

# ANNUAL REPORT

## 1934

### DEPARTMENT OF PARKS AND AVIATION ALLEGHENY COUNTY

January 19, 1935.

Board of County Commissioners,  
Honorable C. C. McGovern, Chairman.

Gentlemen:

In the Department of Parks and Aviation, we have concluded a most successful year. This is evidenced not only by the many improvements completed during the year, but by the tremendous increase in attendance, clearly indicating the approval of the Parks' development by the populace of the County. The vast attendance at the Second Annual Free County Fair placed the stamp of approval of the people of Allegheny County on its establishment. Increased interest in the Airport was manifested by the greatly increased number of visitors. The County Parks have become an essential factor in the recreational life of our people. They serve a great need and as the Parks continue to develop, their popularity will grow. Much still remains to be done. In construction of roads, trails and other improvements, every effort has been made to avoid scars on nature's handiwork.

The outstanding improvement in each Park was the rebuilding of Catfish Run Road in South Park and the Pearce Mill Road in North Park. These improvements effected a transformation in each Park, and no other single project has done more to stimulate the attendance of visitors. In connection with the reconstruction of Catfish Run Road, there was erected a traffic circle at the junction of the Old Miller Road. The circle encloses the beautiful tree-lined memorial to Joyce Kilmer, a World War Veteran and author of the famous poem, "Trees." The outer rim of the circle is landscaped and surrounded by the County's tribute of memorials to Allegheny County organizations which served in the World War. Organizations honored are the 80th Division, 107th Field Artillery, 103rd Signal Battalion, 176th Field Artillery, 2nd Division and Troop H, First Pennsylvania Cavalry. Looking northeast from the circle on an adjoining hillside is a large floral keystone 100' x 100'—a tribute to the 28th Division. Further along the boulevard near the Fair Grounds is located a memorial dedicated to the World War Nurses. Park drives radiate from these thoroughfares. Some of the drives in North Park are the South Ridge, North Ridge, the Walters Road and six miles of one-way drives through the woodlands. In South Park there are the Hundred Acre Drive, Maple Spring Drive, Arsenal Drive and the Miller Road. Rapid strides in the development of picnic areas have been made. Two years ago there were but 46 groves, while today we have 108 with about 30 more under way; we had but 60 ovens and 10 shelters in both Parks as compared with 374 ovens and 182 shelters now. A detailed description of all activities in the Parks and Airport during the past year is given in subsequent paragraphs of this report.

At North Park, the old barn on the Moon property was razed and a large shelter erected on the foundation walls. This shelter will have three inside ovens and will be large enough to accommodate at least 200 persons. The property around the old Moon House and barn is being improved and landscaped.

The Service Group was completed during the year and all park material moved into this group of buildings, making absolute control of all material, tools and equipment possible. A service group for Golf Course equipment and supplies was also completed.

A road was constructed from the Ingomar Road to the Babcock Boulevard through the Boy Scout Area, opening up that section along Pine Creek for Park use.

Pearce Mill Road was completely rebuilt and 3.6 miles of new roadway known as North Ride Drive was constructed. On the Kummer Road, more than a mile of new concrete roadway was built from the Babcock Boulevard to the Ingomar Road and a new intersection of the Kummer, Ingomar and Walters Roads was constructed by the Highway Department, reducing the distance from Etna to the Golf Course and western end of the Park. Five hundred new picnic tables were built and an additional 500 are now under construction. Fourteen rustic bridges are now being built. Work was started and approximately 80 percent completed on a Dam at the intersection of the McKinney and Pearce Mill Roads, which will give us a fourteen acre lake area and an ample supply of suitable water for the Golf Course, as well as greater protection for our service, office and other buildings in case of fire. Water lines were laid to these buildings and fire hydrants installed. Fifty latrines were built and placed throughout the Park. A group of three buildings, known as the Golf Equipment Shelters, were constructed. Ten thousand feet of fence surrounding the Buffalo range was cleaned and painted. Work was started on the construction of 17,000 feet of rustic barrier for use at the various groves and parking areas. Thirteen new wells were drilled in various sections of the Park and twenty-eight new shelters constructed at advantageous points.

At the Police Headquarters, a large garage was built to house the horse ambulance, and a small double garage was remodeled to house the police car and fire apparatus. The Police Headquarters was entirely remodeled and redecorated throughout. A new entrance and 1,400 feet of slag road was built into the Headquarters, as well as 1,600 feet of chain link fence being erected, completely enclosing this area.

Additional hose reels for fire protection were installed at various places in the Park, small houses or shelters were erected for their protection and fire extinguishers placed in each building.

An Archery Range consisting of 10 targets with a 100-yard distance was constructed on the Old Miller Property. Six Tennis Courts were re-built. Two new Baseball Fields, eight Mushball Fields and twenty Horseshoe Courts were built.

A feature inaugurated this year, which proved very popular, was the posting of maps showing all groves and roads throughout the Park. These were placed at strategic points in the Park, enabling strangers to readily locate any area they might be interested in finding. Rustic signs were completed and erected at all groves, road intersections and bridle trails. We now have under construction, 600 signs for Speed Warnings, Trails and Groves.

From June to October, practically the entire Park force was used for general maintenance and cleanup work which was necessary due to the use of the Park by the exceptionally large crowds. An endeavor was made to keep the Park clean and free from unsightly dirt and rubbish at all times, and the grass cut in all areas used by the public. Approximately 100 tons of hay were cut and stored in the Park barn; 2,000 tons of rubbish and garbage were hauled from the groves to the disposal plant during the summer and approximately 3,600 cords of firewood placed in the various groves.

In South Park, two houses were moved in order to make room for the new Catfish Run Road. Three new buildings constructed at

the Fair Grounds. Hitching Racks were built to take care of 192 horses. Eleven Fair Ground buildings were brick veneered and an addition built on Agricultural Hall. A number of bridges were built along the bridle trails and one from the Fair Grounds to the lane leading into the Mounted Boy Scouts Building.

Fourteen additional tennis courts were finished, and an attractive steel fence built to enclose them. A Pistol and Target Range was built adjoining Police Headquarters. A parking field to take care of 500 cars was completed adjoining the Golf Course. Five refreshment stands were constructed and placed at advantageous points throughout the Park.

Fire hose reels were installed at all necessary points through the Park, and fire extinguishers placed in each of the buildings.

A brick bake oven and a large brick bakeshop were erected in the Fair group of buildings.

A new starter house was built on the Golf Course. Spreading Oak concession stand was remodeled and greatly improved. An enclosed porch was built on the Golf Club House.

A new six roomed house was built adjacent to the Stone Mansc for the caretaker of that building. Two additional rooms were added to the house on what was known as the Wright property. The concession stand known as Buffalo Inn was improved. A cellar was excavated under it and a furnace installed. A porch was built on the south side of the building and the porches on either end were enclosed. Toilets were also installed in this building. Two garages were built at Police Headquarters to house the horse van and fire truck.

Twenty-seven hundred feet of 5,000 volt parkway cable was laid from the Golf Club House to the Golf Service Group, and the line continued to the Ewing Farm. New wiring and a transformer vault was installed at the Athletic Field at the Fair Grounds. An automatic telephone system was installed, connecting the Fair Buildings. All police cottages were wired, as were six cattle and horse sheds at the Fair Grounds, on underground plan.

A watering system was installed on Golf Course fairways.

The bottom and sides of the deep pool at the swimming pool were painted white.

A Museum Building, which housed many valuable antique vehicles during the Fair; also an attractive cut-stone house was erected on the southwestern part of the Fair Grounds known as the Mounted Boy Scouts Building. The stone was obtained from the foundation of the Old Poor House at Blaw Knox when it was torn down. It is both outstanding and picturesque.

A round stable adjoining the race track, with box stalls for 55 horses was built for harness horses.

A group of seven buildings was built known as Service Buildings. They are of brick and tile construction with semi-colored clay tile and copper roofing, of pleasing design and so arranged to resemble a French farm group. All supplies will be kept in these buildings. They also contain shops for the carpenters, painters, plumbers and electricians. Nearby a large frame wagon shed was erected, that our wagons, tractors and other field equipment might be protected from the weather.

The construction of Hundred Acre Drive from Catfish Run to East Park Drive opened up heretofore inaccessible sections of the Park which abound in woodland beauty. This drive is in two sections, one of which runs direct from the East Drive to the Miller Road and the other section winds through the woods, crosses Catfish Run Road at Silent Brook and will continue along the hillside west of Catfish Run to the Stoltz and McConkey Roads.

A Golf Service Group, comprised of three units, was constructed for the purpose of housing tractors, mowers, other equipment and materials used on the Course.

Six thousand feet of fence surrounding the buffalo range was painted. Forty-two hundred feet of chain link steel fence was constructed on what is known as the Ewing Property. More than twenty-seven thousand feet of water line was laid to new groves, new buildings, etc.

Five hundred picnic tables and fifty frame latrines were constructed for use in the various groves.

The economic value of the Civilian Conservation Corps, of which there is a camp in each Park, is immeasurable. The work done by these forces has advanced the ordinary development of each Park by several years. A brief summary of some of the work accomplished by this organization is cited below: In the two Parks they constructed 14.3 miles of Bridle Trails, 19 Bridle Trail Bridges, 3 Vehicle Bridges, 3 Bridle Trail Fords, 10.9 miles of Roads, 8 miles of Firebreaks, 176 Catch Basins on roads and trails; installed 5,014 feet of pipe for road drainage; cleared 248 acres for picnic groves, 130 acres eradicated of insect infection, 370 acres of woodland cleaned up, dead and diseased trees removed, 365 acres planted with seedlings; 114 stone ovens and 39 shelters constructed in groves, 12,975 feet of guard rail built, 13 foot bridges erected, 16 latrines built and 600 feet of vitrified pipe installed on erosion control. Four water wells were drilled and 6,812 feet of water line laid to new groves. They also sawed about 300,000 feet of boards and timbers from logs removed from the woodlands, all of which were used in the Parks.

The Golf Courses of North and South Parks were highly complimented in being selected by the United States Golf Association for the National Public Links Championship. One hundred eighty-four municipal golf champions from all parts of the United States and Hawaii competed in the 13th Annual Championship, held July, 1934. Interest through the Tournament was intense, culminating in the largest gallery that ever followed a final golf match in this district. After a week of strenuous play, the finalists were Arthur Armstrong of Honolulu and David Mitchell of Indianapolis. Armstrong was the popular favorite, having carried a large gallery on all his early rounds, but in the final Mitchell proved too steady a golfer for Armstrong, the match ending on the 33rd green, 4 and 3. The fact that this National Championship was held on our County Courses emphasizes the claim that our links are equal to any in the country. Golf authorities from coast to coast praised the courses on their sporty layout and excellent playing condition. The late Ganson Depew, Chairman of the Public Links Section of the United States Golf Association—who supervised the Tournament here—wrote the Parks as follows:

"I wish to congratulate you most heartily on having two of the finest public golf courses I have ever seen. Under trying weather conditions you had the fairways in splendid condition, and all the players without exception stated that they

had never played over more perfect putting greens. Pittsburgh is fortunate in having Allegheny County Parks for the recreation of its people and a great debt of gratitude is owing you for the splendid way in which you have gone ahead with the work of development and giving to your people enjoyment and pleasure which is a very important part in the life of our nation in these trying days. I again wish to thank you for the help and co-operation which you extended in promoting one of the best championships we have ever held."

In the County Park Championship, John Paslowski of South Park defeated James Calhoun of North Park in a thrilling 36-hole match, 18 holes being played in each Park. A trophy, donated by Commissioner Mansfield was presented the Champion. Careful supervision of both courses has resulted in the operation of them at a minimum cost, without retarding either the development or maintenance of the Courses. The following improvements were made at the Golf Courses during the past year: New Starting House at South Park, New Fairway and Green at No. 9 hole, New Lengthened Tee at No. 10, Club House improved by adding an enclosed porch and new furniture. In North Park, the refreshment stand was enlarged and a portable one built near No. 18 Green. New equipment was purchased for both Courses.

The Pittsburgh Archery Club held two tournaments in North Park, and from the interest shown, there is every indication that this sport is rapidly increasing in popularity.

Volleyball proved a popular pastime, Tournaments being sponsored by the A. A. U. Horseshoe Courts were in constant demand. Band Concerts were held in each Park on holidays. While skiing and tobogganing were prohibited by your Board, ice skating continued to attract many lovers of this sport. In North Park the baseball and mushball fields were in exceptionally good condition, attracting many organized baseball teams.

A summary of attendance at the County Parks, based on reliable estimates, is as follows:

County Fair .....	750,000
Picnics—with permit .....	260,540
Sundays and holidays .....	612,000
Golf .....	76,825
Swimming .....	151,656
Tennis .....	46,125
Football .....	185,600
Polo, baseball, mushball .....	71,226
Bridle paths, volleyball, skating, horseshoe....	12,860
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	2,166,832

One of the most successful events of the season was held August 21st in South Park when your Honorable Board paid tribute to the Spanish War Veterans who were holding their annual National Convention in Pittsburgh. Transportation was furnished by the Board insuring attendance of thousands of veterans. Unofficial estimates placed the attendance at more than 50,000. Through the courtesy of the Board 5,000 veterans were treated to a fine repast at the Agricultural Hall and Museum Building, after which they were entertained with a track and field meet, horse races and polo game. In the eve-

ning a parade—one of the biggest features of the convention—started at the Joyce Kilmer Memorial and followed the Catfish Run Road to the track at the Fair Grounds where an impressive review took place. Honorable C. C. McGovern was marshall of the parade, as well as Chairman of the Day. Following the parade, Drum and Bugle Corps and Women's Drill Teams competed for prizes. Concluding the event, an elaborate display of fireworks entertained the visitors. It was acclaimed one of the greatest days in the history of Spanish War Conventions.

Climaxing a successful summer season, the Second Annual County Fair was held from August 28 to September 3rd. Favored by ideal weather, the attendance exceeded that of the former year by 200,000. Probably the largest outpouring of humanity at a single event in the history of the County jammed the Fair Grounds to enjoy the activities of the Athletic Field as well as the exhibits of the Fair. Considerable study was given to improving the handling of traffic and the means adopted proved very satisfactory. The County Police, assisted by the State Highway Patrol, handled the situation in a very efficient manner.

A diversified program of sports and entertainment was arranged for each day of the Fair, beginning at noon and lasting until the close of the Fair each night. Light harness and running horse races, athletic carnival, boxing bouts, dog show, judging of horses, firemen's parade, horse polo, soccer football, demonstrations by the County Mounted Police, airplane maneuvers, model airplane meets and a Boy Scout Camporal were the major events. Band concerts during the day and aerial fireworks at night entertained those not athletically inclined. The Fair Buildings were crowded with throngs interested in the exhibits of home economics, needle work of every description, farm, garden and dairy products, flower show. Livestock, particularly, was the source of considerable interest.

Among the many marked improvements at the Fair this year were the New Grandstand with a seating capacity of approximately 40,000, an Improved Race Track which had been widened and lengthened to a full half mile, and the construction of three new buildings, viz: the Museum Building used to house antique vehicles, the Mounted Boy Scouts Lodge and a Round Stable for harness horses. An amplifying system brought to spectators a word picture of every activity. Programs were broadcast over Station WJAS from a studio in one of the Fair Buildings. Free bus service was afforded the public from Lytle Stop on the Charleroi Street Car Line to the entrance of the Fair Grounds and return. Thousands took advantage of this service, enabling them to reach the Fair Grounds without delay.

During the Fair, South Park was the scene of a Regional Boy Scout Camporal. Twelve hundred scouts lived in a tented village on the slopes adjacent to the Community Center, taking part in the activities of the Fair and on three occasions staged the impressive ceremony of retreat on the infield of the race track.

Approximately 1,000 prizes were awarded winners of competitive activities, an innovation in prizes being introduced in the form of a plaque bearing the official County Seal mounted on an oak panel.

#### LANDSCAPE DIVISION

Slopes of several Park roads, as well as many of the entrances, were landscaped by this Department. Considerable work remains to be done and in the ensuing year many projects will be launched to

further beautify the Parks. Considerable planting was done around the Joyce Kilmer Circle and the many monuments erected in the Parks. The grounds surrounding the Mounted Boy Scout Lodge were grassed and further beautified with shrubs and evergreens. A profusion of flowers gayly bedecked the surrounds of the Hospital Grounds. Grass seed was sown on the Athletic Field at the Fair Grounds. The Keystone, previously mentioned in this report, erected to the memory of the 28th Division, was planted with seven thousand Scarlet Sage plants which bloomed from August 22nd until late fall. The display was illuminated at night. A Dahlia Show, sponsored by this Department, proved a popular attraction, as well as a very successful one—three varieties winning ribbons at various flower shows. Aside from the County Road banks that were planted and maintained, the Department replaced the grass plots in circles and triangles with shrubs, thus saving considerable time and labor in the maintenance of these areas.

#### BUREAU OF AVIATION

The year 1934 was the second full year of operation of the Allegheny County Municipal Airport and while the airmail shake-up which occurred in February, 1934, involved the cancellation of all airmail contracts and a consequent reduction in all schedules operated by the various airlines at the airport, it is gratifying to know that activities for the current year exceeded those of the previous year and that considering all factors involved, the operation of the airport was most successful.

Late in 1933 an application was made to the Civil Works Administration for the necessary labor and technical force for developing temporary runways at the western end of the airport. This application was approved and early in January a group of 327 men started on this project. The work consisted principally of filling and grading in preparation for an extension of our present runways that we might obtain approval by the U. S. Department of Commerce for an A-1-A rating for the airport. In spite of the fact that this work was started under the handicap of very severe winter weather which included temperatures ranging as low as fourteen degrees below zero and wind velocities up to 60 or 70 miles an hour, a great deal of progress was made. In addition to the filling and grading of the airport itself, many of the slopes around the airport and the banks adjoining the Lebanon Church Road were brought to a graded slope, very greatly reducing the effects of erosion and in addition a series of ditches and concrete gutters were constructed to carry off surface drainage water. While remarkable progress was made considering severe weather conditions, unfortunately this work was not completed before the expiration of the CWA activities on March 31st. Later in the year when unfinished CWA projects were picked up under RWD, a new application was submitted and approved and the work was again started on July 15th but this work stopped again on August 31st, leaving the original project about 80% completed.

In addition to the airport filling and grading project, a planning group was also assigned to the airport and a great deal of time was spent developing plans and specifications to supplement our application for PWA funds made in 1933 for the construction of new buildings and other airport development that is highly essential to the future successful operation of the airport.

During the year the Garage and Hospital Building which was started in 1933 was completed and we now have one of the finest com-

bined airport crash and fire trucks in the country housed in this building which also houses the airport ambulance and includes an emergency hospital room which is equipped with all the necessary first aid equipment.

During the year we completed the landscaping of islands in the entrance leading to the Administration Building, the large circle and two triangles as well as the grading of the slopes from the parking areas to the sidewalks for planting in the spring. The landscaping of these approaches very greatly improved the appearance of the airport entrance.

During 1934 a letter was received from Warner Brothers Studios, of Hollywood, California, to the effect that they had heard that the Allegheny County Airport was one of the finest and most attractive in the United States and that there was a possibility of their using this airport as a location for a new air picture. This is but a confirmation of the statement of many famous people who have traveled through the airport during the year to the effect that this airport is one of the most outstanding and most attractive airports in the world.

Due to the fact that airline and other activity very greatly increased over previous years the problem of maintaining proper traffic control increased to a point where it was necessary to install two way radio communication with airplanes. All of the necessary equipment was installed early in the year and it is believed that this is one of the most important improvements made as it not only very greatly simplified the actual handling of traffic but very greatly increased the safety of this operation. Through the use of radio, all incoming airline planes or other airplanes equipped with radio are required to contact our Control Station WMET approximately twenty miles before reaching the airport at which time the dispatcher gives the airplane all necessary information relating to the wind direction and velocity, as well as information regarding other air traffic at the airport. From this time on the airport dispatcher is in constant communication with the pilot of the airplane and as he approaches the airport, gives him further information regarding the runway to be used, the loading gate to be used as well as any other information that would in any way affect the safety of his landing. Control over aircraft not equipped with radio is maintained by use of a signal light which projects either a red, white or green beam to the pilot and can be used for either day or night signals. During the year there were several cases where without question the use of radio which provides a direct contact with the plane was instrumental in preventing what otherwise might have involved a serious accident. It is very gratifying to note that during 1934 there were no serious accidents of any kind at the Allegheny County Airport which is quite remarkable in view of the fact that activity of all companies operating on the field showed a large increase and that airline operations were at times conducted during extremely bad weather conditions.

Through arrangements made with the Pittsburgh Sun-Telegraph who has organized a national aviation club for young people known as the "Junior Birdmen of America," a field day for the local chapters of this organization was held at the airport on June 16th. A very complete program had been arranged for the entertainment and education of the Junior Birdmen and while it is unfortunate that the weather on that particular day was rather unsatisfactory, a crowd estimated at 13,000 people spent the day at the airport and displayed much interest in the activities which had been arranged for them.

Later in the season the Airport Manager was appointed on a committee by the Chief of Aeronautics for the State of Pennsylvania to develop plans for a Pennsylvania State Air Tour. Plans for this Air Tour were completed and arrangements were made which involved about sixty airplanes participating in a three day tour including the cities of Harrisburg, Lancaster, Philadelphia, Allentown, Scranton, Bloomsburg, Williamsport, Altoona, Bradford, Erie, Butler, Johnstown and Pittsburgh. This tour started on October 19th at Harrisburg and terminated on October 21st at Pittsburgh. The purpose of the Tour was first to increase the interest of residents of each city in the possibilities of air transportation and secondly to dispel the general impression that Pennsylvania was a difficult state over which to fly. In spite of the fact that at this particular time the weather was extremely cold, the tour was very successful and did justify its purpose in that a tremendous amount of interest was aroused and the attendance at all airports where the Tour stopped was large. The Tour further justified the opinion of the members of the Committee that the difficulties of flying over the State of Pennsylvania were not as great as has been generally believed in that a great many of the participants of the Tour were amateur pilots with a very limited amount of cross-country experience and in spite of this there were no serious accidents during the Tour. The only accident being minor damage to one of the airplanes which encountered difficulty in landing at Bradford, Pa.

#### ACTIVITY REPORT

While cancellation of airmail contracts curtailed the activities of the airline operators using this airport for approximately three months and the intervention of the Postoffice Department resulted in a general reduction in the amounts received by them from their operations, a spirit of optimism in the future of airline transportation resulted in many improvements to this service for the Pittsburgh district. TWA, Inc., who are operating from coast to coast through Pittsburgh, replaced their trimotored Ford equipment with new Douglass Airlines having a seating capacity of fourteen passengers and capable of a cruising speed of over 200 miles per hour. An exact duplicate of this airplane placed second in the London to Australia race in September and astonished everyone with its excellent record on this trip. In an attempt to assist this company in adjudging the potential passenger carrying possibilities of this airplane, your Board permitted them the free use of the airport for a period of one month when this ship was first operated between Pittsburgh and New York. This proved conclusively that the new airliner had a decisive appeal to the air traveling public and further that there was a tremendous amount of potential airline passenger traffic between these points. TWA then took delivery of other Douglas and all their Eastern Division pilots were given instruction on the new Douglas at the County Airport.

During the year a new Company was organized at Pittsburgh known as Central Airlines, Inc., which was awarded an airmail contract to carry mail from Washington to Detroit via Pittsburgh and Cleveland and their first move was to establish their general offices in the Administration Building at the County Airport. This company in addition to carrying airmail, freight and express, also conducted a passenger service between these points, using modernly equipped trimotored Ford Airplanes. The establishment of general offices for this company at Pittsburgh brought 17 additional employees to the airport as well as very greatly increasing the general activity.

Pennsylvania Airlines and Transport Company who also have their general offices at the airport developed their passenger business to a point where they decided to discontinue the use of Fords for three mile a minute Boeing transports which very greatly reduced the time between cities on their operating schedules. Pennsylvania Airlines airmail contract from Washington to Cleveland was cancelled but they were later awarded a contract from Detroit to Milwaukee and at that time increased their service from Washington to Milwaukee via Pittsburgh, thereby furnishing an increased service to the general public of this district.

Due to the changes made by the airlines using the airport, the most modern types of aircraft are now in general use and in regular service, furnishing the finest and most modern transportation in the world to this district. The scheduled time from Pittsburgh to New York has been reduced from 3½ hours to 1 hour and 45 minutes and a record was established to New York from Pittsburgh of eighty minutes. The scheduled time from Pittsburgh to Cleveland was 1 hour and 30 minutes and has been reduced to 55 minutes and the scheduled time from Pittsburgh to Washington of 2 hours and 25 minutes has been reduced to one hour and fifteen minutes. In the summer, Colonel Roscoe Turner, internationally known pilot, established a series of records from different cities to Pittsburgh, the most outstanding being his record from Detroit to Pittsburgh, a total distance of 196 miles, flown in 49 minutes, at an average speed of 238 miles per hour.

The interest of the general public in the new developments being made and the increased activity at the airport is demonstrated by the large attendance at the airport of sight-seeing visitors, particularly on Sundays and holidays and the fact that the short trip passenger carrying business shows an increase of four thousand passengers over the preceding high record of other years. In spite of the temporary setback of the airmail cancellations, all activities for the year 1934 showed an increase as reflected by the following statistics:

## ACTIVITY STATISTICS

	1932	1933	1934
Gasoline Dispensed:			
Airline (gal.)	133,711	402,295	591,731
Transient (gal.)	19,253	43,442	50,352
Oil Dispensed:			
Airline (gal.)	1,483	12,361	18,617
Transient (gal.)	191	736	791
Transport Arrivals & Departures	3,194	5,587	5,874
Transport Passenger Arrivals	3,901	9,168	11,102
Transport Passenger Departures	3,871	8,902	10,787
Transient Planes Arriving and Departing	84	1,268	1,839
Transient Passengers Arriving and Departing	1,536	3,046	5,517
Army, Navy and Marine Corps Arriving and Departing	54	294	570
Sightseeing Passengers	12,581	10,826	16,205
Sightseeing Takeoffs	2,271	2,583	3,169
Visitors at Airport	132,150	258,000	300,000
Incoming Mail (pounds)	59,177	121,467	118,156
Outgoing Mail (pounds)	69,493	124,673	113,891
Incoming Express (pounds)	5,191	11,595	15,454
Outgoing Express (pounds)	3,161	8,012	14,185

Airplanes Stored:			
Storage Nights	1,337	2,012	2,191
Night Landings	1,580	1,872	2,088
Student Hours Flown	.....	483	761

## MILITARY OPERATIONS

For a great many years Rodgers Field, which was purchased jointly by the City and County, served as an operating base for the two local Air Corps Reserve Squadrons located at Pittsburgh. Due to the fact that this was an extremely limited airport of approximately forty acres and not at all satisfactory for the use of the Air Corps, several conferences were arranged with the Chief of Air Corps after which an agreement was reached by which the two Army hangars located at Rodgers Field were to be moved to the Allegheny County Airport and all Army operations transferred to this base.

In addition to the actual moving of the hangars, satisfactory offices and quarters were provided for the use of the Air Corps which necessitated the installation of a 25,000 gallon gasoline tank and gasoline dispensing equipment.

It is interesting to note that since their transfer there has been a very great increase in military activity in the Pittsburgh area. This is evidenced by the fact that in the last three months of operations at Rodgers Field, May, June and July, there were a total of 75 transient military airplanes passed through Rodgers Field whereas in the first three months after moving to the County Airport there were a total of 192 airplanes passed through this airport. It is believed that the use of the airport by military aircraft will be further increased when it becomes generally known by Air Corps pilots that proper facilities have been provided for them here.

In addition to the increase in the use of the airport by military aircraft from other bases, there has been an increase in the activity of the two local Air Corps Reserve Squadrons due to the fact that at this larger and better equipped airport it is possible to conduct training operations that could not be conducted at Rodgers Field. At the conclusion of the National Air Races held at Cleveland this year, a group of 21 Naval Pursuit airplanes landed at the County Airport for service which would not have been possible at Rodgers Field due to its restricted area. Word has been received from Selfridge Field, Mount Clemens, Michigan, to the effect that because of the excellence of our night flying facilities, it will be their practice through this winter to send Army pilots from Selfridge Field to Pittsburgh at night as a part of their training. At the present time the Air Corps maintains a service base at Burgess Field, Uniontown, Pennsylvania, and it is believed that in the near future the Air Corps will authorize this service base with its complement of personnel to be transferred to Pittsburgh. This change will greatly increase military activity and will also simplify the control of military activity.

## ARMY AIRMAIL OPERATIONS

In February, 1934, by executive order of the President, all commercial airmail contracts were cancelled and the Army was ordered to commence carrying the mail with military aircraft and personnel as of midnight, February 19th. A few days in advance of this time, several Army pilots came to Pittsburgh and established a base for their operations at the County Airport. Due to the fact that this change

took place in the middle of winter weather, there was a certain amount of confusion particularly due to the fact that the Air Corps was not properly equipped at that time to undertake this work and there is no doubt that their efforts were assisted very materially by our airport personnel and the fact that we had two way radio communication and other equipment which proved to be of value. Due to the hazardous conditions encountered in flying through this winter period, on March 13th the Army decided to discontinue airmail operations through Pittsburgh and their operating base was transferred to Kylertown, Penna. This move left Pittsburgh absolutely without airmail facilities of any kind and entirely disrupted a service which had previously been of extreme importance to Pittsburgh business and industry. This period during which the Army was carrying government mail proved conclusively that in a national emergency it would be important for our airport at Pittsburgh to be properly equipped not only with hangar space and shops but with other airport equipment that could be immediately diverted to the use of the Air Corps under such emergency conditions.

#### ALLEGHENY COUNTY FAIR

The Allegheny County Airport again contributed to the success of the 2nd Annual County Fair through a display at the Fair which included a working model of the airport as well as an interesting exhibit of airplane models and an extremely interesting series of aerial photographs which were secured through the courtesy of Lt. V. L. Hubbard of the 324th Observation Squadron.

In addition to the exhibit itself, the Air Corps Reserve Officers of the Pittsburgh area flew army airplanes at the Fair each day and created interest through the performances of various tactical maneuvers used during actual warfare. Additional interest was created by James Franklin, a local pilot, who flew his own airplane and closed the Fair each night with a thrilling exhibition of aerial night fireworks from his plane.

While increased activity at the airport for the year did not meet our fullest expectations, it is interesting to know that gross operating revenues at the airport equaled an estimate made the year before and for the first time in the history of the operation of the airport, the gross operating revenues derived from the airport exceeded the operating expenses, excluding of course maintenance, depreciation and interest.

Plans have practically been completed by which it is believed that during the year 1935 we will be able to provide many new facilities of value to the airport and that through this and the natural increase in the activity of airline operations together with plans which will provide for a large increase of activity in private flying that in the coming year the progress of the airport will be substantially improved. The airlines themselves have demonstrated their confidence in the future by acquiring airplanes of the most modern type; the Air Corps is planning for a very extensive increase in their activity, and the airport is planning to do its part by keeping abreast of the most recent developments and furnishing all facilities necessary to assist in bringing to Pittsburgh everything necessary to advance it to its rightful position in the aviation industry.

Respectfully submitted,

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Director, Department of Parks.