

ETHNOGRAPHIC SURVEY OF BRIDGEVILLE, PENNSYLVANIA

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I. GEOGRAPHY

The geography of Bridgeville is such that it is almost entirely surrounded by a loop of Chartiers Creek and a section of McLaughlin Run. At first there were only two natural accesses to the area, the first in the small area of land that linked it to the rest of Western Pennsylvania, the second a small ford, called Ramsey's Ford for the original owner of the adjoining land Thomas Ramsey in 1786 (*See History below*). Within the boundaries of the borough are many hills, Gould City Hill and Fryer's Hill are two of these.

II. CLIMATE

The climate of Bridgeville is similar to the climate of other communities in the Greater Pittsburgh Area.

mean annual temperature	50.3 F
average maximum temperature.....	94.0 F
average minimum temperature.....	-5.0 F
first killing frost.....	Oct. 20
last killing frost	April 20
average rainfall	36.85 inches
average snowfall.....	42.50 inches

III. GEOLOGY

The area of Bridgeville and the area immediately surrounding were extremely rich in coal. There is not much else of geological interest in the area.

IV. HISTORY

(excerpts from Bridging the Years, Volume II, 1976)

The history of [Bridgeville] began more than a century after the founding of Pennsylvania by William Penn. It is interesting to note that the area_is probably the same disputed land which George Washington, as a young man, came to survey at the time southwestern Pennsylvania was claimed by Virginia.

In 1786 the first claim for land in this area was filed by Thomas Redman. His claim covered 208^o acres on the western side of Bridgeville called "Water Enclosure." Thomas Ramsey filed a claim for a portion south of Station Street, beginning at a point near the mouth of Miller's Run. Benjamin Reno filed a claim for 342 acres in 1785 which was later bought by Leonard Fryer. This area is the present Fryer's Hill. Reno died before he obtained his patent and this section was given to his widow and has since been known as the "Widow's Portion."

Thomas Ramsey found he had the best fording of Chartiers Creek through his property, so he had the banks graded and a crossing was made in as good a condition as possible. Then he charged a toll for its use. This went along for some time, until his neighbors came to the conclusion that he did not have the right to make a charge, and an indignation meeting was held on the quiet, where it was decided that a bridge must be built. Proper craftsmen were called in who made measurements for necessary timber, to construct [the bridge]. Each farmer was then assigned the timber he was to prepare and bring to the site. When all had been arranged, a day was set in which they were all to meet. The man who had been left in charge of collecting the toll was frightened away. He hastened to his employer, who lived in Virginia, to tell what was being done, but by the time they got back the bridge had been completed. Ramsey resorted to the law but it was easily proved that Chartiers Creek was navigable, as at one time a boat full of flour had been loaded in Canonsburg and Boyce's Mill and floated to New Orleans. This ended the controversy.

Colonel Noble, for whom Noblestown was named, at one time had a general store there and would carry merchandise over the mountains by pack train.

Quite a number of farmers from Washington County got in the habit of coming [to Bridgeville] to trade with the Colonel, as it saved a long trip to Noblestown, so a common saying was "Meet you at the Bridge." Business became so good that Colonel Noble built a storeroom in the village and they changed the saying to "Meet you at Bridgeville." This was long before all the bridges were built to get in and out of Bridgeville.

In the late 1890's George and Jay Gould, founders of the New York Central Railroad and eastern financiers, bought up land belonging to Thomas Redman and formed the Wabash Improvement Co. C.P. Mayer bought most of this ground when Gould City did not fulfill Gould's dream, and although some lots were sold, still it remained a wooded area. On the very top of this hill was a mound of stones 25 feet long and 6 feet high. It was opened and many [Indian] artifacts, including arrow heads were found. Upon C.P. Mayer's death his son, Frank, paid back taxes on the property and proceeded to sell lots to individual contractors and residents. Lastly the bulk of the hill was sold to David H. Poellot who is carrying out Gould's dream of development. The area is now known as the Crestvue Plan.

In the course of this development the bulldozers were halted and the Carnegie Museum were called upon to have their diggers come to investigate. They found the first prehistoric Indian grave actually carved into the bedrock. Bones from other early 'flesh burials and cremations' were exhumed from the same mound. All were dated and taken back to the Museum for posterity.

The greatest disaster of this district was the big flood in the year of 1874. This was caused by a cloudburst in Sodom (Clifton) and the waters of McLaughlin Run rose to a height of 25 ft., rushing down the valley with such a force it took houses, people, chickens and cattle. Those who witnessed it state that two great clouds, traveling east and west, seemed to come together and caused the cloudburst.

The town was little more than a wayside hamlet until the coal mines opened. Phillips Brothers had a mine in Mudville; Sandy McLean ran the Katy mine in Coulterville; Macedonio Maioli ran the Slope mine in Treveskyn; Browners Mine on McLaughlin Run Road; John Frain had a mine at the end of St. Clair St., John Crum had a mine at the end of Elm St., which was called Brandy Coal; and Joseph Hofrichter opened a mine where Koppers now stands.

With the opening of the mines came folk from as far away as Connellsville and many came from the 'Old Country' and as a result the town grew. Many individuals dug coal out of the hills in their backyards for their own consumption. Company stores and houses were in demand and housing progressed.

Later, the miners went on strike and proceeded to burn all the tipples apparently because they were discontented with working conditions and pay. As a result, most of the mines closed.

The first Post Office was in Herriotsville. A Hotel and General store stood on the other side [of Rt. 519] across from the Post Office and this is where the Stage Coaches stopped and horses were changed. A large watering trough along the road refreshed all horses as the Washington Pike was the main road from Pittsburgh to Washington. It was the first improved highway built in 1820. Farmers would drive their cattle on foot this far, refresh them overnight and continue in the morning. The last Stage Coach passed through in 1871.

The hotel and grocery store burned to the ground in 1905. The Herriotsville Post Office was later moved to James Young's boot and shoe store on County line on Washington Pike.

Hugh Morgan, who operated a grocery store on the corner of James Way and Washington Ave., drove to Herriotsville with his horse and buggy, picked up his customers mail and distributed it from there. When the Railroad was built, the Post Office was moved to Boyce Station, later by petition granted January 31, 1863, it was moved to Hugh Morgan's Grocery Store, where it was first known as Moorehead Post Office. Hugh Morgan was

appointed Postmaster by President Theodore Roosevelt. After Hugh's death his Assistant and daughter, Maggie Morgan, was Postmistress. Because there was a Moorehead in Erie County, the name was changed to Bridgeville.

When Samuel Foster was appointed Postmaster, the office was moved to his store on the corner of Station and Railroad Sts. C.P. Mayer had his store and office on the corner of Washington and Station St., then the office was moved to the rear of Bennett's Drug Store which was in the Bridgeville Trust building on Washington Ave.

In 1911 the Post Office was moved to a new building erected by the Bridgeville Trust Company and leased to the government for ten years. In the meantime, plans were made for a Post Office building of their own and construction was in process when the lease expired. They moved into Mosti's building across the street until their building was completed in 1939. This is the office on Washington Avenue.

While in the office in the Bridgeville Trust Building, on October 19, 1912, [the Post Office] was robbed of \$900.00 worth of stamps. The men who planned the robbery went first to the livery stable and stole lap robes, 17 horse blankets, 9 pillows, meal bags and skirts. In using nitroglycerine and an electric battery and by muffling the blast with all the stolen paraphernalia, not a sound was heard. The robbers proceeded to take what was in the safe, throw what was useless to them in Chartiers Creek, and make off with their loot. They were never apprehended.

The Pennsylvania Railroad came to Bridgeville [in 1870]. At that time it was known as the Chartiers Valley Railroad Company. This company was incorporated in 1853 to construct a railroad from Pittsburgh by way of Canonsburg to Washington, Pa.

Surveys showed that the Pittsburgh and Steubenville Railroad had the only practical route between Pittsburgh and Carnegie, and the line was begun at the latter point. Contracts were let and grading and masonry were well along when operations were suspended in 1856 from lack of funds.

Foreclosure proceedings were instituted in 1861 on behalf of first mortgage bondholders, but a sale was not consummated until 1871. A new company, The Chartiers Railway Company (No 1) was organized in 1870 and with the assistance of the Pennsylvania it completed the line from Carnegie to Bridgeville and Canonsburg. In 1871 they continued the line to Washington.

The Station was built in 1870 and still stands, but has been converted to The Bridgeville Public Library.

The coming of the railroad opened the way for many new businesses. Joseph Wright, an orphan raised by Mrs. Susanette Wright and her husband, was one with vision and foresight. He served in the Civil War and then managed hotels in Greensburg, Uniontown and Washington. In 1876, Mr. Wright purchased ground and built the Norwood Hotel. The Victorian showplace enabled the city people to escape the heat of Pittsburgh summers and the new railroad permitted the gentlemen to commute daily to their offices.

The Norwood Hotel was the first hotel in this area which had running water. A two-inch line was brought from Brandy Springs into the hotel and was thought to be healthful as mineral springs.

Joseph Wright sold his hotel in 1900 to George Ritter and his wife, who continued the elegant services and excellent cuisine. During Prohibition, Mr. Schade managed the hotel and, after the Ritters, continued the profitable business. They sold it to Art Airie, thence to Dick Ladley and Corkey Smith. Louis Russo and his sons bought and renovated the hotel and had their Grand Opening in 1960. The hotel burned to the ground March 15, 1961.

In 1899 W.W. Andrews surveyed the boundary lines for the purpose of obtaining a charter for the Borough of Bridgeville, which received its charter July 27, 1901. A citizens committee met in the Schoolhouse and the following resolutions were adopted; "Be it resolved, that it is the sense of the representative meeting of the citizens of Bridgeville Borough, that in the beginning our Borough career should be begun on a peaceful and sound basis, entirely free from

political strife and personal feeling such as usually accompany local elections conducted on party lines. Partyism is usually followed by corruptionism and favoritism of a few at the expense of many. Therefore, be it agreed by and between all parties to place on Borough ticket for burgess and judge of elections persons of opposite political faith each succeeding year; if a Democrat is elected for Burgess at the coming election then elect a Republican for judge of elections, and vice versa each year following, all other offices to be filled regardless of party. Second. That all primaries be held at proper time, and all citizens who are entitled to vote at regular elections shall be qualified to vote at a primary. Third, that two full tickets be placed in the field under the head 'Citizens and Peoples' ticket; that the names of the candidates for burgess and judge of election shall be the same on both tickets provided in first clause of this agreement, and balance of ticket to be made up as follows; If two or more persons are running for the same office, then place name of candidate who has the largest vote at the primary in the first column on the ticket, and the candidate with the second largest vote be placed in second column, and the third largest in the third column. Fourth, any party dissatisfied with this agreement can call a meeting for the purpose of changing or abrogating the agreement by giving the public two weeks notice and stating the change desired."

The first election for Bridgeville Borough was held September 24, 1901. The first ordinance on record was for the suppression of Disorderly Conduct. Street laborers were paid \$1.75 a day and those with two horse teams were paid \$4.50 per day. The Street Commissioner was paid \$2.25 a day. Chief of Police was paid \$20.00 a month. The tax levy was 4 mills for the year 1902.

The first schoolhouse was built in a field on Prestley Road at the top of the hill where the road turns to the right. Later it was destroyed by fire. The second school was at the corner of the Fryer and Collins farms on McLaughlin Run Road where the second bridge is located. Later it was used as a dwelling, then a hay house and was washed away in the flood of July 26, 1874.

The third schoolhouse was built about 1848 on McLaughlin Run Road, near Fryer's Mill. Later it was used as a dwelling and was moved twice. The fourth school was a two story building built in 1886 on Hickman Street. The fifth school was a four room frame building built in 1893. It was later sold to W.S. Reed who moved it to Station Street and it was known as the Reed Apartments.

The sixth school was a brown-stone, two story, twelve room building built on Washington Avenue and in 1910 they added another story making it a sixteen room school.

In 1924 the Lincoln school on Gregg Avenue was built of white brick and was two stories high, with twelve rooms. This school was planned so that as more rooms were needed, they could be added without difficulty. In 1925, four more rooms were added. In 1939 four more rooms were added, making the school twenty rooms.

In 1958 the brown stone elementary school on Washington Avenue was destroyed by fire.

On November 16, 1959, the Washington Elementary School on Dewey Avenue opened with 14 classrooms, a library, all-purpose room, administrative office, Nurses room, Teachers room, band room and custodial room. In 1966 there were four classrooms added. From the time of the fire in April 1958 and the opening of the new school, classes were conducted in the Bethany Presbyterian Church and the Methodist Church.

Junior High and High School students now attend the Chartiers Valley School in Woodville. The Lincoln building (Later renamed the John Wight School) is now being used for the Older Adult group activities, the Meals on Wheels food preparation, and the Pathfinder School.

The Speedway Dream became a reality May 30, 1927, with a 150 mile motor derby with more than \$5,000.00 in prizes. The wood board speedway was designed and built by Paul Tustin and his father. It stood alongside the state highway leading into Bridgeville. Simon McCaffrey, Burgess, acted as honorary starter. More than 20,000 fans viewed the races. The

townsfolk were elated for the crowds brought more money into the community. About five years later the wood deteriorated and was removed. For the next three years the raceway was used for illegal dog racing. When this was closed, the field was used for local ball games for many years.

On July 28, 1928 a steam shovel was being brought from Mayview and as the truck started across the Cow Hollow bridge (below Godwin's) the floor of the bridge collapsed. The driver was pinned under the shovel. Dr. Rittenhouse and Dr. Sigmann were in attendance and performed surgery to remove the driver's crushed leg. The driver died shortly after at Mayview Hospital. After the accident the bridge was demolished and the hollow was filled.

On September 6, 1937, the wrecking crew of the Wabash Railroad worked to clear the tons of debris piled up when eight heavily laden freight cars crashed on the bridge. The crash occurred when a steel flat car in the train of twenty jumped the track on the bridge over Chartiers Creek. Several of the cars were hurtled 50 feet down the embankment. One box car plunged into the creek while others crashed into the large steel girders, twisting them like wire. Acetylene torches and huge wrecking cranes were used to clear the wreckage, which extended from the tracks to the uppermost girder of the bridge. Apparently the accident occurred because of a defective mechanism in one of the lead cars of the train. Fortunately no lives were lost.

V. BUSINESS AND INDUSTRY IN BRIDGEVILLE

(excerpts from Bridging the Years, Volume II, 1976)

Anderson Equipment Co.

Anderson Equipment was founded in 1935. It has grown steadily in physical size and sales. A major expansion, completed in 1976, almost doubles the space under roof.

Bridgeville Savings & Loan Association

The Bridgeville Savings and Loan Association was originally chartered December 15, 1890, as the Bridgeville Building & Loan Association to exist for 50 years. An amendment to the Charter was made September 23, 1940, that the Association was to exist perpetually. In May of 1959, the Association obtained a Certificate of Insurance from the Federal Savings & Loan Insurance Corporation insuring the members' accounts to \$10,000.00 per account. At a special stockholders meeting held May 24, 1961 the Association changed its name to Bridgeville Savings & Loan Association. Since 1890 the Association has grown in excess of \$13,000,000.00.

Koppers Company Inc.

The Bridgeville Plant is part of the Koppers Company, Inc., Organic Materials Division, which is one of six divisions within the diversified Koppers Company, Inc. The plant is a key element within the Division which as a whole produces chemicals, coal tar derivatives, protective coatings, industrial coke, and other building materials. The Bridgeville operation is responsible for the production of a variety of chemicals and resins which are designed to meet customers needs and specifications. There are three main product lines produced at the Bridgeville site which are used primarily by the reinforced plastic industry, by paint and coating producers, and by the chemical processing industry. These products ultimately find their way into items such as bowling balls, paints, boat hulls, and fiberglass auto parts.

There are approximately 300 persons employed at the plant, and a majority of them reside within the Chartiers Valley. Many of these employees are active also in local government and community activities. The company encourages such individual involvement. It is also the continuing policy of Koppers Company, Inc., to make every aspect of its relationship with employees and applicants for employment free from discrimination based on race, color, religion, sex, or national origin.

Universal-Cyclops Specialty Steel Division

Universal-Cyclops was founded in Bridgeville, Pennsylvania, in 1908 as the Universal Rolling Mill Company by Walter H. Baker. In 1936 the company merged with Cyclops Steel Company of Titusville, Pennsylvania, which was founded in 1884. Operations continue today as the Universal-Cyclops Specialty Steel Division, Cyclops Corporation.

Since ground was broken for the first building, the Bridgeville plant has grown from a one-product operation, shovel steel, to a major producer of a wide variety of specialty steels. About 1,000 people currently are employed at the plant, which has an annual payroll of more than \$10 million.

The Bridgeville Trust Company

The Bridgeville Trust Company was incorporated on October 22, 1902, and its first Stockholders Meeting was held October 25, 1902. When a majority of the Nation's banks were forced to close, and never reopen, during the great depression and the banking holiday, The Bridgeville Trust Company was declared sound and remained in continuous operation.

Under its present management, the bank has grown from \$2,800,000.00 in 1942 to \$60,000,000.00, with Surplus and Reserve aggregating \$4,660,000.00, and is considered to be one of the outstanding banks in the Commonwealth of Pennsylvania.

The Bridgeville Trust Company grew with the area, its success is a result of its integrity, adaptability, and individual initiative.

Reliable Savings & Loan Association

On July 16, 1925, the application for the organization of the Reliable Savings and Loan Association of Bridgeville, Pennsylvania, was approved by Governor Gifford Pinchot in Harrisburg and a charter granted. The Association established an office at 437 Railroad Street

with twenty-four shareholders from Bridgeville, Carnegie, Presto and Mt. Lebanon.

Bridgeville Glass Works

The General Electric Company purchased the site where the Bridgeville Glass Plant is now located, in December, 1918, from the John B. Highbee Co. The Highbee Co. manufactured tableware and made some all-glass vacuum bottles. General Electric Glass Industry had been located in and around Fostoria, Ohio, and when a shortage of natural gas developed there, the company began to look for a new site, finally choosing Bridgeville.

The Bridgeville Glass Plant operated in the early days two twelve pot furnaces, with the glass being ladled from the pots to the work furnaces where it was drawn into tubing by hand methods. Bridgeville led the industry in continuous tank methods of glass melting and was also the first plant where tubing was drawn by machine as compared with the old method of hand drawing. Machine drawn tubing is lower in price and of better quality than the hand method. These factors have made a larger market for the Bridgeville products, which are used in all parts of the world and are made into incandescent, fluorescent and miniature lamps; also parts for radio and electronic equipment.

The Bridgeville News

The Bridgeville News was begun as a means of helping Francis P. Cavanaugh through college and the University. His first office was at the corner of James Way and Washington Avenue. About a year later, the News outgrew the location and moved to 417 James Way into a double house. In 1930 a move was again made, to a Railroad Street building. Again, they had to make a move to a newly built storeroom at 440 Washington Ave.

In 1937 the present building on Jane Way was built to house additional machinery made necessary as the business grew. In August, 1953, the newspaper was purchased by John L.

McCracken and Ralph E. Hennon, who had been a printer and pressman in Oakdale. Mr. McCracken sold his interest in 1958 and Mr. Hennon and Custer G. Papas became partners. Mr. Papas had worked on the newspaper, operating the linotypes and doing other printing for the previous ten years. He bought Mr. Hennon's interest in 1966 when the latter became ill. Mr. Papas is sole owner and publisher of the News today.

Through the years the newspaper has tried to serve the people of the area with such information of interest and concern to them as is not available from other publications.

The Bigi Bus Line

More than half a century ago, Ezio Bigi, a hard working, outstanding citizen of Bridgeville, expressed the view to his wife, Mari, that public transportation was of increasing importance to the people of this area. Together, the idea grew into a reality. With limited capital a route was established from Bridgeville to Beading and Mt. Lebanon, with a large Graham Page automobile, as a passenger bus.

They next sought a franchise to Pittsburgh and after many obstacles permission was granted to travel West Liberty Ave. into Pittsburgh in 1932.

Ezio Bigi did not live to see the contribution he made to the community, but Mari Bigi and her son, Albert, built the Company to seven buses. As the other five children grew and contributed to the shaping of the company, the Bus Line grew.

World War II hindered operations, but after the War, a new bus garage was built in 1952. The Company became a Corporation and a profitable enterprise with thirty-seven buses operating daily. A few years later the Port Authority started negotiations with privately owned bus companies in Allegheny County and take-over was inevitable. This was progress to some, to many a great loss.

Limestone Products and Supply Co.

Limestone Products and Supply Co. was incorporated on July 8, 1924. In June, 1955, Albert C. Hofrichter, took complete ownership of the firm.

Limestone Products and Supply Co. are suppliers of concrete block, cement, gravel, mortar, flue liners, fire brick and have five concrete trucks serving the community. At present, their six employees are continuously busy servicing contractors and the public with supplies.

VI. CHURCHES IN BRIDGEVILLE

Saint Agatha

On March 11, 1894, His Excellency, Regis Phelan, Bishop of the Diocese of Pittsburgh, created a new Parish - St. Agatha, and appointed its first pastor. Until that time, Catholics in the area had looked toward St. Michaels on Pittsburgh's South Side, or St. Lukes in Carnegie, for their spiritual life.

St. Agatha began its existence as a parish in name only. True, it had a pastor, it had some boundaries, and it had people. What it didn't have was a church in which to worship, a situation that was to exist until the spring of 1901, when the first permanent structure was built. Before that time, Mass was celebrated in an empty storeroom.

Bethany Presbyterian

On April 20, 1814, a small group of men from the Miller's Run area requested a new congregation for their area. The request was granted on October 18, 1814, and the congregation of Bethany was born, but not without argument from the neighboring Bethel Church who felt that this new congregation was encroaching their bounds and would take away members from them.

In 1815 the new congregation built the first Bethany Meeting House on the newly acquired land, and established a cemetery adjacent.

In the 1860's the congregation decided to establish a mission in the growing town of Bridgeville. The mission was started in a old schoolhouse at the head of Baldwin St. On May 4, 1876, the Bridgeville Mission became the Bridgeville Presbyterian Church.

By this time, the town of Bridgeville was growing and becoming the center of activity for the area. So on April 9, 1888, the congregation of Bethany and its offspring the Bridgeville Presbyterian Church was merged into the present Bethany Presbyterian Church of Bridgeville.

St. Barbara

St. Barbara Church was founded in 1894 by a group of Slovenian and German people. At that time, in the area, there were people who had immigrated from Central Europe. Many of these people worked in mines, and they were accustomed to pray in their native tongues. Fr. Joseph Zalokar, the first pastor of St. Barbara Church, with his knowledge of many languages, was able to help these people. Since then there have been eight pastors who have served the parish.

From 1912 to 1937 the parish had its own Catholic School.

St. Anthony

In 1913, to meet the needs of a growing Lithuanian population in the Bridgeville area, a committee of six men from St. Anthony's Lodge met with Rev. Sutkaitis, Pastor of St. Casimir's Church of the South Side, and with His Excellency Bishop Regis Canevin, and received approval from the Bishop to organize a parish. The location chosen was the present one on Miller's Run Road, in a building formerly occupied by the Methodist Episcopal Church. After a period spent in remodeling the building, now named St. Anthony's Church, the first Mass was celebrated in June, 1915.

St. George Orthodox

The history of St. George's Orthodox Church began with the arrival of the first immigrants to the new world from Syria about the turn of the twentieth century. Arriving first in Carnegie, some of the new immigrants soon moved to Bridgeville and other nearby areas. They

turned for their sacramental ministrations to the Russian Orthodox church of Carnegie. From time to time a Syrian Orthodox priest stopped in this area and held services in people's homes.

In time the Syrian Orthodox of this area decided that it was necessary to have their own church because they wanted their children to grow up in their ancestral faith. About 1920 the St. George Orthodox parish was formed.

A small building was acquired on McLaughlin Run Road in Bridgeville and this served the parish as a church for about twenty-five years.

As years passed and the families grew larger, a need was felt by a few parishioners of foresight to erect a larger church and have a permanent pastor. The lot under the present church was purchased in 1940 from Dr. Clarence McMillen. Actual work on the present edifice did not begin until after World war II, in 1947, and it was not completed until 1950 at a cost of about \$85,000.00. The church was dedicated on May 24, 1950.

First Baptist

In the year 1903 a few people had a vision of unity, faith, and love and they began to hold prayer services in their homes. When the group became too large the Lewandowsky building was used for the gathering. Later the meetings were held in the old school building on Washington Avenue. In 1906 the property on which the present building now stands, on what was then called McLaughlin Run Road, was purchased from Robert H. Cook and his wife.

First United Methodist

The Methodist Church of Bridgeville had its beginning in 1876 when Mrs. Elizabeth Fryer formed and conducted Cottage Prayer Meetings.

The interest in Methodism grew and in September 1878, the Pittsburgh Annual Conference appointed Rev. R.C. Wolf, as his first assignment, to serve the Bridgeville-Fawcett communities. Under his leadership, Bethany Methodist Episcopal Church was organized with 12 charter members.

Church services were first held in the Fryer School which stood adjacent to the bridge on Baldwin Street, later being transferred to the Valley School on Miller's Run Road.

The need for a permanent place of worship became apparent and in 1886 the congregation purchased a plot of ground at the junction of Hickory Grade Road and Miller's Run Road; a church building was erected and the first service in the new sanctuary was held January 1, 1887 - the final one in the summer of 1910.

The need for an expansion program in some direction was evident. The need culminated in November 1907 when a lot was purchased at the corner of Chess and Station Streets, the present site. The erection of the church was started; the cornerstone was laid April 22, 1910 and the formal dedication of the Chapel was on October 2, 1910. the name of the church was changed at this time to First Methodist Episcopal, retaining the name until 1939 when the word Episcopal was dropped and it became the First Methodist Church - another name change became effective in 1968 when the present name, First United Methodist Church, was adopted.

Zion Lutheran Church

Early in 1898 a group of people met in a store room on lower Washington Avenue, adjacent to Prestley Road, located on what is now called Schulte Street. Their purpose was to establish a Lutheran Church in Bridgeville. In 1899 they moved into larger quarters located in Poellot Hall which stood in the center of the business district. In 1901 the congregation known as Zion move to their new Church on Prestley Road where it remained until the completion of their new building in 1967.

For many years, German was the only language used; later both English and German held their place until finally with the passing of many of the German speaking people, English became the accepted standard. This change took place about 1920.

VII. SETTLEMENT AND CULTURE

The settlement pattern in Bridgeville, is and has been that there is no pattern. Many of the people I interviewed mentioned that there were no ethnic or religious neighborhoods. The only real distinction would have been in wealth. Ed Salamony (see interview ES92-ADK5-C) mentioned that the poorer people lived in Lower Bridgeville (the valley area around the business section and the railroad station) and the ones with more money settled in the "bank property," an area to the west of Lower Bridgeville, originally owned by the bank. Also Morris Perkins (interview ES92-ADK8-C) said that the blacks tended to live together because they wanted to, not because they were forced to. However, other interviewees denied that there was really a "black" neighborhood in Bridgeville.

No one I interviewed practiced any cultural traditions. Most people seemed to associate cultural practices with food. The only real food tradition I came across was in Wenonah Colton's (interview ES92-ADK1-C) family. They can fruits and vegetables every year. This a tradition that brings the whole family together for a few days.

The different religions in Bridgeville have a practice which seems unique to me. For big holidays, such as Thanksgiving, Christmas and Easter, they hold one service that everyone attends in one of the Churches. The Church that this is held in changes for each occasion. For example for Thanksgiving they may hold mass at St. Barbara's, for Christmas the service might be held at the First Baptist, at Easter the service might move to Bethany Presbyterian, and so on.

Bridgeville used to have a Halloween Parade, but this seems to have fallen by the wayside as the people who used to organize these events have gotten to old to take on that responsibility any more (interview ES92-ADK2-C).

Also a few people I talked to said that St. George's Orthodox Church still hold a food bazaar occasionally. I was unable to get a date, or even a season when they do this.

VIII. ISSUES AND CONCERNS

Bridgeville is a close knit community of many diverse peoples. Everyone I interviewed said that there was never any ethnic or racial discrimination in Bridgeville and that community was more important than race, color, or religion. The residents of Bridgeville have a few issues of concern among them. The biggest concern seems to be the growing rift between the older and younger residents of Bridgeville. The two largest population groups in the area are between the ages of twenty-five and thirty-four (433 & 419 - 1990 Census). The next largest group is between the ages of sixty-five and sixty-nine (412 - 1990 Census). The older generation is afraid that the younger residents don't know or are unconcerned with the history of the community in which they live.

Another concern is the traffic that the interstate highway has brought to Bridgeville. At all hours of the day there is moderate to heavy traffic on Rt. 50, the main road in Bridgeville and the access to and from the interstate (I-79).

A related concern is the lack of adequate public transportation in the area for the elderly to use to get to the commercial zones on either end of Bridgeville.

The only other concern that I heard in talking to Bridgeville residents was they are afraid that Bridgeville is becoming a "bedroom" community, with people commuting to jobs outside of the community.

IX. CONCLUSIONS AND SUGGESTIONS

The different religions in Bridgeville worked together and continue to do so. For all of the problems with industry in the Greater Pittsburgh Area, Bridgeville seems to have gotten by physically unscarred. The reason for this may be that most of the industry in the area was small to medium in size to begin with. When the large companies in town saw huge cutbacks in their orders and production, Bridgeville's industry saw a much smaller actual cutback. In any case the Borough of Bridgeville seems to be doing very well financially. However, the community is changing from a destination to a pass-through for commercial activity outside the community.

This situation needs to be taken into account in future work with the community.

I suggest that for future projects dealing with the Bridgeville area that a few things be done in advance. First, I suggest, as a few of those I interviewed said, that an ad be placed in the *Bridgeville News*. This organ seems to be thoroughly read by all in Bridgeville. Such an ad might remove some of the lack of trust that I encountered while trying to obtain interviews. Second, I suggest that the format for the questions asked be firmed up. This along with a much more comprehensive statement of purpose will also go a long way toward gaining the trust of those to be interviewed. Finally, doing all of the initial contact work took quite a lot of time and effort to acquire the trust of the influential people of the Borough. I suggest that the Steel Industry Heritage Corporation make formal overtures to the government of each individual area in order to gain more help from officially recognized bodies.

X. CONTACTS

Alpine Hunting & Fishing

Club	221-8550	220 Alpine Rd.
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Reliable Fraternal

Association.....	221-5600	535 Baldwin St.
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Slovenian Mutual Beneficial

Aid Society.....	221-9943	202 Liberty St.
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Slovenian Social Club.....	221-9074	950 Ridge Rd.
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Women's Club of

Bridgeville	221-0177	608 Dewey Ave.
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XI. ANNOTATED BIBLIOGRAPHY

Bridging the Years: Volume II, Bridgeville Community Association, 1976, 159pgs., illus., maps.

This source is the only source I was able to find. It has a well written history of the area as its main bulk. It also has histories of most of the families in the area. Toward the end of the book there are histories of the major companies and churches in the area.

This source contains many old pictures of important places within the town. There are also a few illustrations from old papers and the like. Perhaps the most interesting illustrations in the book are two maps of Bridgeville, located on the inside of the cover, front and back. The first is an old map of Bridgeville. The second is a map of Bridgeville in 1976. Comparing the two maps is very interesting.