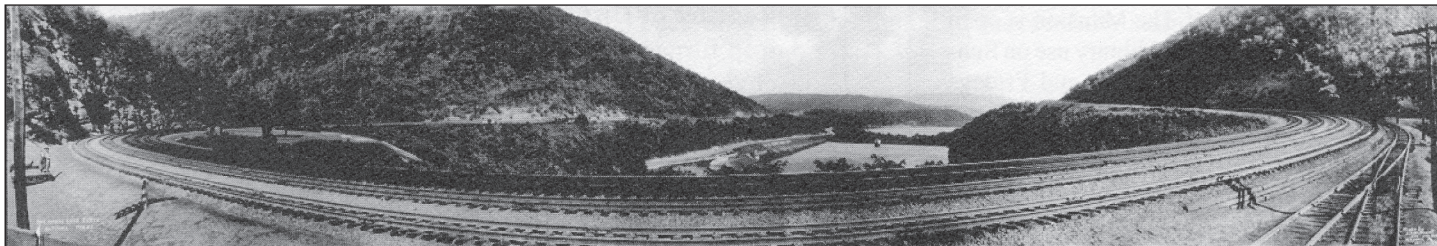


Sewickley Valley Historical Society

Signals

XXXVIII, Number 5

April 2011



Wednesday, April 13, at 7:30 p.m.

Old Sewickley Post Office

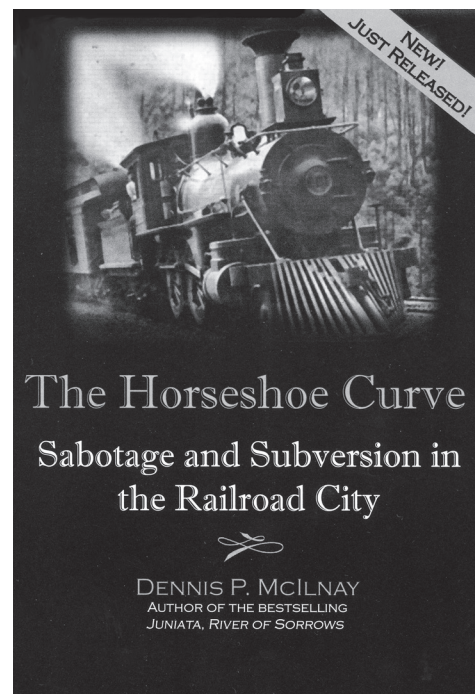
The Horseshoe Curve: Sabotage and Subversion in the Railroad City

A presentation and book signing by Dennis P. McIlnay

Part spy story and part historical epic, McIlnay's book, *The Horseshoe Curve: Sabotage and Subversion in the Railroad City*, blends information from 300 sources, including diaries, biographies, military records, histories, engineering studies, court briefs and FBI files to tell the thrilling story of three inter-connected but little-known events:

- The human and organizational drama of founding the Pennsylvania Railroad and building the Horseshoe Curve near Altoona, Pennsylvania
- The Nazi plot during World War II to destroy the Horseshoe Curve, the Mecca of American railroading
- The FBI's search of the homes of 225 Altoonans on July 1, 1942, as "alien enemies"—suspected Nazi sympathizers—and the controversial internment of 15,000 German and Italian Americans in the United States

Dennis P. McIlnay is also the author of *Juniata, River of Sorrows* (2002). He is a retired professor of Management at Saint Francis University, where he received several teaching awards. He lives with his wife, Kathy, in Hollidaysburg, Pennsylvania, ten miles from the Horseshoe Curve.



The Horseshoe Curve, published by Seven Oaks Press, Hollidaysburg, Pa., received the Gold Medal as Best Regional Book in the Mid-Atlantic from the Independent Publishers Association of America, the President's Award from the Blair County Historical Society and a Reviewer's Choice Citation from the Midwest Book Review.

The mission of the Sewickley Valley Historical Society is to promote interest in and to record, collect, preserve, and document the history of the Sewickley Valley.

This article first appeared on page 7 of the January 23, 1904, issue of The Weekly Herald.

The Pennsylvania Lines Conservatory

One notable feature of the landscape which appeals irresistibly to the traveler over the Pennsylvania Lines West in the spring and summer seasons is the neat and attractive appearance of the grounds surrounding the various station houses along the line. Beauty and originality of design are distinctive features of the landscape adornment, and evidence an artistic taste and skill above the ordinary.

To the Pennsylvania Lines should be awarded the distinction of originating this plan of beautifying the station grounds. Especial credit is due Superintendent of Freight Transportation, Mr. A. B. Starr, a resident of this place [Sewickley], through whose efforts the work was begun and successfully carried on. And last, but not least, honor is due to "the man behind the gun"—the one whose genius and artistic ability have brought this floral department to its present flourishing condition—Mr. R. W. Hutchison, superintendent of the railroad conservatory in [Sewickley].

About sixteen years ago Mr. Hutchison had charge of the Jacks Run station—abandoned some years after. His artistic temperament could not resist the temptation to make an effort at beautifying the grounds around the station there. So successful was he that he attracted the attention of Mr. Starr, who succeeded in having him advanced to the position of Superintendent of Parks, which position he has ably filled for the past sixteen years. In this work he has been ably assisted by Engineer of Maintenance of Way, Mr. W. H. Potter.

The conservatory lying west of the Sewickley station, under the immediate supervision of Mr. Hutchison, furnishes the plants and flowers for embellishing the grounds along the road. Here are nurtured tens of thousands of the rarest plants and shrubs, both domestic and foreign.... Ferns are best for dining-car purposes, as they make such a graceful appearance. Besides these, there is a large assortment of hardy shrubbery.... Perennials are planted in all the shrubbery beds.

The decoration of the station grounds at Alliance, Wooster, Dunkirk, Lima, Columbia City, Valparaiso, Ind., South Chicago, and Englewood has been completed. The latter is laid out in an artistic manner. At Mansfield, Crestline, Etna Green and Pullman

the work is not finished. Pullman will be one of the finest on the Southwest Division.

On the first of this month three new Pennsylvania café cars, built by the Pullman Company, were put on the road to run on the Northwest System. These cars were built after plans especially prepared by officials of the Pennsylvania Lines at a cost of twenty thousand dollars each, the chief item of expense being the interior decorations, which are elaborate. They are finished in mahogany and are lighted with electricity. The exterior is in tuscan red, the standard

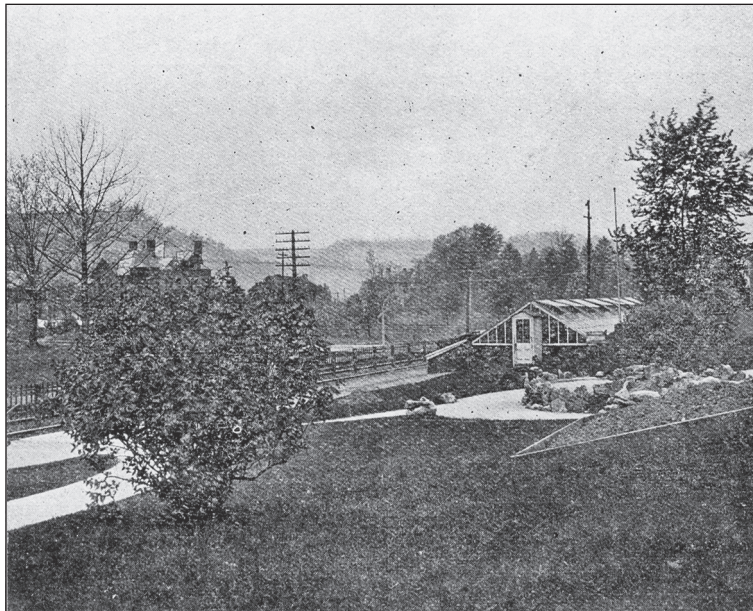
equipment row [?] used on the Pennsylvania fast train service. The floral decorations for these cars were furnished by the Sewickley conservatory. Several more of these cars will be put on [this] coming spring and will be a feature of the special service that will be installed for the World's Fair trade. These café cars are under the general management of Mr. Charles Watts, of [Sewickley], assisted by Mr. E. W. Westlake, superintendent of the dining car department.

The new hotel will be opened at Alliance on Monday, January 18, for the accommodation of the traveling public. It will be one of the finest along the line and up to date in all its appointments. The floral

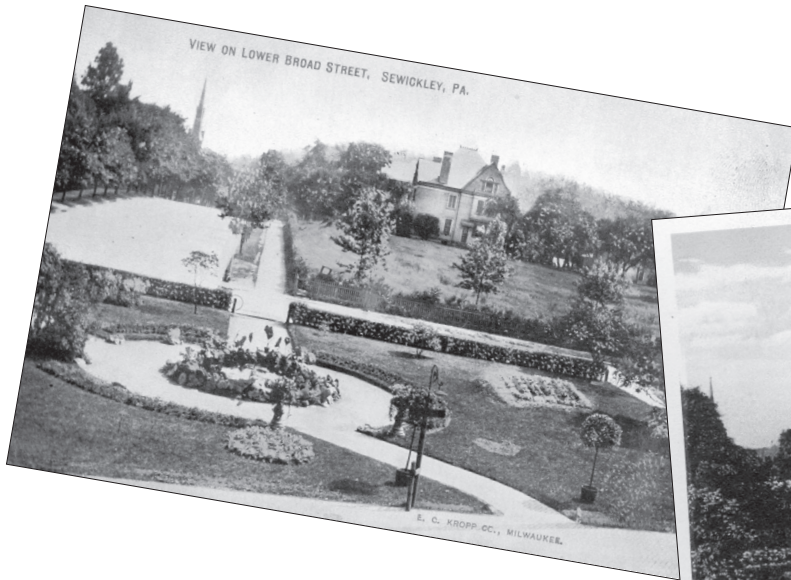
decorations have been furnished by the [Sewickley] conservatory. It is the intention of the company to spare no expense in making the hotel, restaurant and dining car service all that it should be.

Besides providing for the embellishment of the various station grounds and small parks all along the lines, and the decorations of the dining cars, the conservatory also furnishes a large amount of trailing vines to cover the car houses, watering stations and other buildings. Boston ivy and sweet-scented honeysuckle are mostly in demand for the purpose.

The fountain in the small park at the station will be in operation this summer and will add much to the beauty of the surroundings. This whole plan of floral decoration is one which cannot be too highly commended. Not only does it prove to be a source of pleasure to the traveler, but it has an educative influence, producing a commendable rivalry along the lines of aesthetic culture. We feel a sense of pride in the fact that Sewickley is the source from which all this floral beauty emanates.



The park at Sewickley Station, showing the conservatory



Postcards showing the park at Sewickley Station

Sewickley's Railroad Accommodations in 1851

We herewith reproduce a facsimile of a railroad timetable, showing the accommodations given the residents of the valley in 1851.... We are indebted to our friend Mr. Thomas Drynan, of Centennial Avenue, who kindly furnished us with [the] photograph of [this] relic of pioneer railroading.

OHIO AND PENNSYLVANIA RAIL ROAD TIME TABLE No. 3, Commencing on Monday, 24th of November, 1851. PITTSBURG TO ENON STATION, 44 MILES.

LEAVES.	GOING WEST.			LEAVES.	GOING EAST.	
	Express Train.	Accommodat'n Train.			Express Train.	Accommod'n Train.
Pittsburg,	8.00 A. M.	A. M.	P. M.	Enon,	3.00 P. M.	10.30 A. M.
Courtney's,		10.00 & 4.00		Darlington,	3.18 "	10.50 A. M.
Haysville,		10.17 & 4.17				A. M. P. M.
Sewickley,	2.27 Pass.	10.30 & 4.30		New Brighton,	3.50 "	7.30 & 1.30
Shousetown Lane,		10.35 & 4.35		Rochester (Beaver),	4.00 "	7.48 & 1.48
Economy,		10.42 & 4.42		Freedom,		7.54 & 1.54
Baden,		10.50 & 4.50		Baden,		8.03 & 2.03
Freedom,		11.00 & 5.00		Economy,		8.12 & 2.12
Rochester (Beaver),	9.00 "	11.07 & 5.07		Shousetown Lane,		8.19 & 2.19
New Brighton,	9.15 "	11.15 & 5.15		Sewickley,	4.35 Pass.	8.27 & 2.27
Darlington,	9.45 "	11.30 & 5.30		Haysville,		8.35 & 2.35
Enon,	10.05 "	12.05 M.		Courtney's,		8.45 & 2.45
	ARRIVES.	ARRIVES.		Pittsburg,	5.00 P. M.	9.00 & 5.00
					ARRIVES.	ARRIVES.

At 8.27 A. M. and 4.35 P. M. the Express Train and Accommodation Train are to stop and pass at Sewickley siding. The accommodation Train is to go on to the siding.

On the completion of the Rail Road to Palestine, in about two weeks from the date of this Time Table, some changes of time will be made.

A Passenger Car will be run at convenient hours between Salem and Alliance, in connection with Engine of the Construction Train, commencing in a few days.

By authority of the Board of Directors.

S. W. ROBERTS,
Chief Engineer and Superintendent.

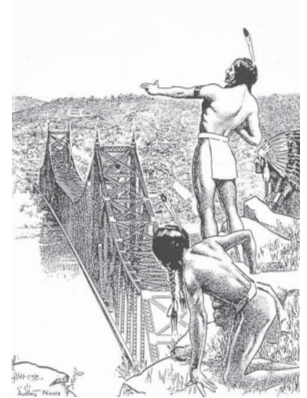
Printed by W. S. Haven, Pittsburgh.

This article and illustration appeared in the July 30, 1904, issue of The Weekly Herald. Train service began July 4, 1851, with only one round trip a day. By November, two more trains had been added. In 1910, there were fifty commuter trains a day to Allegheny or Pittsburgh, one leaving about every ten minutes, and there were station stops at Glenfield, Haysville, Glen Osborne, Sewickley, Roseburg (at the foot of Ferry Street), Quaker Valley, Edgeworth, Shields and Leetsdale.

Sewickley Valley Historical Society
200 Broad Street
Sewickley, PA 15143

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April 2011



Report of the Nominating Committee

The Sewickley Valley Historical Society Nominating Committee
(Nancy Baldwin, Chair; Brewster Cockrell; Barb Frey; Maleet Gordon; William Kleeman)
proposes the following slate of officers and directors for election at the Annual Meeting, May 18, 2011:

President:	John Kroeck
Vice-President:	George Craig
Directors:	Peggy Dury
	Jim Haines
	Mary Lou Scholl
	Mike Tomana

New Members

Mr. & Mrs. Simon Merrills and Mr. & Mrs. Marty O'Brien, Sewickley