

# Path of Progress



Heritage Route



THE ALLEGHENY EXPERIENCE

★ AN AMERICAN ★

★ TRANSFORMATION ★



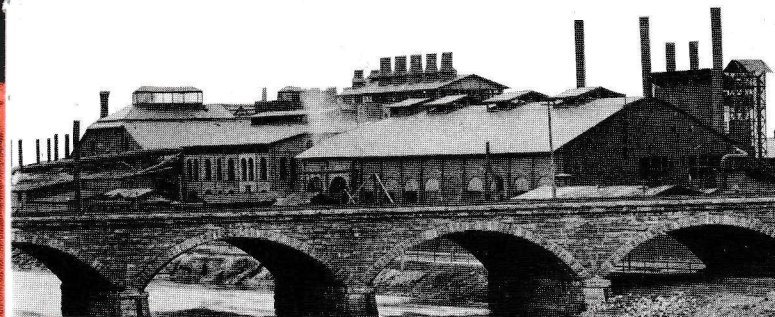
The Allegheny Experience :  
An American Transformation

**F**or many, “the Alleghenies” are just what the name describes: a mountain range, part of southwestern Pennsylvania coal and steel country. Most of us probably imagine it as a place of trip-hammers and smokestacks—a center of industry, producing the goods and raw materials that created our mechanized era.

Industry, though, means more than roaring blast furnaces and gritty coal mines; industry means *the application of skill*. Add the word *human* to *industry*, and you have a phrase that has transformed the world.

This is the Allegheny Experience. For in southwestern Pennsylvania, human industry combined with natural resources and geography to spark a transformation that was electric, one that catapulted the young United States into the greatness that was its future.

Above all, the Allegheny Experience is the story of the people who lived it. Because it was *people*, not machines, who transformed the country—people with dreams, faults, and desires, people who took action to better their lives, and people who in some cases were powerless to change their fates.



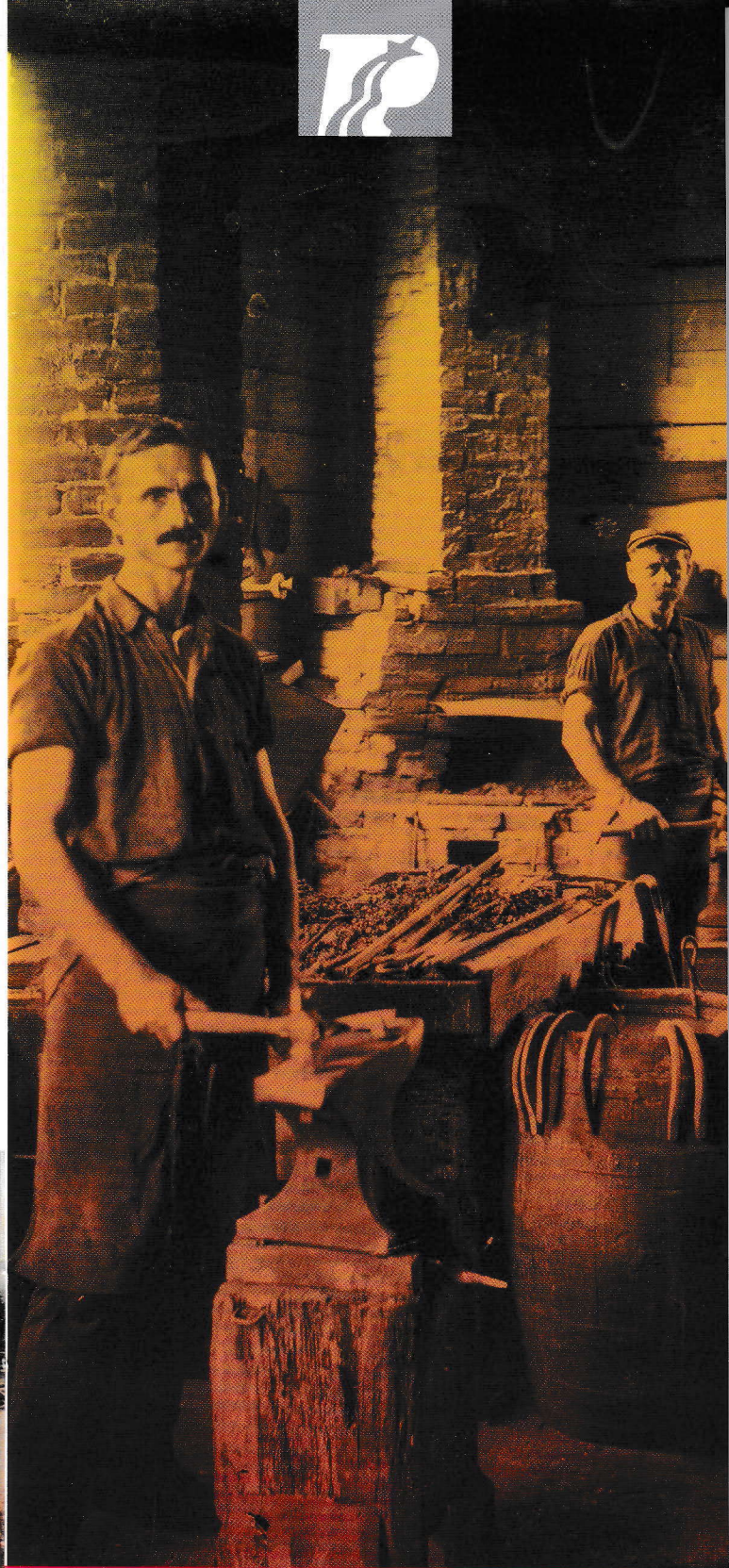
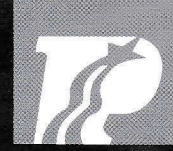


The geological forces that produced the Allegheny mountains cast southwestern Pennsylvania in its revolutionary role early in history. Long before Europeans arrived, the waterways draining from the area made it an important trade route for Native Americans between the Atlantic, the Great Lakes, and the Ohio and Mississippi River valleys.

Its location also made the region a center of dispute among those who wanted to control it—first, Native American tribes, and later, Europeans. The area saw many battles, before and during the Revolutionary War; these struggles, it's been said, determined what we would speak today—English, French, or Algonquian.

But the transformations that took place as humans fought among themselves paled in comparison to those that happened once the focus moved to developing a nation. The increased trade created by the large, westward-moving population could not penetrate the sixty-mile-wide “endless mountain” barrier, and our country remained physically divided even after

Twelfth Street Shops, Altoona, before 1920





it won its independence. The government feared that without a link between East and West, the western segment would form an independent nation, so in 1806 it approved construction of the National Road. The first infrastructure development funded by the federal government, the road was a significant step in transforming a group of highly individualistic states into a united nation.

Although the National Road crossed southwestern Pennsylvania, it ran to Baltimore and did not reach the key cities of Pittsburgh and Philadelphia. Pennsylvanians knew they needed a direct east-west transportation system to keep a competitive edge. They constructed the Pennsylvania Main Line Canal, which featured one of the most clever transportation devices ever created: a portage railroad that carried canal boats over the mountains.

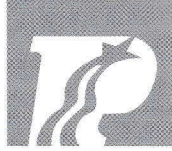
The new system reduced the twenty-one-day trip from Philadelphia to Pittsburgh to four



days, opened up the iron furnaces, coal mines, and salt works in the interior of the state to outside markets, and made Pittsburgh the leading port on the Ohio River. Even more important, it brought a huge psychological transformation: the endless mountains had been leaped. Now, early Pennsylvanians sensed, anything was possible.

Transportation refinements led to the railroad, the transportation partner of the industrial age. In the Alleghenies, "the railroad" meant "the Pennsylvania." Following much of the right-of-way created by the canal, the Pennsylvania Railroad overpowered the mountains via Horseshoe Curve, an engineering wonder built primarily by hand. When the Curve opened in 1854, it cut the four-day Philadelphia-to-Pittsburgh trip to an eight-hour one.

The PRR bisected the state that led in the production of coal, iron, and steel, so deciding



which industry was developing which is like trying to answer the question of the chicken and the egg: coal fueled steam engines and was transformed into coke, which could fire iron-smelting furnaces more efficiently; iron and steel were made into railroad tracks, steam engines, and railroad bridges; railroads carried coal, iron, and steel to areas of the country hungry to take advantage of the technology, build their own railroads, and fire their own locomotives; the PRR bisected the state that led the production of coal, iron, and steel. The changes begun in southwestern Pennsylvania were thundering across the country, linked by the metals scratched from beneath the surface of the land.

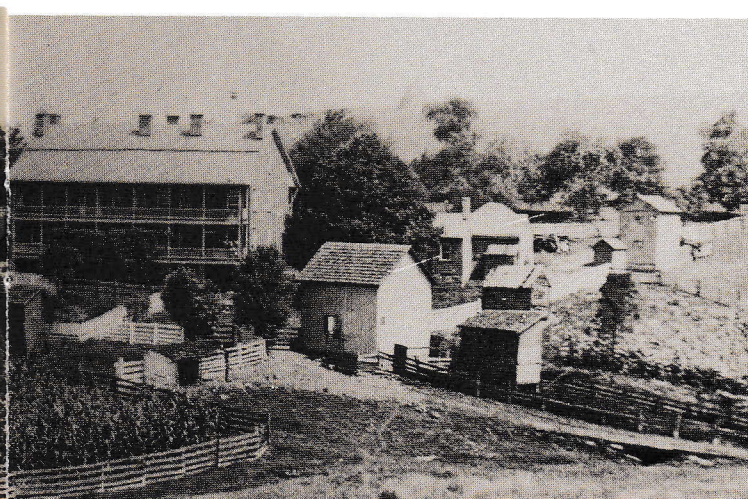
Transportation sped other changes through the country. The PRR created corporate structure and a management class of employees, and it was the first entity to standardize parts and test

materials. In setting standard time zones so that trains could run on schedule, railroads performed another spectacular feat: changing humans' perception of time.

Southwestern Pennsylvania's contribution to national transportation reached its peak in this century, when the first transcontinental highway, the Lincoln Highway (U.S. Route 30), was built to accommodate increasing automobile traffic. Later, a partly constructed railroad right-of-way became the Pennsylvania Turnpike, the prototype for the high-speed, limited-access highways we now use. These routes revolutionized how people move and pointed to the future. They also changed the American landscape as never before and paved the way for the automobile traveler—the twentieth-century pioneer.

Below: Levi Springer House, Uniontown vicinity, Fayette County. Built in 1817 as construction of the National Road approached Uniontown from the east; a second-generation dwelling of one of western Pennsylvania's pioneer families.

SPECIAL COLLECTION AND ARCHIVES, IUP.



## Southwestern Pennsylvania Heritage Preservation Commission

Out of the mountains of southwestern Pennsylvania, the Allegheny Experience wrought an entirely new country. And this tradition of transformation continues today on the Path of Progress, a 500-mile route over the Alleghenies and through this extraordinary region. Trails, parks, and heritage sites on the Path of Progress mark southwestern Pennsylvania as the first place in the country to officially pay tribute to the role of industry in our development. Today's Allegheny Experience has become a truly new American experience, telling the stories of a great region's people:

❖ *Stories of family success; of tragedy; of personal freedom, political muscle, and possible self-interest; of early American life and the changes it saw; and stories of industry's hold over humans.*

On the Path of Progress, you will learn these stories firsthand—by traveling into coal mines, riding on steam trains, watching early craftmaking, or walking through railroad yards. Talk to the Allegheny people, and they will tell you more: How John Bakewell's method of pressing glass helped Pennsylvania produce more than forty percent of U.S. glass by 1880. How children sometimes began work at coke ovens when they were no more than eleven years old. How native blacks and immigrants from Britain, Ireland, and southern and eastern Europe swarmed into the region to find work, forming close-knit ethnic communities often distrustful of outsiders. How these conflicts transformed workers' suspicion of each other into alliance, when they realized that banding together into unions benefited them more than staying apart because of cultural differences.

Most of all, as you travel through southwestern Pennsylvania, you will feel what hovers over the mountains still: the echoes of history moving forward into a new day. You will feel the glory of growth and the anguish of loss, the pride of individual achievement and the power of united voices. The Allegheny Experience, born of human ingenuity and shaped by human hands, will transform *you*.

## Historical Sites

### COLONIAL FORTS, BATTLEFIELDS, AND ESTATES

#### ● 1. Bushy Run Battlefield

**History:** At the end of the French and Indian War in 1763, several Native American tribes sought to recover land, as had been promised by the British during the war. When the British could not keep those promises, the result was a general attack on the frontier, known today as Pontiac's War. On August 5th, 1763, several Native American tribes attacked a relief mission under the command of Col. Henry Bouquet, headed for the besieged Fort Pitt. The ensuing two-day battle and victory by Bouquet's army was the turning point for Pontiac's War in western Pennsylvania.

**Visitor Experience:** The site features guided and self-guided tours of the battlefield, a visitor center and orientation exhibits, educational programs and annual special events.

**Location:** On Route 993 near Jeannette, accessible via Routes 130 & 66. Call 412-527-5584 for information.

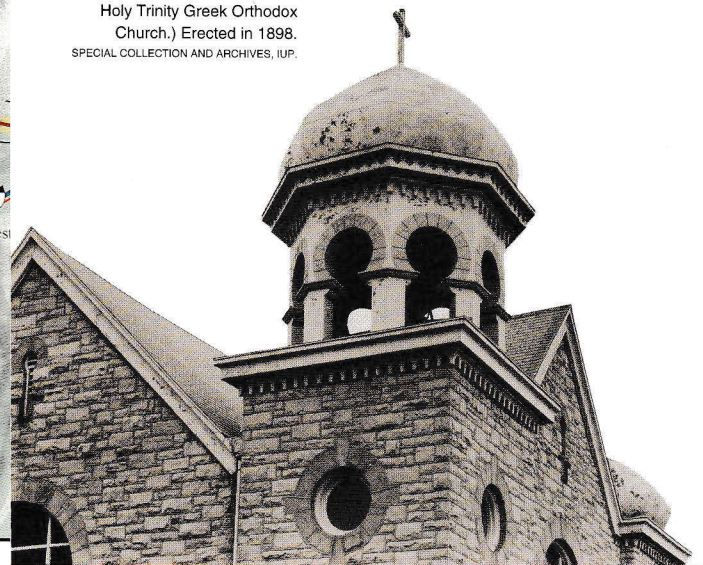
#### ● 2. Fort Ligonier

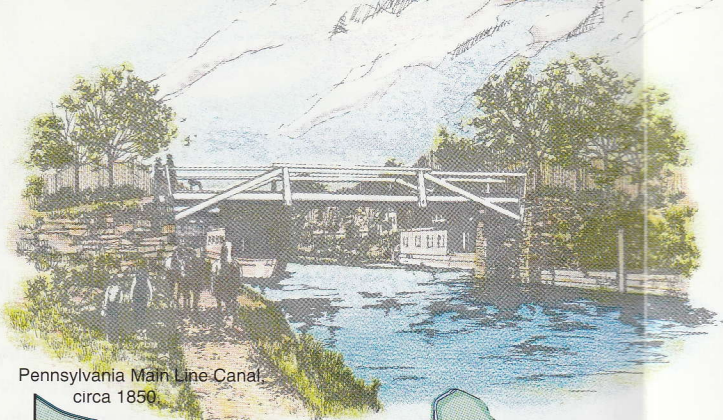
**History:** In the 1750s conflict arose in the Allegheny region between England and France over control of the area's resources and trade routes to the west. The British Crown opened supply roads and forts such as Fort Ligonier, which withstood an assault by French forces on October 12, 1758.

**Visitor Experience:** Fort Ligonier has been reconstructed on its original site based on extensive archeology; it includes many elements of the original fort environment (1758-1766) and a modern interpretive museum.

**Location:** Fort Ligonier is at the intersection of Routes 30 and 711, 12 miles north of Exit 9 off the Pennsylvania Turnpike. Call (412) 238-9701.

Hebrew Reform Temple,  
Altoona. (Currently owned by  
Holy Trinity Greek Orthodox  
Church.) Erected in 1898.  
SPECIAL COLLECTION AND ARCHIVES, IUP.



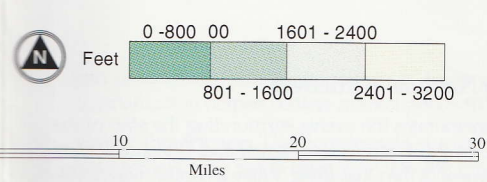


Pennsylvania Main Line Canal,  
circa 1850.

# Path of Progress Heritage Route



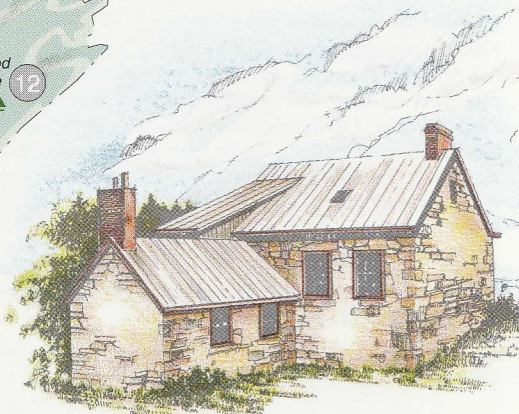
© Copyright 1994, S.H.P.C., Harrisburg, Pennsylvania



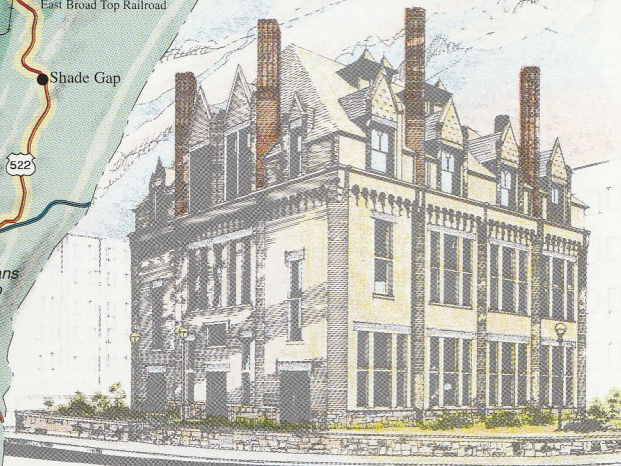
- Colonial Forts, Battlefields and Estates
- Agricultural Museums and Rural Sites
- Canal Sites
- Iron and Steel Sites
- ▲ State Parks
- Railroad Sites and Museums
- Coal Mines
- Johnstown Flood and Inclined Plane
- ? Information Center
- Path of Progress



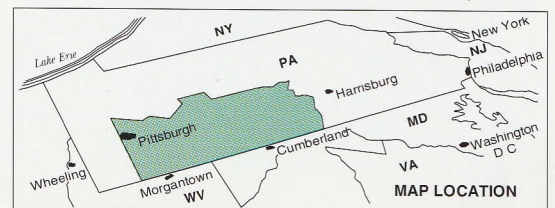
ALL RENDERINGS, STANTON HAMLET



General David Bradford House. Bradford was a lawyer, Deputy Attorney for Washington County and a principal leader of the radical faction of the Whiskey Insurrectionists. Built of sandstone in 1788, the house is still standing.



Johnstown Flood Museum. Johnstown, Pennsylvania.





### ● 3. Fort Necessity National Battlefield

**History:** The park commemorates the events surrounding the start of the French and Indian War. In the 1750s as the French and British colonists expanded into the wilderness of the Ohio River Valley, a conflict was developing. George Washington, building a military road with Virginia militia, skirmished with the French at a place known as Jumonville Glen. Fearing French retaliation, his troops built a small circular fort in a natural clearing. About a month later, on July 3, 1754, a French and Indian force surrounded Washington's "fort of necessity" and forced his only military surrender.

The park also operates the Mount Washington Tavern. Built around 1828 as a stagecoach stop, it served travelers on the National Road. The first road built by the United States government, it provided the connection between the settled East Coast and the developing western frontier.

**Visitor Experience:** The visitor center contains an orientation slide show, exhibits, and a bookstore. From there it is a short walk to the reconstructed fort. Tours, talks, and special programs are scheduled throughout the year. The Mount Washington Tavern has been restored to a tavern appearance and also contains exhibits. Rangers are on duty to provide information and assistance.

**Location:** On Route 40, the National Road, 11 miles east of Uniontown. Call 412-329-5512.

### ● 4. Friendship Hill National Historic Site

**History:** Friendship Hill is the estate of Albert Gallatin, an entrepreneur, politician, diplomat, financier, and scholar. Gallatin was a major influence in the shaping of our early republic. As Secretary of the Treasury under Presidents Jefferson and Madison, Gallatin reduced the national debt, arranged financing for the Louisiana Purchase and the Lewis and Clark expedition, and, as a treaty negotiator, helped end the War of 1812. During the Whiskey Rebellion, he was a voice of moderation as he tried to pacify armed rebels. A major advocate of western expansion, Gallatin was instrumental in the development of the National Road.

**Visitor Experience:** The park orientation areas contain an audio-visual presentation, exhibits, and a bookstore. Guided and audio tours of the Gallatin house, special programs, hiking trails, and a picnic area are available.

**Location:** Take Route 119 to the intersection with Route 166, north of Point Marion. The park is located on Route 166, 3 miles north of Point Marion. Call 412-725-9190.

## AGRICULTURAL MUSEUMS AND RURAL SETTLEMENTS

### ● 5. Old Bedford Village

**History:** Old Bedford Village is a collection of more than forty log structures moved from other areas and reconstructed to re-create a typical colonial frontier village of the period.

**Visitor Experience:** Visitors enter the village by crossing the Claycomb covered bridge; within the settlement, they will find people reenacting the daily activities of pioneer life. The village also features special events such as Pioneer Days and live theater productions. The work of village artisans is featured in the craft barn.

**Location:** On Business Route 220, just south of Pennsylvania Turnpike Exit 11. Call 800-622-8005 or 814-623-1156.

### ● 6. Somerset Historical Center

**History:** Many Allegheny towns evolved from primitive settlements

into productive farm communities as trade routes developed and industrialization helped settlers market goods to the East.

**Visitor Experience:** The Somerset Historical Center tells the story of early settlers who made their way into the mountains on trading paths. The center also focuses on the impact of the Industrial Revolution and the modernization of farm life. Visitors can tour a frontier homestead built around 1800, a replicated log barn, a general store, and a restored sugar camp.

**Location:** On Route 985, four miles north of Somerset. Call 814-445-6077.

### ● 7. West Overton Museum

**History:** One of southwestern Pennsylvania's first stories is the evolution of agricultural and farm-related industries and their pastoral communities. West Overton is a small village that, between 1803 and 1880, evolved from an isolated farming community into a thriving rural industrial village. It depicts the changes in agricultural lives and the impact of industry on the rural countryside.

**Visitor Experience:** At the museum, visitors learn about agricultural development and related industries such as grist mills, distilleries, and coke production.

**Location:** On Route 819 between Mount Pleasant and Scottdale. Take Route 119 south off Pennsylvania Turnpike Exit 8. Call 412-887-7910.

## CANAL SITES

### ● 8. Allegheny Portage Railroad National Historic Site

**History:** The first trade route into the interior was a crude turnpike system, but the success of the Erie Canal firmly established inland waterways as a superior form of land transportation.

In 1826, state engineers established the Pennsylvania Main Line Canal, a route that ultimately reached Pittsburgh, more than 390 miles away. The formidable Allegheny Mountain barrier was overcome by placing canal boats on railroad-type flatcars and hauling them over ten inclined planes between the Hollidaysburg canal basin in the east and the Johnstown canal basin in the west.

**Visitor Experience:** Vestiges of the inclined plane system remain at the summit of Cresson Mountain. An expansive visitor center with exhibits, models, interpretive displays, and a twenty-minute film tells the story of the inclined railroad and the canal. A short walk away is an exhibit building on the site of an original engine house, and the 160-year-old Lemon House, a historic tavern.

**Location:** Turn right at the Gallitzin Exit off U.S. Route 22, 12 miles west of Altoona. Call 814-886-6150.

### ● 9. Saltsburg Canal Park

**History:** The discovery of salt wells along the Conemaugh River, part of the Main Line Canal, quickly turned the town of Saltsburg into a busy commercial center. As the site of a lock, a turning basin, and many canal-era buildings, Saltsburg tells the story of the western division of the Main Line Canal.



Pennsylvania Canal. COURTESY OF ANNA AND LOU LEOPOLD

**Visitor Experience:** In 1994 visitors see reconstruction of the canal trace and the restoration of canal-era structures. A walking tour will enable visitors to learn more about the town's people and history.

**Location:** Off Route 286; follow the Path of Progress signs. Call 412-639-9413.

## IRON, STEEL, AND KILN SITES

### ● 10. Cambria Iron Company National Historic Landmark

**History:** Founded in the 1850s, Johnstown's Cambria Iron Company was among the nation's first large-scale iron and steel manufacturers. The company grew rapidly because of its technological innovations, the availability of raw materials, and the proximity to the railroads. Although the heart of the steel industry later moved west toward Pittsburgh, Johnstown remained a major steel center.

**Visitor Experience:** This quintessential symbol of the Industrial Revolution can be appreciated as it is being revitalized. Plans are under way to develop a full-scale tourist facility on the site so that the steel-making story can be told in this historic complex.

**Location:** At Point Park on Washington street in Johnstown. Call 814-539-1889.

### ● 11. Canoe Creek State Park and Blair Limestone Company Kiln Banks

**History:** Limestone, an essential ingredient for steel and iron making, purifies iron as it is heated. Limestone is also used in making paper, glass, and sugar. At Canoe Creek, to convert softball-sized chunks of stone into powder, limestone was burnt at 2,200 degrees Fahrenheit in coal-fired kilns.

Canoe Creek is located on a high-quality vein of limestone that once fed a bank of six kilns. Surrounded by intense heat and the acrid smell of burning limestone and coal, men sweated around the clock dumping stone in the top of the kiln, shoveling coal into the furnaces, and removing the cooked lime at the bottom.

**Visitor Experience:** Canoe Creek, a 958-acre state park, includes a 155-acre lake that offers exceptional fishing and swimming areas. In addition, eight cabins are available for year-round rental. A visitor center is open spring through fall, featuring a variety of environmental and historical exhibits, and hands-on activities throughout the summer. Interpretive displays along the trail to the former sites provide information about the lime industry.

**Location:** Twelve miles from Altoona on Route 22. Call 814-695-6807.

### ● 12. Mount Etna and Eliza Furnaces and Greenwood Furnace State Park

**History:** Early settlers discovered that the mountain country was abundant with the basic ingredients to make iron: ore, trees to make charcoal, and limestone. Thus, blast furnaces were built along the Juniata Valley. They were massive stone structures "charged" from the top with three ingredients to make iron. The industry was active in the late 1700s through the end of the 1800s, and the region was a principal iron producer for the North during the Civil War period.

**Visitor Experience:** In addition to the many traces of sites that can be found, three preserved sites exist: the Mount Etna Furnace in Blair County, the Eliza Furnace in Cambria County, and the Greenwood Furnace in Huntingdon County. The story of the early iron industry is best interpreted at Greenwood Furnace State Park. Dating from 1834, Greenwood Furnace was the site of the last charcoal-fired furnace to go out of blast in the region. This area is now a National Historic District and includes a visitor center with interpretive exhibits.

**Location:** Eliza Furnace is in Vintondale, accessible via Routes 271 and 22. Mount Etna Furnace is in Blair County, off Route 22 near the Huntingdon County line. Greenwood Furnace State Park is off Route 305 in Huntingdon County. Call 814-667-3808.

## RAILROAD SITES AND MUSEUMS

### ● 13. Horseshoe Curve National Historic Landmark

**History:** In the race to gain western commerce, the Pennsylvania Railroad followed moderate gradients across the eastern part of the state. Upon reaching Altoona in 1851, the PRR took direct aim at the Alleghenies, and over the twelve miles between Altoona and Gallitzin, the rails were raised eighty-five feet per mile. By 1854, laboring locomotives conquered the mountains with a mighty "heave-ho" up and around giant Horseshoe Curve.

**Visitor Experience:** Visitors enter below Horseshoe Curve at the visitors' center and can climb stairs or ride an inclined tram car to trackside, where they can see more than fifty trains a day working their way up the curve or gracefully descending.

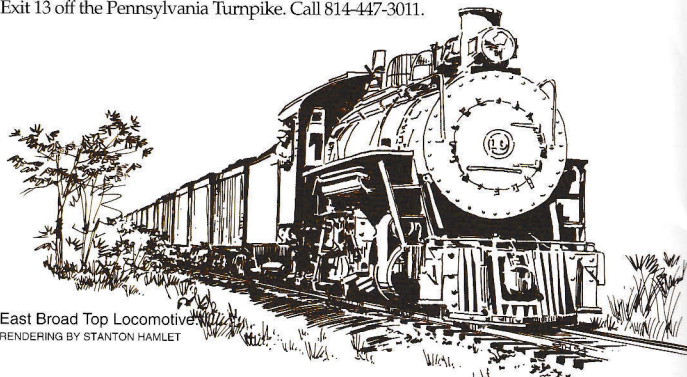
**Location:** On State Route 4008. Follow the Path of Progress signs from Route 764 in Altoona (westbound) or from the Gallitzin Exit off Route 22 (eastbound). Call 814-941-7960.

## ● 14. East Broad Top National Historic Landmark

**History:** A near-perfect example of early-twentieth-century railroad technology, the 33-mile coal- and mineral-hauling East Broad Top Railroad was typical of the branch lines that fed the Pennsylvania Railroad's main line. In 1956 the line closed, but the entire railroad—track, tunnels, rolling stock, structures, and locomotives—remains intact; tools even lie exactly where they were placed in 1956. The railroad is the oldest surviving narrow-gauge line east of the Rocky Mountains.

**Visitor Experience:** Visitors can take a round trip on steam-powered trains from Orbisonia Station to Colgate Grove. They also can see the remarkable yards and view the exterior of the extensive shop complex that manufactured the railroad's rolling stock and performed heavy repairs on its locomotives. The Rockhill Trolley Museum is adjacent to the EBT Rockhill yards.

**Location:** In Rockhill, 1 mile from Orbisonia on Route 994, about 19 miles north of Exit 13 off the Pennsylvania Turnpike. Call 814-447-3011.



East Broad Top Locomotive  
RENDERING BY STANTON HAMLET

## ● 15. Gallitzin Tunnels

**History:** In 1854, the Pennsylvania Railroad bored a 3,612-foot tunnel through the Alleghenies. In 1855, the state of Pennsylvania completed another tunnel nearby. A third tunnel was bored by the PRR in 1904.

**Visitor Experience:** Local citizens have created Tunnel Park, with posted train schedules and a visitors' center, from which the trains can be seen. In addition, approximately two hundred intact coke ovens remain at Gallitzin.

**Location:** Turn off Route 22 at the Gallitzin Exit, between the Allegheny Portage Railroad and Horseshoe Curve, and follow the Path of Progress extension route signs. Call 814-886-8725.

## ● 16. Railroaders Memorial Museum

**History:** Because of its central location on the Pennsylvania Railroad and adjacency to the mountain grades, Altoona was at the heart of the vast Pennsylvania system. At one time more than fourteen thousand people labored in the railroad's vast Altoona and Juniata shops, which built thousands of locomotives and cars. Today, the Juniata shops are Conrail's major locomotive repair facilities, and the nearby Hollidaysburg car shops are the largest railcar repair and manufacturing facility in the world.

**Visitor Experience:** Visitors can learn about railroading and the contribution of thousands of workers through displays, exhibits, and audiovisuals. Outside, a railroad yard displays a variety of rolling stock. Work is now under way to create a new home for the museum in the former PRR Master Mechanics Building, adjacent to the present museum.

**Location:** Adjacent to Station Mall, at 1300 Ninth Avenue in Altoona. Call 814-946-0834.

## COAL MINES

### ● 17. Seldom Seen Mine

**History:** Coal mining reflects the independent spirit of the region's people. Many southwestern Pennsylvania mines were small, family-run operations, such as the Seldom Seen Mine.

From approximately 1910 until 1960, the mine was operated by the Radomsky family. In 1960, the mine was sold to the Seldom Seen Coal Company, which opened it for tourists half the day and worked it during nontourist hours. In 1962, mining ended, but the tourist operation continued, becoming a nonprofit corporation in 1990.

**Visitor Experience:** Underground tours are conducted by former miners. By climbing aboard an electric-powered mine tram, visitors are able to travel into the mine.

**Location:** Off Route 36, about 2 miles east of St. Boniface and 20 miles northeast of Altoona.

### ● 18. Eureka Mine 40 Overlook

**History:** Coal is often found where there have been major uplifts in the land, such as the one that formed the Alleghenies. Southwestern Pennsylvania coal had a dramatic effect on the development of the nation. During the late-nineteenth and early-twentieth centuries western Pennsylvania's fields consistently produced about one-fourth of America's coal.

A powerful force in Allegheny coal mining was the Berwind-White Coal Mining company. The company established a central town for its regional offices, Windber, which has remained a viable community.

**Visitor Experience:** The Eureka Coal Heritage Foundation is currently developing a coal heritage center at Windber. Future plans call for the development of a shuttle between the heritage center and Eureka Mine 40.

**Location:** On Old Scalp Hill off Route 56 east of Richland, 2 miles north of Windber. Open seasonally. Call 814-467-5646.

## JOHNSTOWN FLOOD AND INCLINED PLANE

### ● 19. Johnstown Flood National Memorial 20. Johnstown Flood Museum

**History:** Built at the fork of the Little Conemaugh and Stony Creek rivers, Johnstown epitomized the prosperity created by American industry in the period after the Civil War. Fourteen miles up the Little Conemaugh was a lake created when the South Fork dam was constructed to supply water to the Main Line Canal. After the canal was aban-

done, the lake and dam came under the ownership of a group of Pittsburgh industrialists, who created a summer resort—the South Fork Fishing and Hunting Club—at the site.

On May 31, 1889, an unprecedented rainfall pelted the area. The poorly maintained dam was breached, and the entire lake began to cascade down the valley of the Little Conemaugh toward Johnstown. Less than an hour later, a thirty-six-foot-high wave of water, bearing much of the remains of the Conemaugh Valley above (houses, animals, even freight cars), roared into Johnstown at forty miles per hour. The nation's worst flood is known to have claimed 2,209 lives.

**Visitor Experience:** The Johnstown Flood National Memorial was established in 1964 to commemorate the flood. The visitors' center at the memorial features many exhibits and a gripping thirty-five-minute film that re-creates the flood experience. Visitors can also participate in ranger-guided activities. The memorial is near the town of St. Michael, where eight of the Victorian cottages and the clubhouse of the South Fork Fishing and Hunting Club still stand.

The Johnstown Flood Museum presents the compelling story of the destruction of Johnstown in 1889 and its heroic rebuilding. Museum exhibits and media include an Academy Award-winning documentary film, a twenty-four-foot light- and sound-animated relief model of the path of the flood, video presentations, historic objects, and photographs.

**Location:** The Johnstown Flood Memorial is off the St. Michael's exit of U.S. Route 219, on Pennsylvania Route 869. Call 814-539-1889 for the Flood Museum and 814-495-4643 for the Flood Memorial. The Johnstown Flood Museum is at 304 Washington Street in downtown Johnstown.

## ● 21. Johnstown Inclined Plane

**History:** After the great flood devastated Johnstown in 1889, residents were apprehensive about the possibility of water again raging down the valley. A residential area was established high atop Yoder's Hill, which is now called Westmont. An inclined railway was built to provide both transportation and safety to the residents. Completed in 1891, the inclined plane rises from the river valley at a seventy-one-percent grade, making it the steepest vehicular railroad in the world and the last inclined plane that can still accommodate vehicles.

**Visitor Experience:** Riding upwards almost nine hundred feet at a thirty-five-degree angle is in itself an experience. Upon arriving at the top, visitors can view the city and valley from an observation deck. Near the deck is a visitor center with windows that frame Johnstown and exhibits that tell the story of Johnstown and the Conemaugh River basin. Below the observation deck, visitors can see the enormous hoist machinery. A restaurant is open for lunch, dinner, and private banquets.

**Location:** Accessible from Routes 56 and 403 or from the Menoher Highway, Route 271. Call 814-536-1816.

*Cover:* Cambria Iron Company steelworkers, circa 1880.

*Inside cover:* 18-inch forging hammer during Midvale Steel & Ordnance ownership of Johnstown Plant, 1921.

*Page 1:* Cambria Iron Company, Johnstown, circa 1900.

*Page 3:* Blacksmith shop, Johnstown, circa 1915.

*Pages 4 and 5:* Krauss and Boharshik butcher shop, Cambria City neighborhood of Johnstown, 1909.

JOHNSTOWN AREA HERITAGE ASSOCIATION

## PENNSYLVANIA HERITAGE PARKS

**History:** The Southwestern Pennsylvania Heritage Preservation Commission is committed to organizing diverse natural, scenic, and historic sites into a coherent whole. The *Path of Progress* applies this concept to more than twenty sites to present a portrait of the cultural, economic, and industrial heritage of the region. A second extension of the concept is the Pennsylvania Heritage Parks Program. These parks, regional in nature, preserve and enhance the natural, scenic, cultural, and recreational resources to provide residents and visitors with interpretive and educational opportunities focused upon the industrial heritage of the state.

**Visitor Experience:** The three State Heritage Parks are:

○ **THE ALLEGHENY RIDGE STATE HERITAGE PARK.** Designated by the Governor in 1992, this park was created to tell the story of western Pennsylvania's early industrialization through five constellations, each representing a theme or era in the history of the Allegheny Ridge: *Railroading* – Altoona; *Canal Era* – Hollidaysburg; *Life Along the Main Line* – Portage; *Iron and Steel* – Johnstown; and *Coal* – Windber.

○ **THE NATIONAL ROAD HERITAGE PARK CORRIDOR.** This park corridor, designated by the Governor in 1994, is under development along U.S. Route 40. It will be developed around the history of the National Road, particularly its role as a gateway to the American West, and around historic towns and sites.

○ **THE LINCOLN HIGHWAY HERITAGE PARK CORRIDOR.** This planned park corridor is located along the Pennsylvania segment of U.S. Route 30, a road that developed from a Native American path into a rugged trading trail, a vital military roadway, a route for westbound settlers, and, today, a modern highway.

**Information:** Please call: Allegheny Ridge State Heritage Park, 814-696-9380; National Road Heritage Park Corridor, 412-430-1210; Lincoln Highway Heritage Park Corridor, 814-623-4827.

## RECREATIONAL TRAILS

Converted railways and canal towpaths are now available for public recreation. All are open, but they are in various stages of development. For more complete information, call ahead.

**GHOST TOWN TRAIL:** Trailheads are open at Dilltown Route 403 in Indiana County and near Vintondale and off U.S. Route 22 at Nanty Glo in Cambria County. Call 412-463-8636 or 412-948-4444.

**LOWER TRAIL:** Open from Williamsburg in Blair County to Alfarata in Huntingdon County. Call 814-832-2400.

**YOUGHIOGHENY RIVER TRAIL:** Open from Dawson to Adelaide in Fayette County and West Newton to Cedar Creek State Park in Westmoreland County. Call 412-872-0100. In addition, 28 miles of bike trail are open between Confluence and Connellsville in Fayette County. Call 412-329-8591.

**PW&S TRAIL:** A 32-mile mountain-bike trail with two additional loops under development in Westmoreland and Somerset Counties. Call 412-238-7560.

**ALLEGHENY HIGHLANDS TRAIL:** Segments open from Garrett to Rockwood to Markleton, with more being developed in 1994. Call 814-445-4652.

**JIM MAYER RIVERSWALK TRAIL:** Bridge Street to Riverside in Johnstown.

**PATH OF THE FLOOD:** Now under development from St. Michael to Johnstown. Call 814-535-5526.

**JAMES WOLFE SCULPTURE TRAIL:** Beneath the Johnstown Inclined Plane.

## HOW TO USE THE PATH OF PROGRESS TRAILBLAZER SIGNS

Follow the square Path of Progress trailblazer signs when traveling in a clockwise direction.

Follow the round Path of Progress trailblazer signs when traveling in a counterclockwise direction.

The Path of Progress Extension Signs lead to specific destinations.

**Please send information on the following sites  
(check all applicable boxes):**

- Allegheny Portage Railroad
- Bushy Run Battlefield
- Cambria Iron Company
- Canoe Creek
- East Broad Top Railroad
- Eureka Mine 40 Overlook
- Fort Ligonier
- Friendship Hill
- Gallitzin Tunnels
- Horseshoe Curve
- Iron Furnaces
- Johnstown Flood Museum
- Johnstown Flood National Memorial
- Johnstown Inclined Plane
- Old Bedford Village
- Pennsylvania Heritage Parks
- Pennsylvania State Parks
- Railroaders Memorial Museum
- Recreational Trails
- Saltsburg Canal Park
- Seldom Seen Mine
- Somerset Historical Center
- West Overton Museum

Name: \_\_\_\_\_

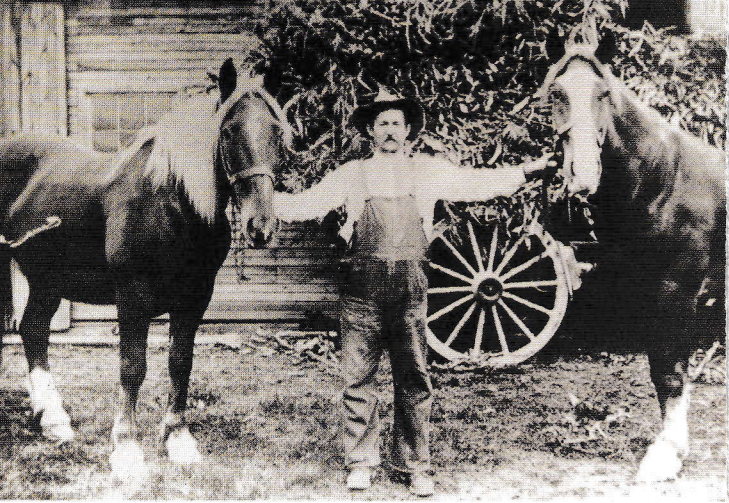
Address: \_\_\_\_\_

\_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

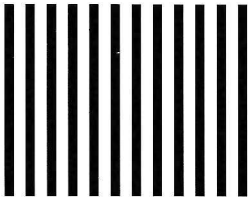
Phone: \_\_\_\_\_



Bedford County Farmer, circa 1920.

COURTESY OF LOIS AND BOB CREIGHTON

No Postage  
Necessary  
If Mailed  
in the  
United States



**BUSINESS REPLY MAIL**

**FIRST CLASS MAIL PERMIT NO. 14 HOLLIDAYSBURG, PA**

POSTAGE WILL BE PAID BY:

SOUTHWESTERN PENNSYLVANIA  
HERITAGE PRESERVATION COMMISSION  
PO BOX 565  
Hollidaysburg, Pennsylvania 16648-9904



SOUTHWESTERN PENNSYLVANIA  
HERITAGE PRESERVATION COMMISSION

P.O. BOX 565 • HOLLIDAYSBURG, PA 16648-0565

Born of ingenuity  
and shaped by human hands,

**THE ALLEGHENY EXPERIENCE**

★ has become a truly ★

**NEW AMERICAN EXPERIENCE**

Bulk Rate  
US POSTAGE  
PAID  
Permit No. 445  
Altoona, PA