and labeled
- #13 List of Supporting Documents**

- Fee**
- Hard-Copy nomination**
- Electronic nomination (Word Format for text).**

Roslyn Place
Historic Nomination Form
Addendum

Individual Property Historic Nomination Form

Historic Name(s): Roslyn Place
Current Name: Roslyn Place
Location: Roslyn Place, Pittsburgh, Pa. 15232
Neighborhood: Shadyside
Ownership: City of Pittsburgh
Type: Structure
Historic Use: Street
Current Use: Street

Descriptive Narrative

Year Built: 1914
Architectural Style: Nicolson Pavement
Architect/Engineer: Thomas Rodd

Description

Roslyn Place (Fig. 1) is a wooden-paved street located in Pittsburgh's Shadyside neighborhood. The street is a small cul-de-sac that extends north for roughly two hundred and fifty (250) feet from Ellsworth Avenue between S. Aiken Avenue and S. Graham Street and measures roughly eighteen-and-a-half (18 ½) feet across. The street is surrounded by a small curb, sidewalk, and seventeen connected homes (as well as one independent house (Figs. 2 & 3). The oak blocks that compose the street are laid perpendicular to the length of the street and a small asphalt strip, roughly a half of an inch in width, runs the entire length, down the middle of the street. There are roughly 26,000 blocks in the street in total, most of which measure 4x8 inches a piece.

History

The 1872 and 1890 plat maps (Fig. 4 & 5) identify the lot that would become Roslyn Place as belonging to J.W. Friday, which contained a main house made of wood occupying the center of the lot and four wooden outbuildings. The 1904 plat map (Fig. 6) shows that this same property now belonged to "Thos. Rodd" and the adjacent property to the southwest, which was the home of the Rodd family, belonged to "M.W. Rodd". The 1911 plat map (Fig. 7) shows that ownership of the two properties remain the same but interestingly, two additional lines, which roughly match the current location of Roslyn Place appear in pencil over on the map itself.

In 1914 City Council passed ordinance No. 181, which "...approving and accepting Roslyn Place Plan of Lots, in the Seventh ward of the City of Pittsburgh, laid out by Thomas Rodd, May 1913, and approving and accepting Roslyn Place shown therein."¹ Later that same year ordinance No. 240 was passed "Authorizing the purchase from Thomas Rodd, Jr., of a water pipe line laid by him on Roslyn place in the Seventh ward of the City of Pittsburgh," which indicates the progress and level of modern convenience provided for the new development.² The construction of

¹ Official Pittsburgh, No. 181, The Pittsburgh Daily Post. May 30, 1914.

² No. 240, Pittsburgh Daily Post, July 13, 1914.

homes along the street occurred over the next two years and the first advertisements for the new development would be published prior to the construction of Roslyn Place.³

The 1923 plat map (Fig. 8) shows significant changes to the former “Thos. Rodd” parcel. The lot has been subdivided in twelve smaller parcels containing ten structures surrounding Roslyn Place. With the exception of one property belonging to “H. Childs” all properties are listed as belonging to “T. Rodd et. al.” Notably the adjacent property to the southwest once listed as belonging to “M.W. Rodd” is now also listed as belonging to “T. Rodd et. al.”. Also of note, the adjacent property to the north now belongs to noted Pittsburgh architect F.J. Osterling, who frequently collaborated with T. Rodd.

Over the next several decades the streets would undergo a series of minor restorations and repair but in the 1980s the street had deteriorated to the point where City officials were forced to either pave over the street or conduct extensive repairs. Fortunately, the City opted to conduct an extensive restoration, which was completed in 1985. Since this time, minor repairs and replacements have been made, largely using surplus material from the 1985 restoration project.

Significance

Criterion 2: Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archeological, or related aspects of the development of the City of Pittsburgh, State of Pennsylvania, Mid-Atlantic region, or the United States

Thomas Rodd (Fig. 9) was born in London, England and immigrated to America with his parents at age five. He studied at the U.S. Naval Academy in Annapolis before serving as an officer in the navy during the Civil War. After the war he served in the City Engineer’s Office in Philadelphia before joining the Pennsylvania Railroad (P.R.R.) Company in 1872 as a rodman. He would serve in a multitude of engineering positions in the P.R.R. and in 1889 was appointed chief engineer to all lines West of Pittsburgh.⁴ It was at this time that Mr. Rodd moved to the city, where he and his family would play an important role in shaping several of Pittsburgh’s cultural institutions.

In Pittsburgh Rodd and his family became prominent members of the city’s social elite. He became a member of the Pittsburgh Club, the Duquesne Club, the Allegheny County Club, the Pittsburgh Golf Club, the University Club of Pittsburgh, the Metropolitan Club of New York and the Chicago Club. As a sign of the Rodd family’s social status in Pittsburgh, their vacations and the work travel of Mr. Rodd were frequently reported in prominent Pittsburgh newspapers. The destinations listed also help provide a context for the Thomas Rodd, and the Rodd family’s social standing, as they traveled to the Columbian Exposition in Chicago, Paris, Virginia’s White Sulpher

³ Lots, *Pittsburgh Post-Post Gazette*, August 30, 1913.

⁴ Thomas Rodd. *The Book of Prominent Pennsylvanians: A Standard Reference*. Pittsburg Leader. Leader Publ., 1913.

Springs, Florida, Lakewood, N.Y., and Watch Hill, R.I.⁵ The Rodd family's social activities within Pittsburgh were also frequently reported and their association with other prominent Pittsburgh families like the Howes, Childs, and Laughlins again helps to contextualize their social standing.⁶

The Rodd family also played a significant role in the construction, and religious life, of the Church of the Ascension.⁷ In addition to contributing to the building's general construction funds in 1898, the Rodd family contributed to several different memorials within the church itself. Top among these is the stained glass window dedicated to their deceased son, a plaque commemorating the members of the congregation who perished in World War I, and the churches' unique antiphonal organ (Figs. 10-15).

Criterion 3: Its exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship

Roslyn Place is an example of Nicolson Pavement, a particular technique of street paving involving creosote-soaked wooden blocks (or cylinders) patented by Samuel Nicolson in 1859.⁸

According to Nicolson, the first wooden street paved according to his patented technique was constructed on the Western Avenue of the Boston & Roxbury Mill Corporation near Beacon Street in 1848.⁹ There were four different approaches to paving with wooden streets, each of which were tailored to the primary use (and users, such as pedestrians, horses, wagons) of the street itself (Fig. 16-18). The benefits of wooden streets were directly compared to other paving options at the time, namely cobblestones and Belgian blocks. Cobblestones were viewed as being the least desirable for all forms of traffic as their rounded edges provided a difficult surface for horses (and their shoes) to consistently gain traction (Fig. 19). The lack of a reliably flat surface was also difficult on wagon wheels and pedestrians alike. Belgian blocks were seen as preferable to cobblestones because they created a more level surface, which was easier for wheels to traverse with minimal wear but the rounded edges of the blocks created a difficult, and inconsistent, surface for horses to gain traction (Fig. 20). In contrast, Nicolson Pavement provided a flat, somewhat malleable, surface which inflicted limited wear on wagon wheels and created an easily-walkable street for pedestrians as well as providing consistent traction for horses (Fig. 21).¹⁰

While traction and efficiency were heavily promoted advantages of Nicolson Pavement, several other notable benefits of paving with wood include cost, malleability of materials, a more

⁵ White Sulpher Springs, *The Pittsburgh Press*, August 24, 1896; Capt. And Mrs. J.J. Vandergrift, *The Pittsburgh Press*, February 15, 1897; Lakewood is Booming, *The Pittsburgh Press*, July 11, 1897; Mr. and Mrs. Thomas Rodd, *The Pittsburgh Press*, July 3, 1894; Mrs. William M. Herron, *The Pittsburgh Press*, October 2, 1893; Chief Engineer Thomas Rodd, *Pittsburgh Daily Post*, April 14, 1900.

⁶ Sport at the Links, *Pittsburgh Post Gazette*, July 18, 1898; Mrs. James Robb Wilson, *Pittsburgh Daily Post*, February 27, 1898.

⁷ Church of the Ascension, *The Pittsburgh Press*, December 30, 1898.

⁸ The Nicolson Pavement, Samuel Nicholson, 2015 London, FB &c LTD.

⁹ The Nicolson Pavement, Samuel Nicholson, 2015 London, FB&c LTD.

¹⁰ Frank Grant Johnson, *The Nicolson Pavement and Pavements Generally*, pp. 40-44.

humane surface for the well-being of horses, a reduction of noise-level when compared to other forms of paving, and, perhaps most notable in the construction of Roslyn Place, there was “incontestable evidence that a relatively noiseless pavement is required and appreciated for business purposes, is in the fact that, wherever the Nicolson pavement has been laid, the same rooms and stores have rented for a third more than they were before.”¹¹

To date, Roslyn Place is the only remaining Nicolson paved street in Pittsburgh. While a handful of partially wooden-paved streets exist nationally (most notably the 200 block of Camac Street in Philadelphia and two alleyways in Chicago), Roslyn Place remains the only street in the nation entirely paved in accordance with the Nicolson paving techniques.¹²

Criterion 4: Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history of development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States

Thomas Rodd made significant architectural and engineering contributions to Pittsburgh, Western Pennsylvania, Ohio, and other points west. He was an active member of the American Society of Civil Engineers, the American Railway Engineering and Maintenance of Way Association, and the Engineer’s Society of Western Pennsylvania. As Chief Engineer for the Pennsylvania Railroad Company, Rodd had the opportunity to design and create important structures across Western Pennsylvania and the Midwest. While many of the structures he designed no longer exist, records exist of some of his more notable works. Among these is the passenger station for East Liverpool, Oh. and the passenger station for Wilmerding, Pa. (Fig. 22-23).¹³ Of Rodd’s remaining existing work, the nationally-recognized Union Station in Indianapolis is, perhaps, the most notable (Fig. 24).¹⁴

Rodd also owned and operated his own design and engineering business outside of his work with the P.R.R. through which he designed several notable structures around Western Pennsylvania and in the City of Pittsburgh. Perhaps most significant among these designs was a collaboration with Frederick Osterling on the Westinghouse Building that stood at the corner of Penn Ave. & 9th Street, in downtown Pittsburgh (Fig. 25). Rodd is also responsible for designing the Union Switch & Signal Company plant in Swissvale, the Westinghouse Forge & Steel Casting Plant in East Pittsburgh, and the Westinghouse Machine Shops in Brinton, Pa.¹⁵ According to

¹¹ Pp. 69-86.

¹² Inga Saffron, *Changing Skyline: Philadelphia’s Only Surviving Wooden Street Embalmed in Asphalt*, December 27, 2015. Source:

http://www.philly.com/philly/living/20151225_Changing_Skyline_Philadelphia_s_only_surviving_wooden_street_embalmed_in_asphalt.html; Wooden Block Alley, All of Chicago’s wood-paved streets are long gone but two alleys remain, Atlas Obscura, Source: <http://www.atlasobscura.com/places/wooden-block-alley>

¹³ Four More Stories for Westinghouse Building to Cost \$60,000 – A Twenty-First Ward Motel is Sold, *Pittsburgh Daily Post*, August 22, 1900; The Pennsylvania Railroad Company..., *The Pittsburgh Daily Post*, November 25, 1899.

¹⁴ National Park Service, Union Station, Indianapolis, In., Source: <https://www.nps.gov/nr/travel/indianapolis/unionstation.htm>

¹⁵ The directors of the Union Switch & Signal Company..., *The Pittsburgh Press*, November 17, 1899; Stockholders of Westinghouse Machine Company Voted on the Propositions, *Pittsburgh Post Gazette*, December 13, 1899; Heating

Toker, Rodd also collaborated with Frederick Osterling in the design and creation of the Westinghouse Air Brake Company General Office Building in Wilmerding, Pa.¹⁶

Criterion 5: Its exemplification of important planning and urban design techniques distinguished by innovation, rarity, uniqueness, or overall quality of design or detail

Nicolson Pavement, as described in Criterion 3, was a major advancement in urban planning techniques of the 19th century. It provided an innovative, cost-effective, and efficient means by which communities could pave their streets. This paving technique was became tremendously popular from the mid-19th to early 20th centuries and major urban centers across the country like Sacramento (Fig. 26), Chicago (Fig. 27), and New York (Fig. 28) not only adopted paving with wooden blocks but captured the work in progress. Notably, images of the restoration completed on Roslyn Place in 1985 help to convey a similar sense with the level of craftsmanship involved with this method of paving (Fig. 29).¹⁷

Criterion 10: Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh

While Roslyn Place may not have been a distinctive feature for the time it was created, over time the wooden street and surrounding homes increasingly gained community, academic, and professional recognition as a distinctive landmark and today it is a major, character-defining feature of the neighborhood.

Throughout the course of the 20th century, the immediate streetscape neighboring Roslyn Place changed rapidly. Belgian block streets and trolley lines were paved with asphalt, the original Aiken Avenue wooden bridge was replaced with the current steel structure, Osterling and Rodd's homes were demolished in the 1960s and replaced with condominium developments with private streets, and demise of the Pennsylvania Rail Road in the 1970s would lead to the creation of the Martin Luther King Busway to the North of the neighborhood. However Roslyn Place would remain a wooden block street in part because of the advocacy of its neighbors and the active stewardship of the City of Pittsburgh's Department of Public Works.

Many of the neighbors on Roslyn Place are long-time residents and have recorded the streets history through a collection of photographs, pamphlets, newspaper clippings, and even poems (Figs. 30-32). Roslyn Place has featured prominently in a plethora of newspaper articles since the 1980s as news organizations documented its restoration and, more recently, celebrated the street's centennial.¹⁸ Notably, Roslyn Place also features prominently in *Great Streets*, a

of the Shops of the Westinghouse Machine Company, *The Engineering Record*, Vol. 36, pp. 7-8, June 26, 1897; The Shops of the Westinghouse Electric and Manufacturing Company, *The Engineering Record*, Vol. 32, pp. 7-9; June 1, 1895.

¹⁶ Franklin Toker, *Pittsburgh: An Urban Portrait*, Pennsylvania State University Press: 1986.

¹⁷ Oak Street: Roslyn Place, City's only Wooden Way, Under Repair, *Pittsburgh Post-Gazette*, August 2, 1985.

¹⁸ Diana Nelson Jones, [Shadyside's wooden street paves its way to greatness](#), *the Pittsburgh Post-Gazette*, March 21, 2004; Kate Benz, [Residents seek to shore up status of Shadyside's rare exposed-wood street](#), TribLive, July 31,

comprehensive book on the relationship between design, communities, and urban planning by noted urban designer and U.C. Berkeley professor emeritus Allan Jacobs. Significantly in the book, Roslyn Place, which was the former home of the author, is introduced to the reader as the first example of a “Great Street” and sets the tone by which others, like Paris’ Champs-Élysées and Washington, D.C.’s Pennsylvania Avenue, are compared.¹⁹

Integrity

Roslyn Place maintains a high degree of integrity. Specifically:

- Location: Roslyn Place remains in its original location
- Design: Roslyn Place retains its historical function and place as conceived by Thomas Rodd.
- Setting: Roslyn Place remains surrounded by the original eighteen homes as when it was first constructed and remains on its south end, open to Ellsworth Avenue.
- Materials: During the 19th century it was preferred that streets paved according to the Nicolson plan be done so with cedar, however, it was not uncommon to use other types of wood. It is not recorded what Roslyn Street was originally made of, Roslyn Place today is composed entirely of oak blocks with gravel and asphalt infill (as was the method of construction with Nicolson Streets).
- Workmanship : Roslyn Place continues to evoke a sense of workmanship as when it was first constructed. This is, in part, thanks to the use of the same craftsmen techniques during the 1985 restoration.
- Feeling: Roslyn Place as a community maintains the same “feel” as it was first constructed in part because of the continued existence of the Nicolson Pavement. Aside from modern cars, on any given day the street looks just as it did when first created in 1914.
- Association: Roslyn Place maintains a direct association to where and when the community was it was first designed and constructed by Thomas Rodd.

2015; Margaret J. Krauss, [The Surprising Story of Pittsburgh’s Last Wooden Street](#), *Pittsburgh Magazine*, September 28, 2015; Margaret J. Krauss, [Surviving on Charm: Pittsburgh’s Last Wooden Street](#), *90.5 WESA*, May 29, 2015; John Conti, [Cul-de-sac streets create Pittsburgh’s hidden neighborhoods](#), *TribLive*, September 17, 2016.

¹⁹ Allan Jacobs, *Great Streets*, MIT Press, 1995.

Roslyn Place
Historic Landmark Nomination Form
Photo Log



Fig. 1. Roslyn Place (Taken from Ellsworth Avenue Facing North), Source: Matthew W.C. Falcone.

Roslyn Place, Historic Landmark Nomination Form – Photo Logs



Fig. 2. Roslyn Place (Taken from East Side of Cul-de-Sac, Facing West), Source: Matthew W.C. Falcone.



Fig. 3. *Roslyn Place* (Taken from *Eastern Sidewalk, Facing West*), Source: Matthew W.C. Falcone.



Fig. 4. Twentieth Ward, Pittsburgh, Plate 63, 1872. G.M. Hopkins & Co.,
Source: <http://images.library.pitt.edu/cgi-bin/i/image/image-idx?view=entry;cc=maps;entryid=x-1872p063> (accessed on September 14, 2016).

Roslyn Place, Historic Landmark Nomination Form – Photo Logs

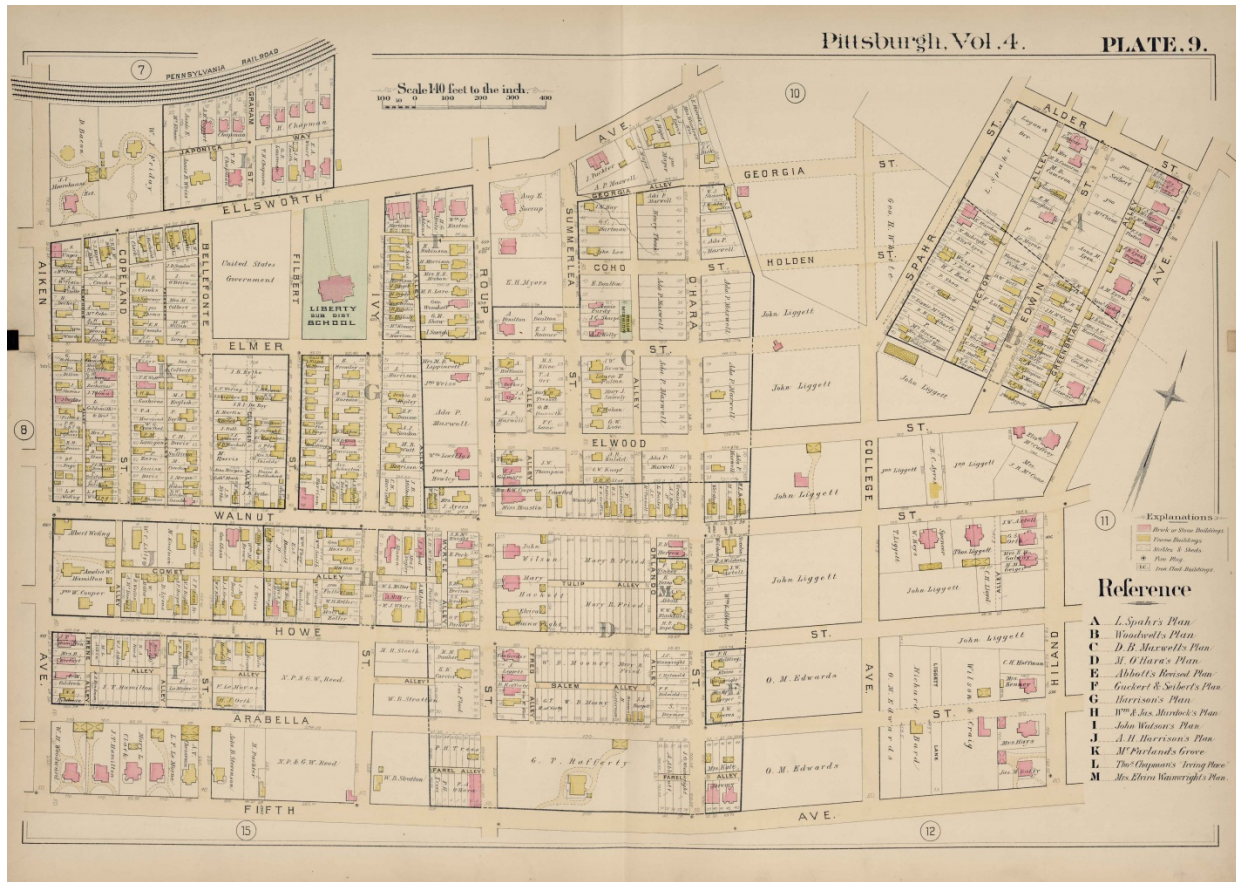


Fig. 5. *Pittsburgh, Vol. 4., Plate 9, 1890, G.M. Hopkins & Co., Source: <http://images.library.pitt.edu/cgi-bin/i/image/image-idx?view=entry;cc=maps;entryid=x-20090625-hopkins-0011> (accessed on September 14, 2016).*

Roslyn Place, Historic Landmark Nomination Form – Photo Logs

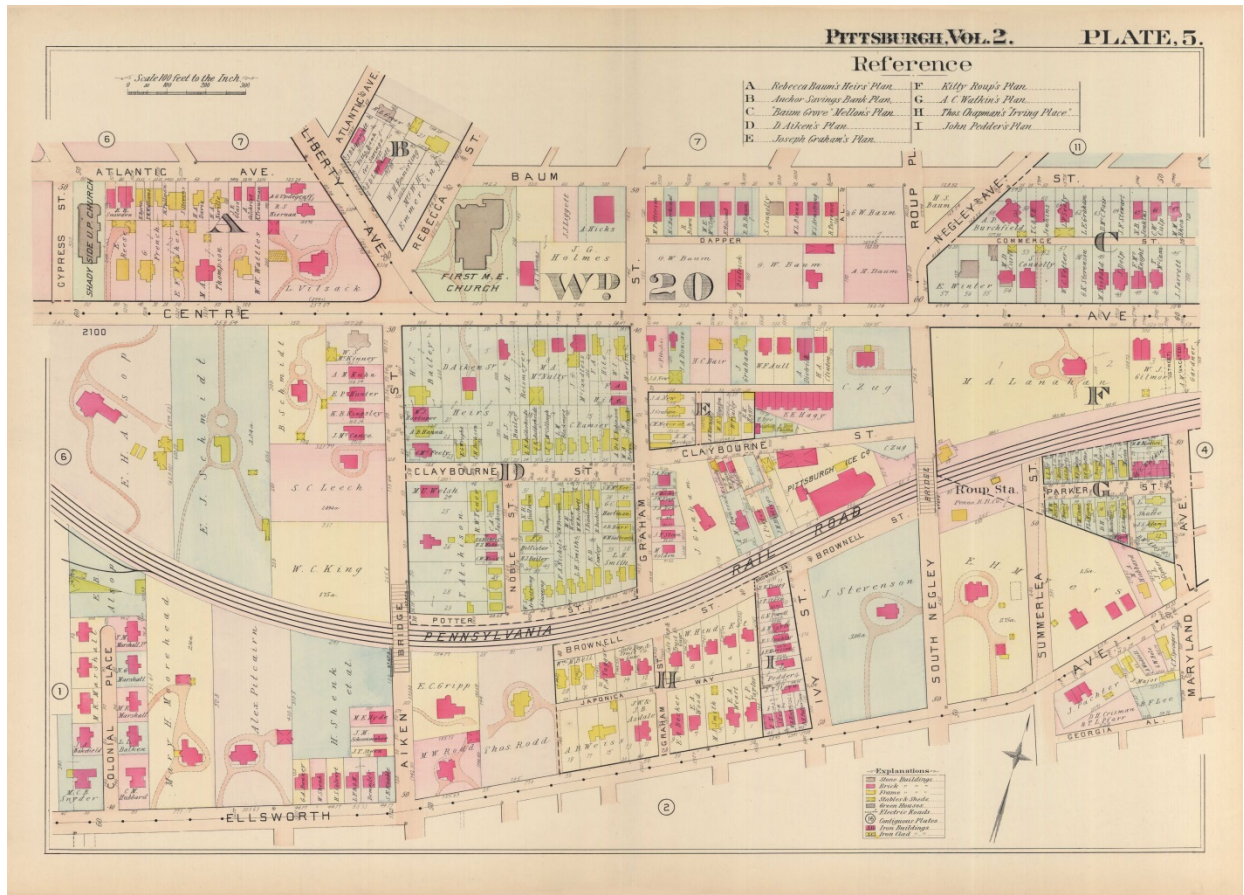


Fig. 6. Pittsburgh, Vol. 2, Plate 5, 1904, G.M. Hopkins & Co., Source: <http://images.library.pitt.edu/cgi-bin/i/image/image-idx?view=entry;cc=maps;entryid=x-04v02p05> (accessed on September 14, 2016).

Roslyn Place, Historic Landmark Nomination Form – Photo Logs

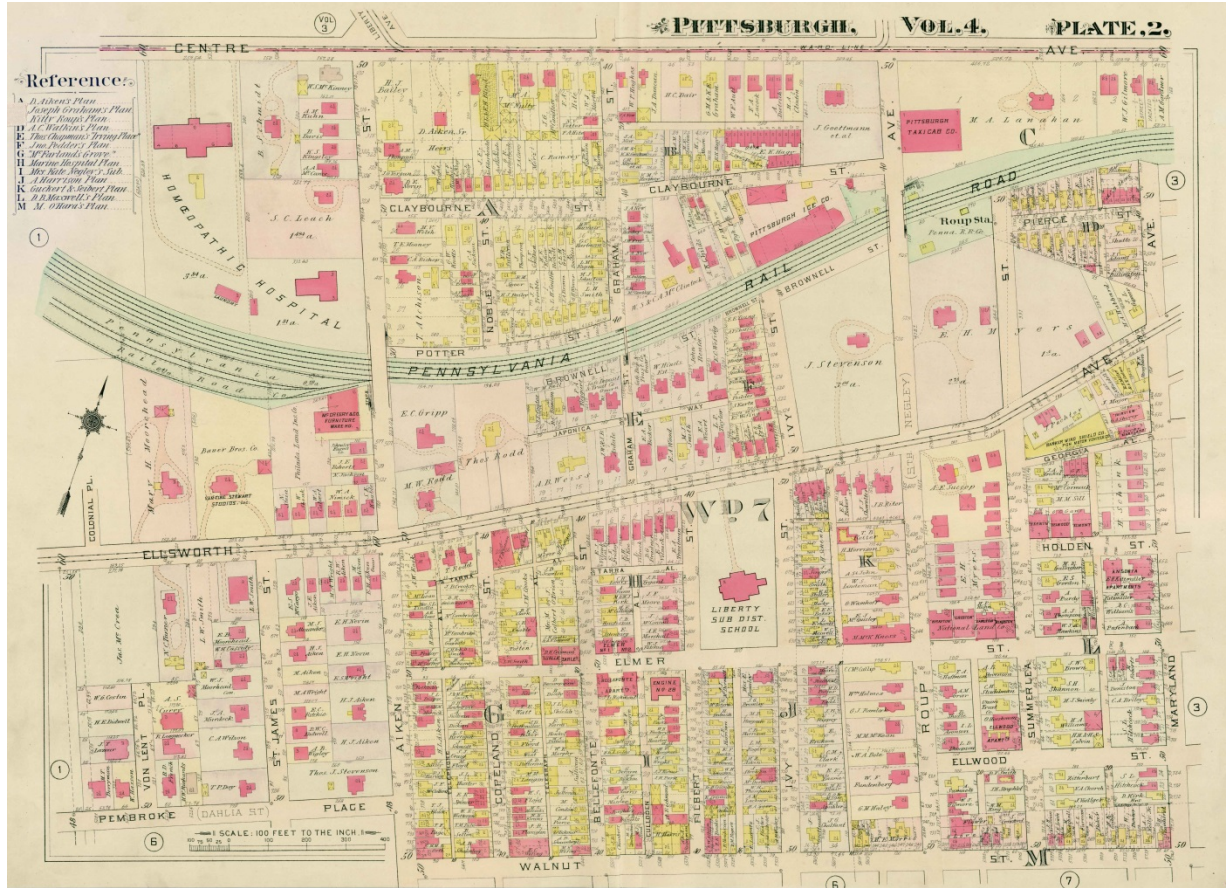


Fig. 7. 1911. *Pittsburgh, Vol. 4, Plate 2*, G.M. Hopkins, 1900, Philadelphia, Pa.,
Source: <http://images.library.pitt.edu/cgi-bin/i/image/image-idx?view=entry;cc=maps;entryid=x-20090514-hopkins-0004> (accessed on September 14, 2016).

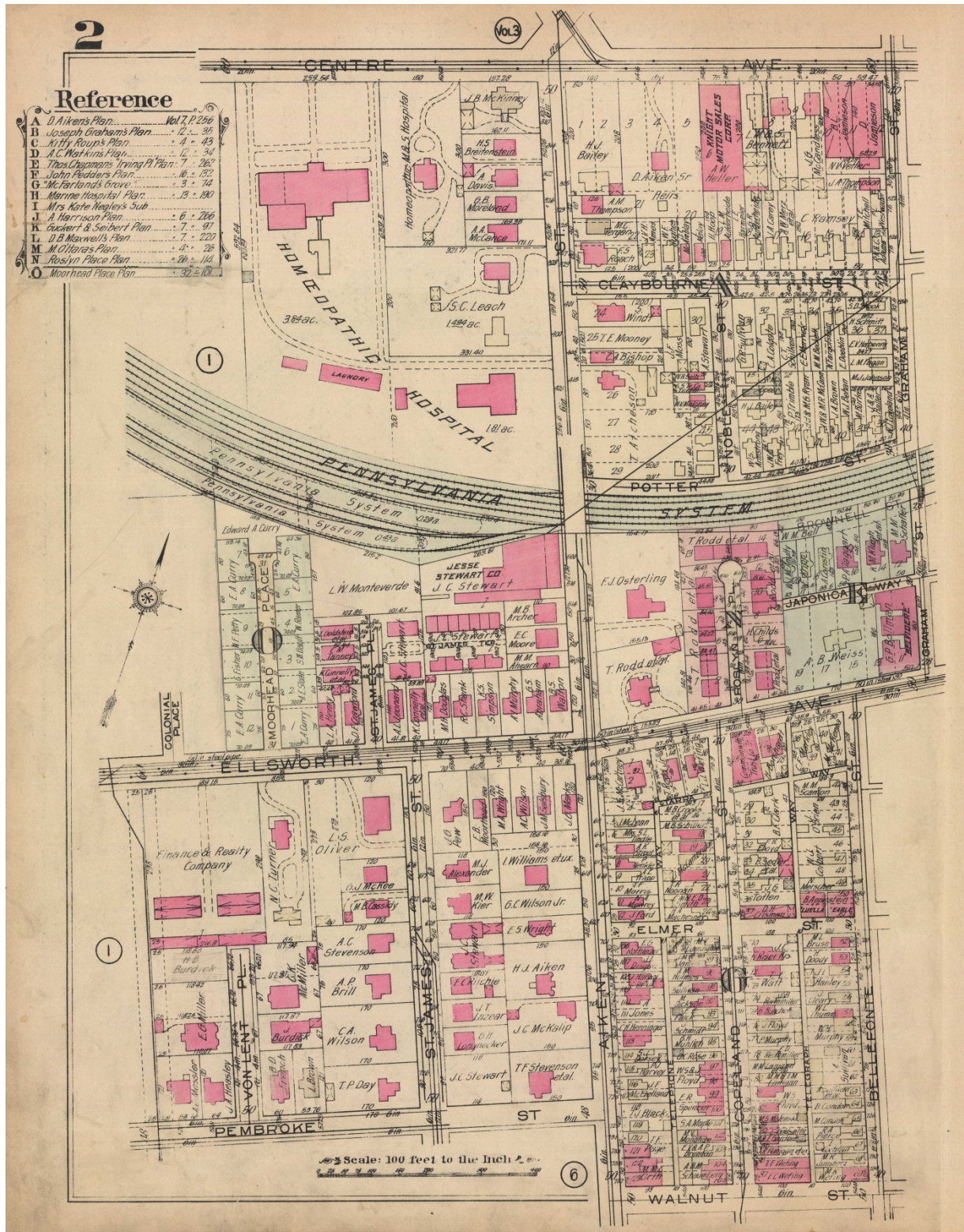


Fig. 8. 1923, Plate 2 B. G.M. Hopkins & Co., Source: <http://images.library.pitt.edu/cgi-bin/i/image/image-idx?view=entry;cc=maps;entryid=x-23v0202b> (accessed on September 14, 2016).



Fig. 9. *Thomas Rodd*, from the Book of Prominent Pennsylvanians: A Standard Reference.

Source: https://books.google.com/books?id=K-QDAAAAYAAJ&pg=PA155&ipg=PA155&dq=thomas+rodd+pittsburgh&source=bl&ots=5Ra_zwKTEb&sig=9ViUPcPjPxfPodwD44tkr--fHTM&hl=en&sa=X&ved=0ahUKEwiywuvny8zPAhUDbz4KHbj4DTcQ6AEIQzAF#v=onepage&q=thomas%20rodd%20pittsburgh&f=false (access

ed on September 14, 2016).



Fig. 10. *George Wardman Rodd Commemorative Stained Glass Window*, Nave, Church of the Ascension, Pittsburgh, Pa., September 2, 2016, Source: Matthew W.C. Falcone.

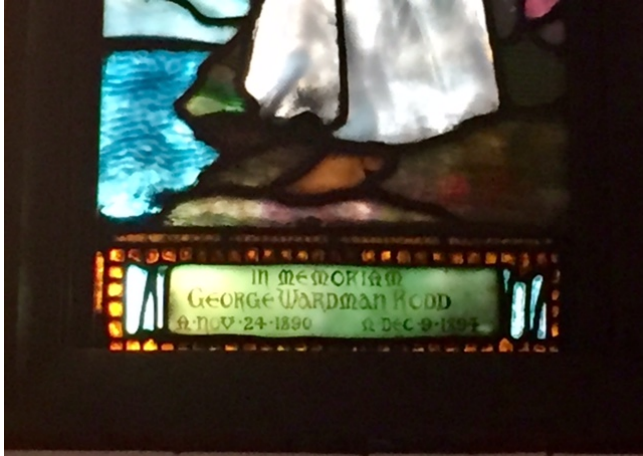


Fig. 11. Detail, *George Wardman Rodd Commemorative Stained Glass Window*, Nave, Church of the Ascension, Pittsburgh, Pa., September 2, 2016, Source: Matthew W.C. Falcone.



Fig. 12. *Roll of Honor of Those Who Served in the Great War*, Transept, Church of the Ascension, September 2, 2016, Source: Matthew W.C. Falcone.

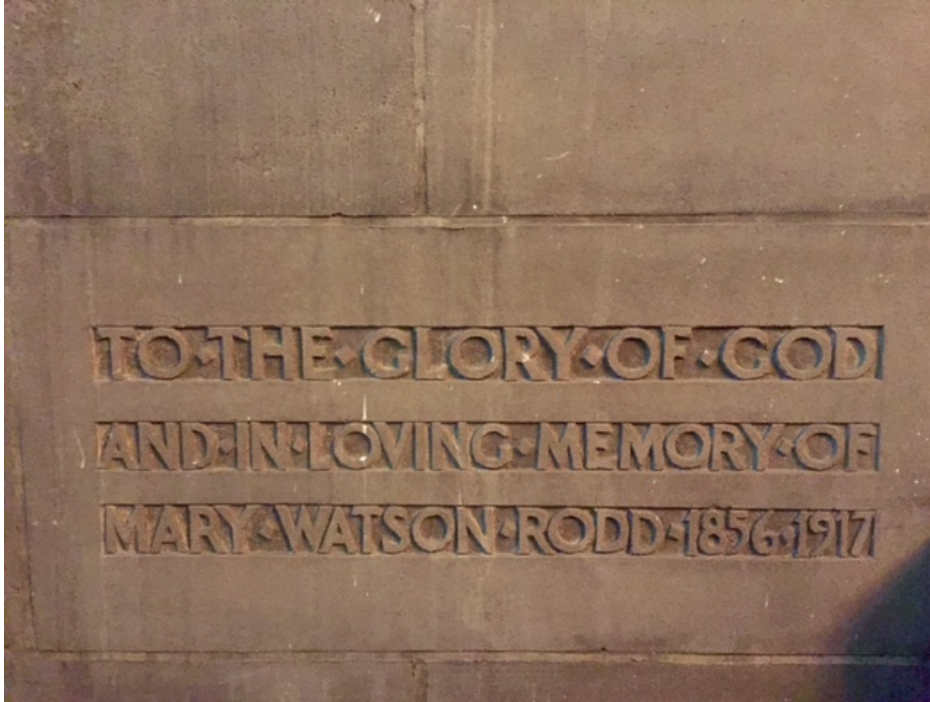


Fig. 13. Detail, *Roll of Honor of Those Who Served in the Great War*, Transept, Church of the Ascension, Pittsburgh, Pa., September 2, 2016, Source: Matthew W.C. Falcone.



Fig. 14. *Antiphonal Division Dedication Plaque*, Nave, Church of the Ascension, Pittsburgh, Pa., September 2, 2016, Source: Matthew W.C. Falcone.



Fig. 15. *Antiphonal Organs*, Nave, Church of the Ascension, Pittsburgh, Pa., September 2, 2016, Source: Matthew W.C. Falcone.

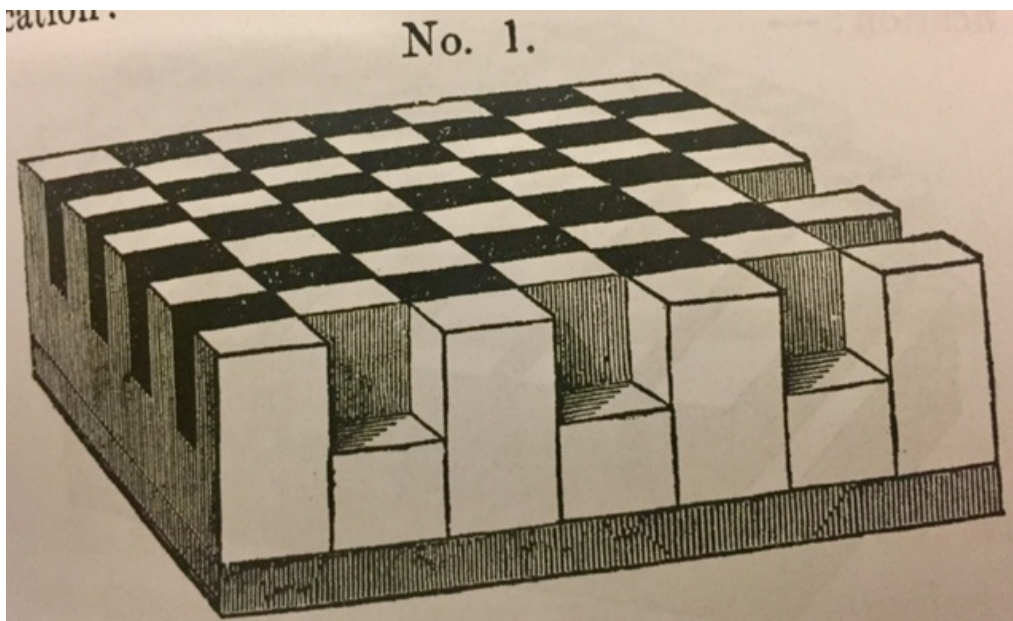


Fig. 16. *Nicolson Pavement, Modification 1*, Source: Samuel Nicolson, *The Nicolson Pavement*. Boston: Henry W. Dutton And Son, 1859. No. 1.

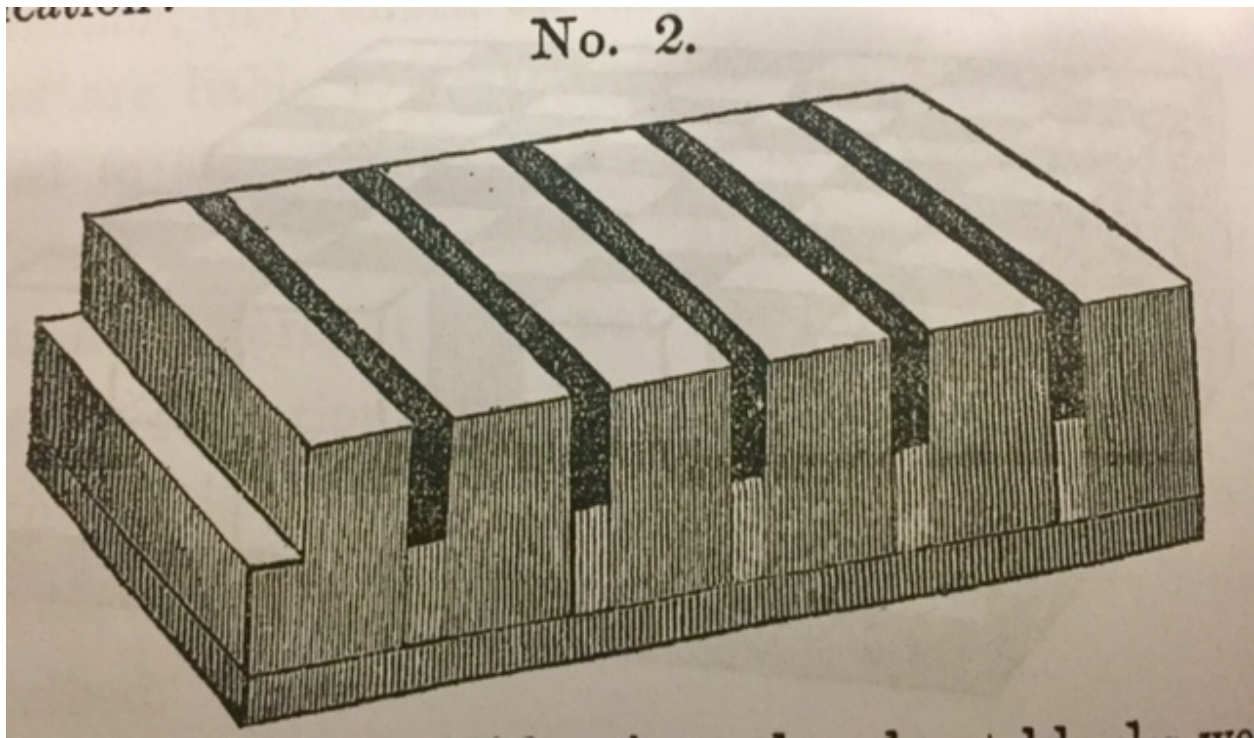


Fig. 17. *Nicolson Pavement, Modification 2*, Source: Samuel Nicolson, *The Nicolson Pavement*. Boston: Henry W. Dutton And Son, 1859. No. 2.

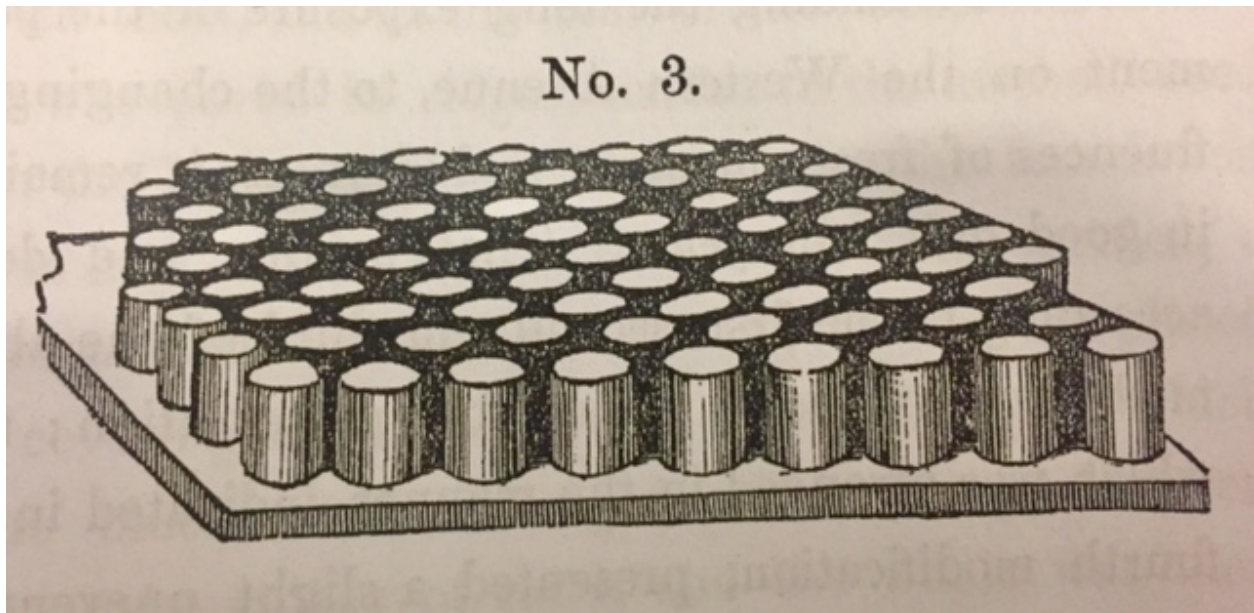


Fig. 18. *Nicolson Pavement, Modification 1*, Source: Samuel Nicolson, *The Nicolson Pavement*. Boston: Henry W. Dutton And Son, 1859. No. 3.

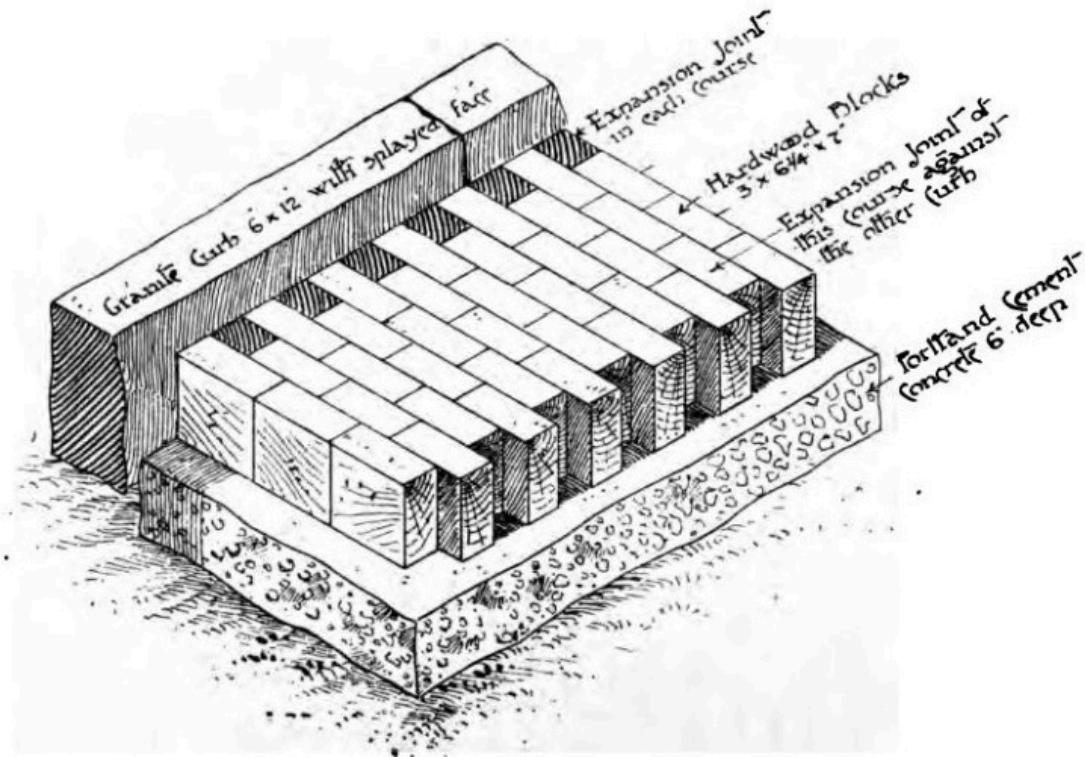


Fig. 26.

Fig. 18. *Nicolson Pavement, Method 4*, Source: The Nicolson Pavement.

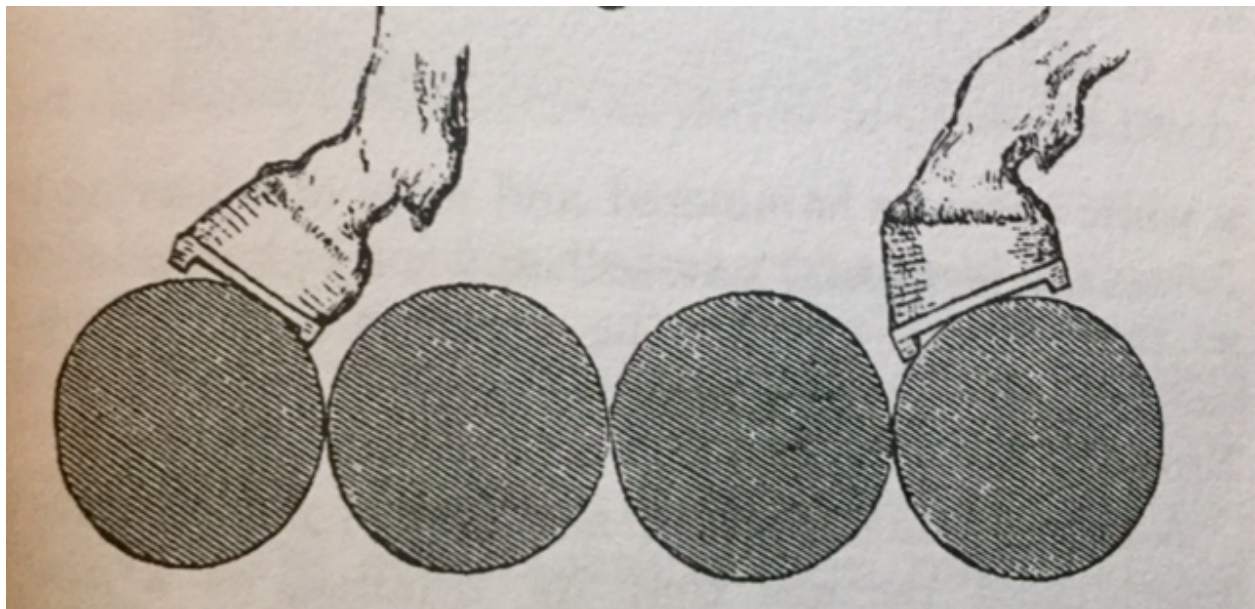


Fig. 19. *Foot-hold on the Cobblestone Pavement*, Source: Frank Grant Johnson, *The Nicolson Pavement, and Pavements Generally*, Fig. 7. New York: W.C. Rogers & Co., Printers and Stationers, 1867.

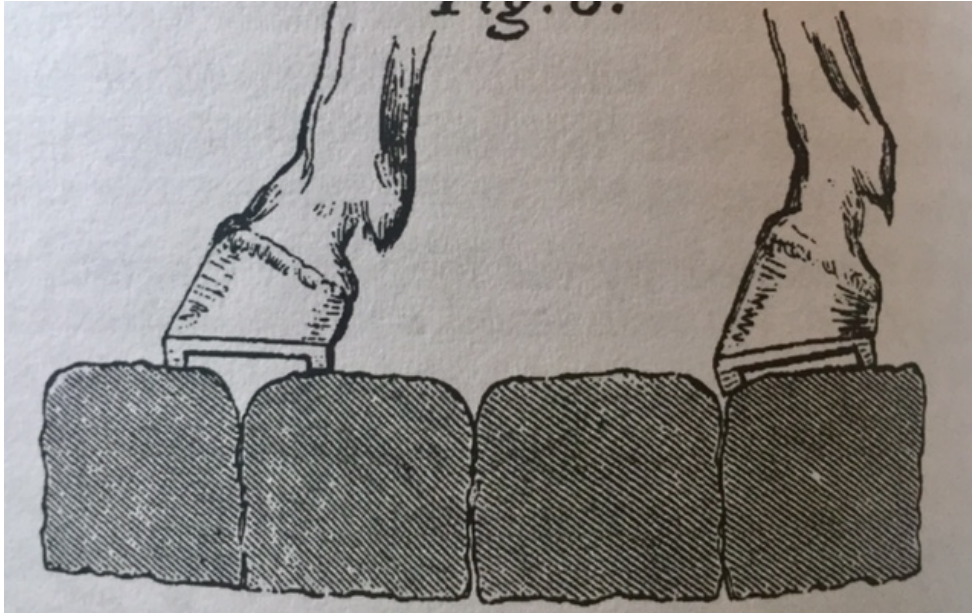


Fig. 20. *Foot-hold on the Belgian Pavement*, Source: Frank Grant Johnson, *The Nicholson Pavement, and Pavements Generally*, Fig. 8., New York: W.C. Rogers & Co., Printers and Stationers, 1867.

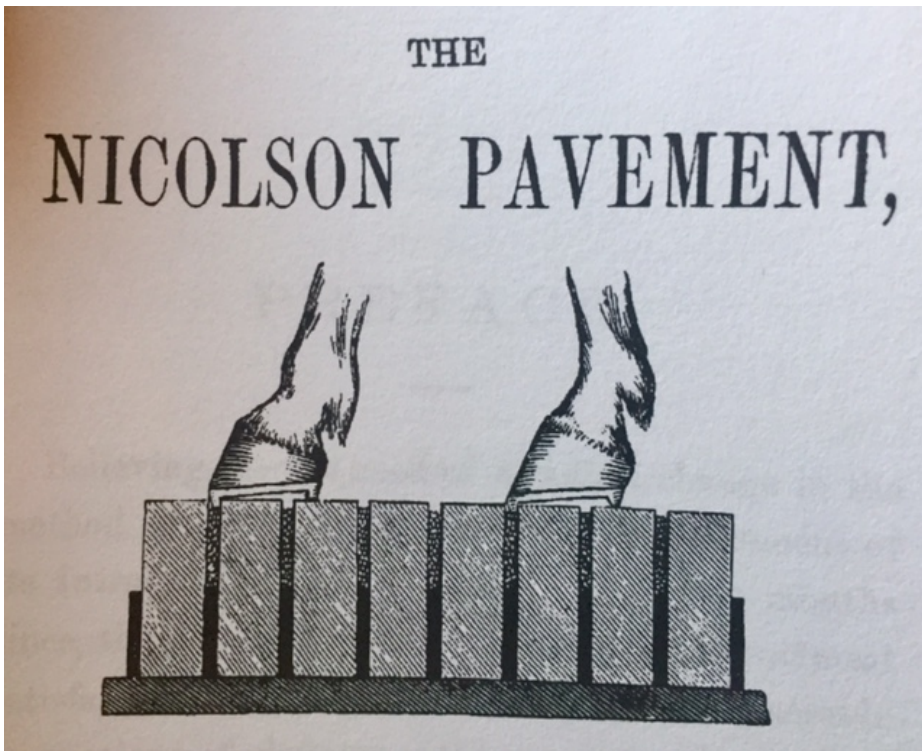


Fig. 21. *Foot-hold on the Cobblestone Pavement*, Source: Frank Grant Johnson, *The Nicholson Pavement, and Pavements Generally*. New York: W.C. Rogers & Co., Printers and Stationers, 1867. Title Image.



Fig. 22. *Wilmerding Passenger Station,*

Source: <http://www.west2k.com/papix/eastlibertypr.jpg> (accessed on September 14, 2016).



Fig. 23. *East Liverpool Ohio Passenger Station,* East Liverpool Historical Society, December 20, 1958,

Source: <http://www.eastliverpoolhistoricalsociety.org/Railroads3.htm> (accessed on September 14, 2016).



Fig. 24. Union Station, Indianapolis, In., Source: <http://www.indianapolismonthly.com/wp-content/uploads/sites/3/2016/03/UnionStation.jpg> (accessed on September 14, 2016).



Fig. 25. *Westinghouse Building, Penn Ave. and 9th St., Pittsburg, Pa.*
Source: <http://www.rarepostcard.com/images/Postcard268.jpg> (accessed on September 14, 2016).



Fig. 26. *Sacramento, J Street from Sixth Street, Laying of the Nicolson Pavement,*
Source: <http://cdn.loc.gov/service/pnp/cph/3a20000/3a28000/3a28000/3a28030r.jpg> (accessed on September 14, 2016).



Fig. 27. *Putting Down the Nicolson Pavement, at the Crossing of Washington and Clark Streets, Chicago, Illinois.*
Source: http://www.urbanremainschicago.com/wordpress/wp-content/uploads/2014/11/nicolson_pavement.gif (accessed on September 14, 2016).



Fig. 28. *Laying the Nicolson pavement in Mercer St., New York, E& H.T. Anthony,*
Source: https://en.wikipedia.org/wiki/Nicolson_pavement#/media/File:Laying_the_Nicolson_pavement_in_Mercer_St,_New_York,_by_E._%26_H.T._Anthony_%28Firm%29.jpg (accessed on September 14, 2016).



Bricklayer Augie Cardillo splits a wooden block to complete a row.

Tony Tye/Post-Gazette

Roslyn Place, Historic Landmark Nomination Form – Photo Logs

Fig. 29. *Bricklayer Augie Cardillo Splits a Wooden Block to Complete a Row*, Source: Pittsburgh Post-Gazette, August 2, 1985, from the collection of Charlotte Cohen.



Fig. 30. *Roslyn Place* (undated), Source: the Collection of Charlotte Cohen.

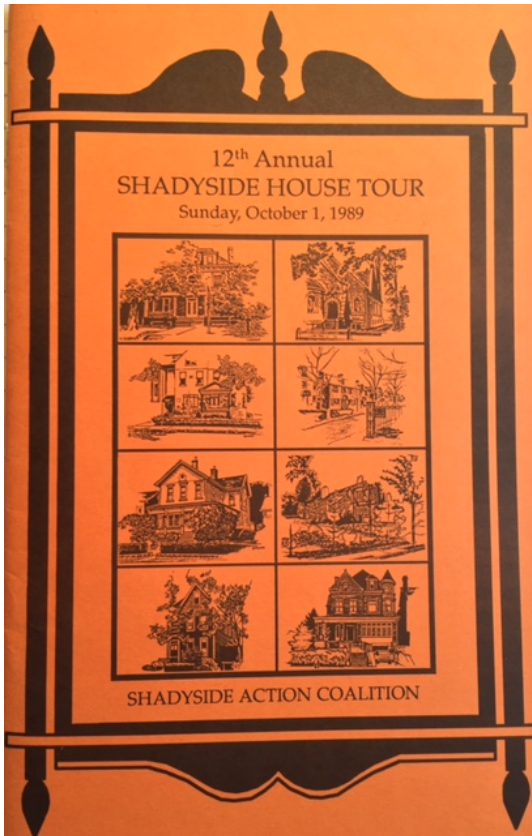


Fig. 31. *12th Annual Shadyside House Tour*, 1989, Source: from the Collection of Charlotte Cohen.

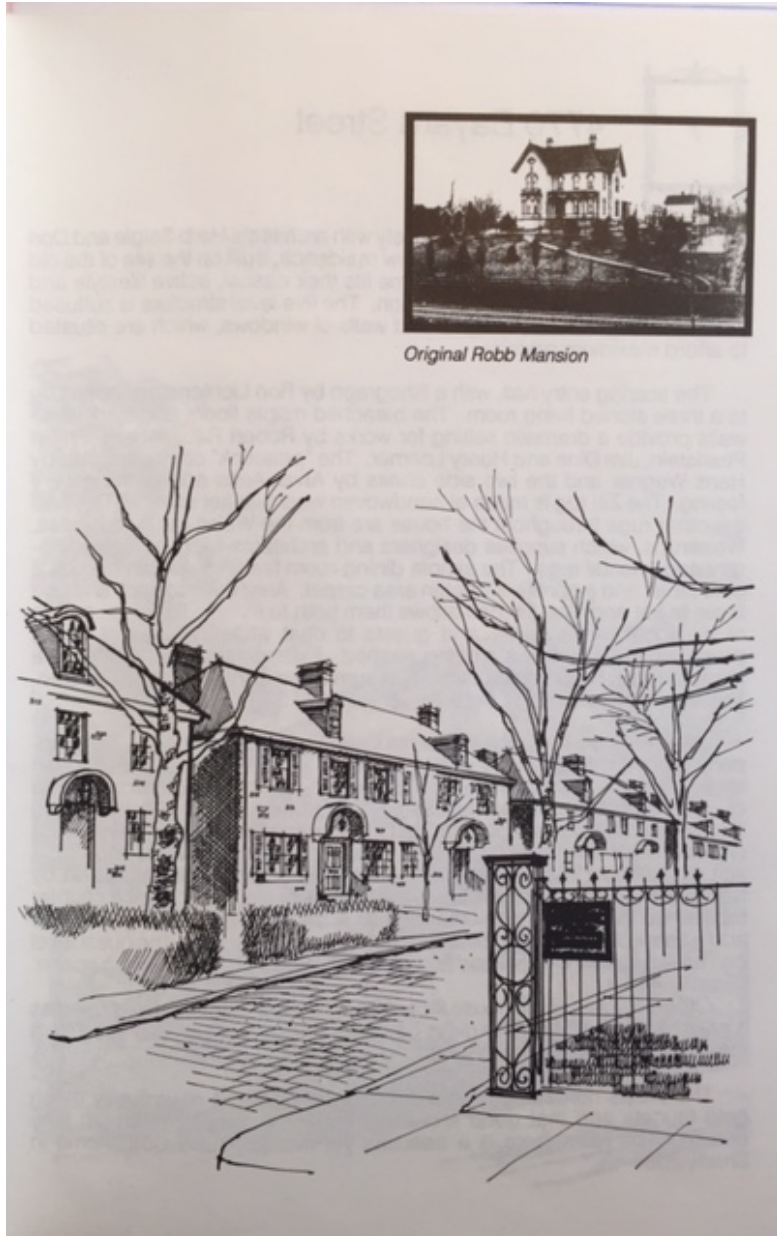


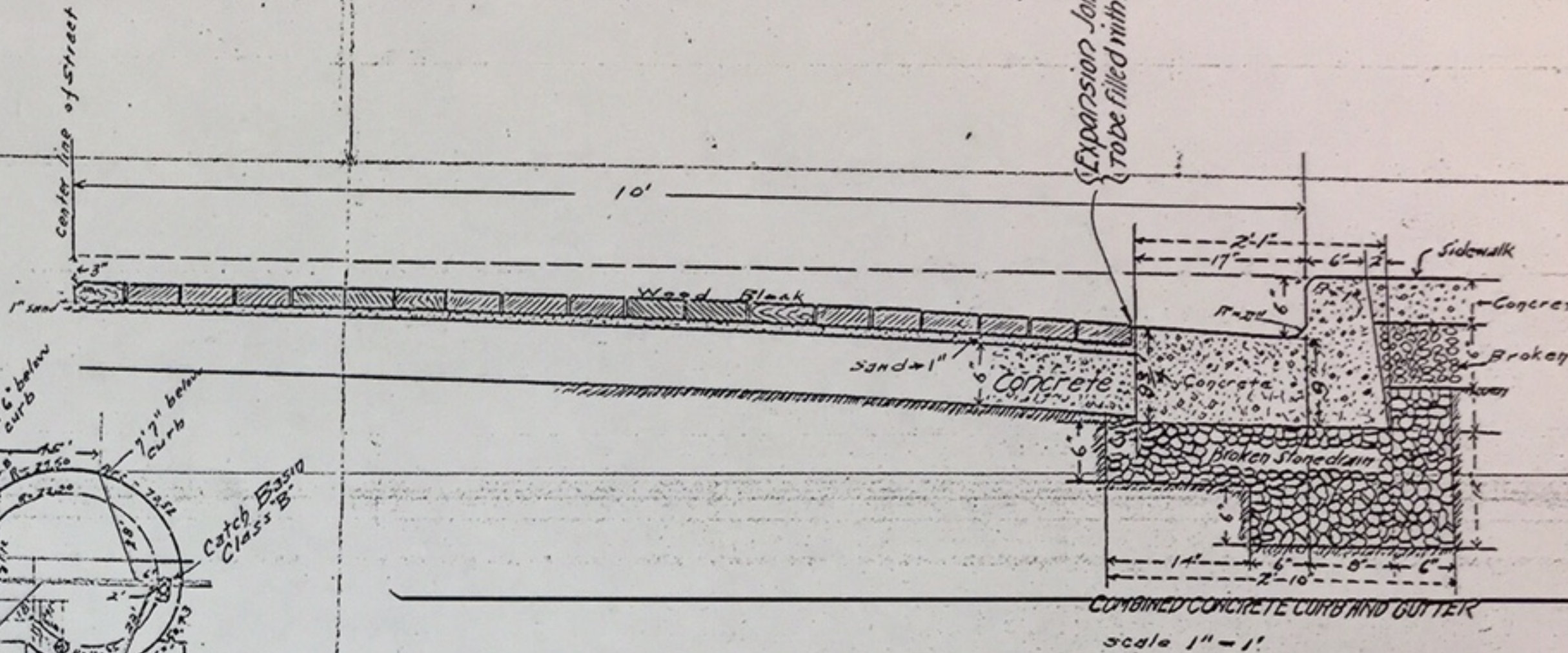
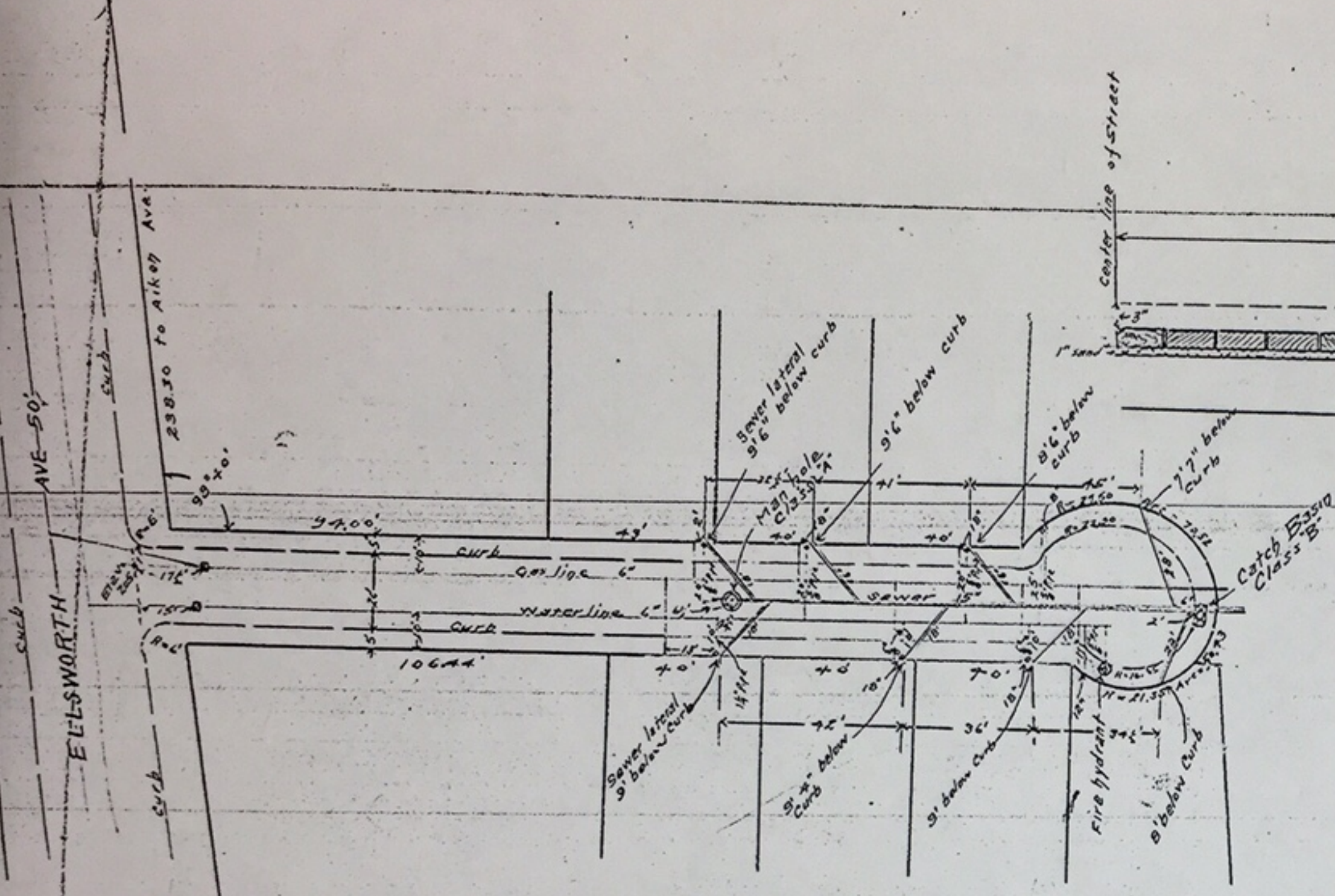
Fig. 32. *Roslyn Place*. Etching from 12th *Annual Shadyside House Tour*, 1989, Source: from the Collection of Charlotte Cohen.

Roslyn Place
Historic Nomination Form
Bibliography

City-County Building - Bibliography

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- Samuel Nicolson, *The Nicolson Pavement*. Boston: Henry W. Dutton and Son, 1859.
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Roslyn Place
Historic Nomination Form
Resources



PLAN OF
 ROSLYN PLACE
 IN THE
 SEVENTH WARD PITTSBURGH

Scale: Hor 1"=70'
 Ver 1"=10'

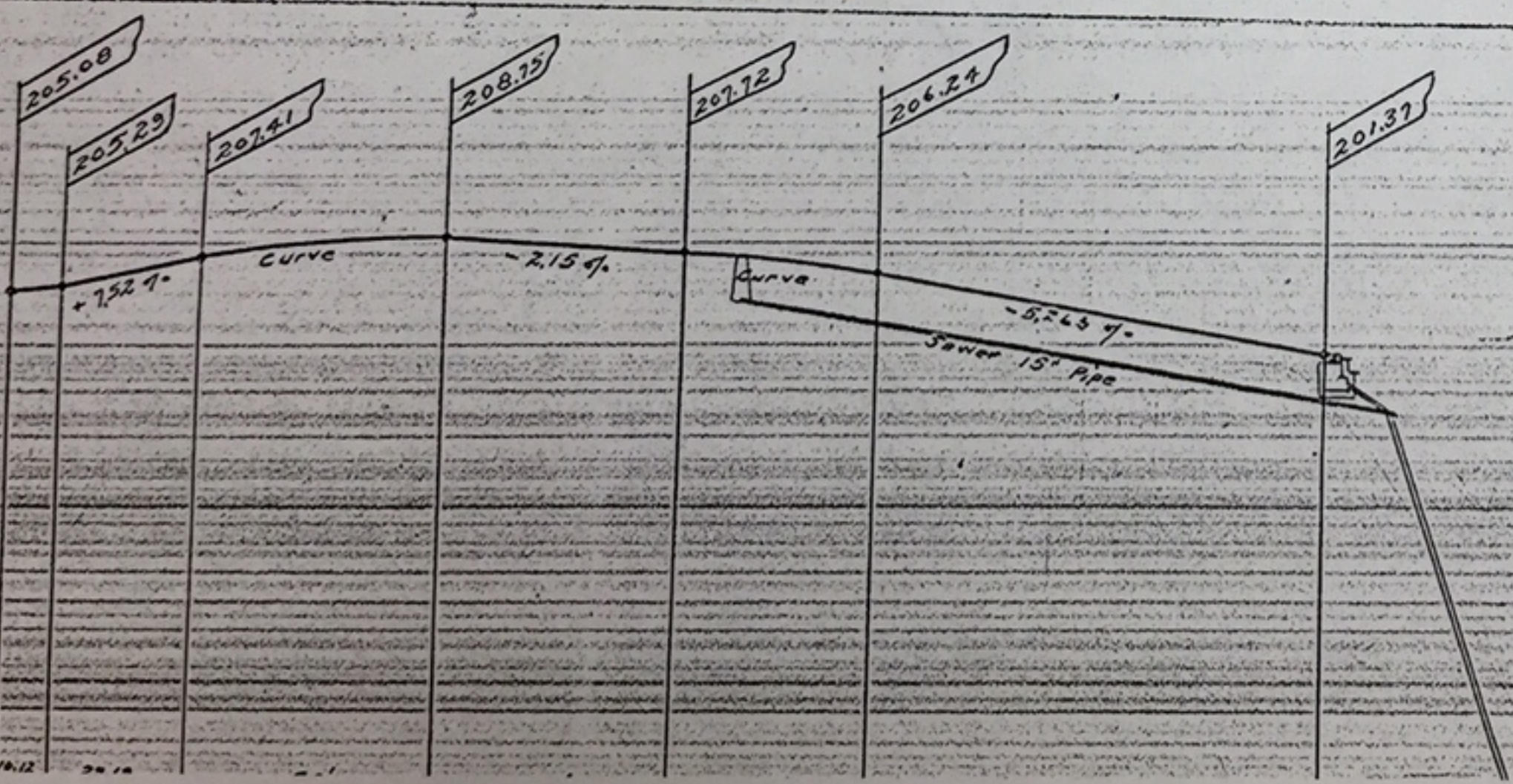
Note: All work on this tract to be done in accordance with Pittsburg Specifications. All Wood Block to be treated, eight pounds of creosote per cubic foot by the Rueping Process.

Edeburn, Cooper Co.
 Engineers for Mr. Thomas

CORRECT July 17-1913
 Tom M. Reed
 CIV. ENGR

APPROVED 7/17/1913
 H.S. Sch...
 SUPERINTENDENT

APPROVED July 18-1913
 J.W. ...
 DIRECTOR



OFFICIAL—PITTSBURGH.

No. 181.

AN ORDINANCE—Approving and accepting Roslyn Place Plan of Lots, in the Seventh ward of the City of Pittsburgh, laid out by Thomas Rodd, May, 1913, and approving and accepting Roslyn Place shown therein.

Section 1. Be it ordained and enacted by the City of Pittsburgh, in Council assembled, and it is hereby ordained and enacted by the authority of the same, That Roslyn Place Plan of Lots, in the Seventh ward of the City of Pittsburgh, laid out by Thomas Rodd, May, 1913, be and the same is hereby approved and accepted and Roslyn Place as located and dedicated therein, from Ellsworth avenue northwardly, at a variable width, is hereby approved and accepted.

Section 2. That any ordinance or part of ordinance conflicting with the provisions of this ordinance, be and the same is hereby repealed, so far as the same affects this ordinance.

Passed in Council May 26, 1914.

Approved May 27, 1914

JOS. G. ARMSTRONG, Mayor.

Recorded in Ordinance book, volume 26, page 103.

No. 240.

AN ORDINANCE—Authorizing the purchase from Thomas Rodd, Jr., of a water pipe line laid by him on Roslyn place in the Seventh ward of the City of Pittsburgh.

Section 1. Be it ordained and enacted by the City of Pittsburgh, in Council assembled, and it is hereby ordained and enacted by the authority of the same, That the Mayor and the director of the Department of Public Works be and are hereby authorized, empowered and directed to purchase from Thomas Rodd, Jr., for the consideration hereinafter named, all of the water pipe line, together with all fire hydrants, valves, fittings and appurtenances thereof, as furnished and laid by the said Thomas Rodd, Jr., along Roslyn Place from Ellsworth avenue to 232 feet north, being a total of 276 feet of 6 inch pipe, said water pipe lines having been laid under the form of contracts and specifications approved by the City of Pittsburgh and under the direction and supervision of the Director of the Department of Public Works of said city.

The consideration for the said water pipe line and appurtenances being five hundred and forty-nine dollars and seventy-nine cents \$(549.79) as per certified account on file in Department of Public Works, which said consideration is hereby made payable out of Appropriation No 171.

Section 2. That any ordinance or part of ordinance conflicting with the provisions of this ordinance, be and the same is hereby repealed, so far as the same affects this ordinance.

Jassed in Council June 30, 1914.

Approved July 6, 1914.

JOS. G. ARMSTRONG, Mayor.

Recorded in Ordinance Book, volume 26, page 175.

Lots.

**FOR SALE—CHOICE LOTS.
Roslyn Place, Ellsworth Ave.**

Desirable location, nr. Aiken ave., convenient
Shadyside and Roup Stations.

P. R. R. and near all trolley lines
to East End. Reasonably restricted as to
building lines and kind of dwellings.

Payments May Be Arranged

to suit buyers, or houses erected
or building loans arranged if desired.

For plans and full information see
COMMONWEALTH REAL ESTATE CO.,
Commonwealth Bldg., Fourth ave.

Capt. and Mrs. J. J. Vandergrift leave Thursday for Palm Beach, where they will be guests at the Royal Poinciana.

Mr. and Mrs. Thomas Rodd and family, of Ellsworth avenue, East End, left last week for Florida.

Misses Carrie and Agnes Brown, of the East End, left last evening for Lakeside, Fla., to remain until May.

Mrs. George W. Reed and Miss Reed, of the East End, left Friday evening for Palm Beach, Fla.

Among other well-known people who will leave the city in the near future are Col. and Mrs. W. A. Herron, who will leave this week for a visit to their son, Rufus Herron, at Los Angeles, Cal.

Lakewood is booming again this year, and many of the cottages are rented by Pittsburg people. Mr. Thomas Rodd, chief engineer of the Pennsylvania lines west of Pittsburg, has taken a cottage at this beautiful resort, and has his wife and two children with him.

Messrs. R. S. Suydam, W. B. Dilworth and Charles Zug, who are making a tour on their wheels to Buffalo from Pittsburg, stopped over for a few days at the Kent house.

Mr. and Mrs. F. F. Lovejoy and their two children will occupy a cottage at Lakewood this season.

Other Pittsburgers who have cottages at Lakewood are Mr. and Mrs. S. C. Grier and Mr. and Mrs. Thomas McKee.

Celeron still remains the same gay and festive place, and continues to draw the crowd. A new boat on the schedule is called the Chautauqua Flyer, and plies between Chautauqua and Celeron every hour. Less progressive Chautauquans look rather askance at this intimacy between the "most worldly place on the lake and the seat of learning and culture," but we notice that the "flyer" never goes begging for a load.

Mr. and Mrs. Thomas Rodd and family start this afternoon for Watch Hill, R. I., where Mrs. Rodd and the children are to remain till the end of August.

Mrs. William M. Herron, of Robinson street, Allegheny, and her daughter, Mrs. Thomas Marshall, Jr., and Mrs. Thomas Rodd have left for a second visit to the world's fair.

Chief Engineer Thomas Rodd, of the Pennsylvania lines, Northwest System, is on his return journey from Paris.

SPORT AT THE LINKS.

Match Game Saturday Between Members of the Pittsburgh Golf Club.

Society is of a very desultory kind this month. Fewer people than usual are spending the summer away from home. Many of the beautiful homes in the East End are still open, and their owners seem to be taking more comfort in being at home this year than in traveling about from one resort to another in search of novelty.

The men are practicing on the golf links as frequently as possible. Saturday usually finds them out in large numbers. Last Saturday no tournament was scheduled at any of the links in the two cities. A match was played, however, between two teams at the Pittsburgh Golf club links in Schenley park. It was a match between two teams of gentlemen drawn according to the average scores made in the last twelve games. The first team won with a score of 26 to 4. Those who played, the name being that of a first team player, and the second a second team player, were T. K. Laughlin vs. C. M. Brown, G. M. Laughlin, Jr., vs. Lawrence Dilworth, Hermon Griffin vs. W. R. Blair, Henry Sproul vs. G. M. Laughlin, Thomas M. Jones, Jr., vs. Thomas Rodd, R. W. Bailey vs. T. Howe Childs.

Next Saturday a series of matches will commence at the Shields Golf club, prizes to be given for the best scores made on five out of eight Saturdays.

Mrs. James Robb Wilson and her sister, Miss Carpenter, gave a pretty though informal 4 o'clock tea Monday at their home, Lilac street, East End, the guests being principally the young married set. Mrs. Wilson and Miss Carpenter were assisted in entertaining their guests by Mrs. Thomas Rodd, Mrs. Henry Balken, Mrs. Richard Jennings, the Misses Aiken, Miss Stevenson and Miss Borland.

Mrs. Frank L. Todd, of Sandusky street, Allegheny, entertained at a large card party Tuesday evening given in honor of the Misses Cunningham, of St. Louis, who are the house guests of Mrs. Murry A. Verner, of Penn avenue.

CHURCH OF THE ASCENSION.

The Handsome Edifice to Be Opened With Benediction Services.

The new Protestant Episcopal Church of the Ascension, Ellsworth avenue and Neville street, will be opened this evening for public worship, with a benediction service. Bishop Whitehead, of the Pittsburgh diocese, and the entire clergy of the city will be present. The festival and formal dedicatory services will be held Sunday morning and evening. Bishop Boyd Vincent, of the southern diocese of Ohio, will preach the sermon, and all the local clergy and many dignitaries will be present. The musical program will be conducted by Frederic Archer.

The church marks a new era of church building in Pittsburgh. It is built of brick and stone, after the English gothic style of architecture. Every part of the building has a constructive value, and the interior is so arranged that every person in the audience room can have a full view of the chancel. The church cost \$85,000, and the lot upon which it is erected, the gift of Mrs. E. M. Ferguson, is worth \$25,000. The building faces east at an angle with Ellsworth avenue. It has a frontage of 96 feet on Ellsworth avenue and extends 180 feet along Neville street. The designs for the building were furnished by Architect William Halsey Wood, of New York, shortly before his death. The building is surmounted by a square tower, with battlemented top, adorned with octagonal turrets and ornamented minarets. The tower is constructed of steel and is enhanced by gargoyles and carvings. The main entrance is through a columned porch, near the tower.

Memorial windows have been placed in the church by James McCrea, William McConway, Miss Mary Guthrie, Alexander H. Patterson, Thomas Rodd, Mrs. William Lawton, Walter Chess and the Boys' brigade. Mrs. E. M. Ferguson and daughters have presented a communion service; the altar society gave the choir stalls, and the bishop's chair is a memorial to the late Samuel Martin, the first senior warden of the church. The pipe organ, costing about \$10,000, was built to order by the Jardine company, of New York.

**Four More Stories for Westinghouse
Building to Cost \$60,000—A
Twenty-First Ward Ho-
tel Is Sold.**

A real estate transaction, which was closed some time ago, but particulars of which were withheld until yesterday, conveys to the Pittsburg and Lake Erie Railroad Company a block in the Thirty-third ward, for \$27,500. The company bought the land from the estate of Harriett Watson Sproul. It has a frontage of 396 feet in West Carson street, west of the West End Traction Company's car barns, and extends back in depth to the Ohio river 670 feet. The plot is vacant and is to be used by the company as additional room for side-tracking empty and loaded freight cars. This is one of the largest real estate transactions closed in the Thirty-third ward for some time.

Announcement was made in this column yesterday that Robert Jenkins, Jr., had sold part of his holdings in the Twenty-third ward for about \$25,000, but the buyer's name was not given. It was ascertained the property was bought by James Jones and the exact consideration was \$20,000. It is located at the northeast corner of Trenton street and Glenwood avenue. It has a frontage of 76 feet by a uniform depth of 134 feet. There is a large and modern brick dwelling on the site which will probably be occupied by the purchaser.

The decline in prices of building material has influenced the officials of the Westinghouse Company to erect four additional stories to its building at Ninth street and Penn avenue. The building as it now stands is nine stories high. The top story is to be removed and four more stories added which will make the building 12 stories high. Bids on the alteration of the building have closed and it is likely work on it will be started at an early date. Thomas Rodd, chief engineer of the Pennsylvania Company, is the designer of the addition. It will add much to the attractiveness of the structure. The new four floors will be built similar to the other eight and when completed will be rented either in suites or single offices. It is estimated that the improvement to the building will cost close to \$60,000.

The Pennsylvania Railroad Company is contemplating the erection of two new stations near Pittsburg. A site in Washington avenue, Wilmerding, has been decided upon, and a \$10,000 depot will be erected at East Liverpool, O. It will be of brick and stone. Thomas Rodd, the company's chief engineer, has prepared plans. Milligan & Miller, of Wilkesburg, are working on plans for a two-story apartment house which will contain 16 flats, to be built at Center and Wallace streets, and are making the preliminary sketches for a five-story office building which they will erect for themselves at Wood and Franklin streets.

Christian Hehrig sold to Robert P. Longway a 50-acre tract in Penn township for \$5,000.

The directors of the Union Switch & Signal company have authorized the erection at once of a large new plant at Swissvale, at a cost, at least, of \$250,000. Preliminary plans have been drawn by Thomas Rodd, chief engineer of the Pennsylvania company, and it is expected to have the foundations in place next month. The new plant will be about three times as large as the present buildings, will be one of the most modern and complete of its kind in the country, and will give employment to over 500 men. The present buildings will be continued in operation throughout the new construction. The new plant will be located just to the south of the present buildings, along the Pennsylvania railroad toward Braddock. Three large steel structures will be placed under one roof in a building about 400 feet long and 300 feet wide. The plant will contain a largely increased iron and brass foundry for the manufacture of all the castings needed by the company, and will be so arranged in all the departments that the material will be handled as little as possible, and everything will be on the continuous system.

:—:

TO ISSUE \$1,500,000 BONDS.

Stockholders of Westinghouse Machine Company Voted on the Proposition.

A special meeting yesterday of the stockholders of the Westinghouse Machine Company ratified unanimously the recommendation of the directors for a new issue of \$1,500,000 in bonds, the proceeds to be used to pay for the extensive additions that are now being made to the works at East Pittsburgh and for the erection next year of a gigantic forge and steel castings plant to be operated in connection with the present works.

Of the new bond issue \$350,000 is to be used to retire the old issue of that amount. The new bonds are to be 20-year debenture gold bonds bearing interest at 5 per cent. The capital stock of the company is \$3,000,000.

Plans for the proposed forge and steel castings plant are now being completed by Thomas Rodd, chief engineer of the Pennsylvania Company. The present works are being vastly extended to take care of the growing business and the forge and steel castings plant will give employment to about 300 more men. For these two steel buildings will be erected. The new steel castings plant will have an output of 80 tons a day. The forge will turn out finished forgings weighing as much as 20 tons apiece.

The improvements planned, when completed, will involve the expenditure of something like \$1,000,000. With the completion of the forge and steel castings plant the machine establishment of the Westinghouse interests will be the only concern of the kind in the United States, perhaps in the entire world, that in its own works covers all the various processes in making engines from the pig iron through the various stages. The arrangement of the plant will be on the continuous system, affording a material economy.



412.256.8755
1501 Reedsdale St. Suite 5003,
Pittsburgh, PA
15233 www.preservationpgh.org

October 13, 2016

Mayor William Peduto
City of Pittsburgh
512 City-County Building
414 Grant Street
Pittsburgh, Pa 15219

Re: Consent Request for Roslyn Place Historic Nomination

I write to you today asking for your permission to nominate Roslyn Street to become a City of Pittsburgh historically designated landmark.

Behind this nomination is a passionate and dedicated group of neighbors who would like to see the street continue to be preserved and the history of their neighborhood-defining landmark recognized. Over the past several months Preservation Pittsburgh has worked to research the history of Pittsburgh's last wooden street and place its significance in the context of the City's history. We would, of course, be happy to share our research with you.

Throughout the research process we have worked closely with the neighbors of Roslyn Place and have kept city stakeholders, such as Councilman Gilman's Office and the Department of Public Works, informed of the progress and intent to nominate.

As with all historic nominations, we place great value in obtaining the consent of the owner. While Roslyn Place was privately constructed, it is now owned by the City of Pittsburgh and we respectfully request the City's consent in nominating this last remaining wooden street in Pittsburgh, and last complete wooden street in the country, so it may be recognized, protected, and preserved for generations of Pittsburghers to come.

Thank you for your consideration and we look forward to your response.

Respectfully,

Matthew W.C. Falcone
President
Preservation Pittsburgh
412.417.5910

Cc: Councilman Daniel Gilman

