

February 6, 1936.

Board of County Commissioners
Allegheny County, Penna.
Gentlemen:

The year 1935 was perhaps a record year, so far as development is concerned, particularly in South Park. With the completion of contemplated improvements in North Park, the two County Parks will have reached the acme of development as recreational centers. The attendance at the Parks this year exceeded all previous records. The tremendous increased interest in Aviation was evidenced by the enormous crowds at the special events staged at the Air Field, as well as by the hundreds of spectators who visited the port every Sunday.

The County has rendered a great public service by providing its citizenry with proper facilities for outdoor recreation, which include picnic groves, athletic fields, race track and trails for driving, riding and hiking. The many improvements made in the Parks have transformed the virgin lands of some four thousand acres into real creation centers. A more comprehensive idea of the improvements made may be conceived by the following details:

In North Park, seventeen water wells were drilled; pumps, drains and concrete platforms installed to furnish a more adequate supply of drinking water in the groves. Material bins were installed at the Service Buildings, making this group of buildings most practical and complete. Cellars were dug, foundations built and furnaces installed at all Police Cabins—the grounds around the Cabins later landscaped. Four additional miles of Bridle Trails were built, making a total of twenty-two miles for saddle horse riders in North Park. Ten thousand Maples and five thousand Japanese Larch Trees were planted, as well as large variety of shrubs. One hundred sixty large trees were transplanted. Seventy-eight pieces of playground equipment were installed at the various groves; three new Portable Refreshment Stands constructed. A Field House at the Archery Range was built; and a new electric line was laid at the Golf Course which with other improvements, eliminated many meters. Construction of fifteen new Tennis Courts is well under way and will be in use the coming season. The excavating and foundation was laid for the Golf Club House. With Federal Aid, through WPA, work on the following projects was started: the construction of a Park Lodge which will accommodate large gatherings and picnic groups; furniture for the lodge; a large open shelter 30x60; 10,000 feet of Barrier, 50 toilets; seven rustic bridges; and a Tennis Field House—all of which will be completed before the coming season. Most outstanding of the many improvements in North Park was the Lake and Dam, which not only impounded the waters of Pine Creek for use in the Park, but added tremendously to the beauty of the valley. With the completion of the Ridge Driveways, the Pearce Mill Road and the Black Rock Trails, thousands of motorists availed themselves of the privilege of enjoying the beauties of nature by driving through North Park.

In South Park, with the construction of new park roadways, beautiful wooded areas, heretofore inaccessible, were opened up which with the development of new groves, proved a delight to the lovers of nature. In the Hundred Acre District five small lakes were completed, which transformed an unsightly marshy tract into a delightful valley, greatly enhancing the beauty of the district. A

bridge was built over Catfish Run in the vicinity of the swimming pool, that the drive through the Hundred Acres might be continued on through the Twin Hills District, a densely wooded area—which afforded not only a delightful park driveway, but opened up new territory for picnic groves. All roads and thoroughfares at the Fair Grounds were hard surfaced. McConkey Road was improved and widened; East Drive was hard surfaced; East Drive Extension was completed as was 2.5 miles of Twin Hills Drive; Sleepy Hollow Road was graded to the South Reservoir. All farm houses in the Park were remodeled and completed in Colonial style. Aggers Cottage, used for outings by Girl Scouts and other organizations, was completely remodeled and refurnished. Eight portable refreshment stands were built; housing for the fire equipment and a portable first-aid station were erected.

Many major projects were developed at the Fair Grounds, most outstanding of which were the new Restaurant Building constructed by the County Architect with WPA labor, and the installation of an adequate floodlighting system at the Athletic Field, the wiring for the latter being placed underground. Thirty-six hundred feet of high tension lines were replaced as an economy measure with an estimated saving of twelve percent. The Buffalo Inn Building was moved across Brownsville Road, remodeled for use as "Wild Life Museum." The Old Riding Academy was remodeled and dressing rooms were provided therein. Thirty-six horse stalls were built under Schoonmaker Hall. The Hospital Building at the Fair Grounds was entirely remodeled and refurnished throughout. The Museum Building and Schoonmaker Hall were brick veneered and completely equipped. The seating capacity of the grandstand was increased by building three hundred additional feet. With the aid of WPA the following projects were undertaken, some of which are completed: construction of Park Lodge; furniture for the Lodge, Open Log Shelter 30x60; 22,000 feet of barrier; Edgebrook Athletic Field was rebuilt and a grandstand erected; toilet and shower accommodations installed at the Community House; grandstand constructed at athletic field and walls rip-rapped along Catfish Run; Construction of two reservoirs, pumping station, etc.; construction of Tennis Field House; additional tables, toilets and shelters; toilet accommodations under No. 10 Fair Building.

Practically the entire area of each park was cleaned up and made available for picnickers. In the two Parks, there are now 540 ovens and approximately 3,000 tables, with 94 shelters in North park and 95 in South. Mushball and baseball fields now number 22 in each Park, with 88 horseshoe courts, three dance halls. Twenty tennis courts will be in use at South Park the coming season, and fifteen in North. There are now approximately twenty miles of Bridle Trails in each park. Twenty-five hundred picnic permits were issued during the year for private gatherings during the week days—no permits being issued for use on Saturdays, Sundays or Holidays. An estimate of the attendance at the Parks during the year is given below:

County Fair	1,068,200
Picnic groups (permits)	280,641
Sundays and Holidays	828,060
Golf attendance	96,735
Swimming pool	209,684

Tennis courts	92,140
Football games	244,000
Polo, Baseball, Mushball	94,100
Bridle Trails, Archery, Skating, Horseshoe Courts	28,600
	2,942,100

Increased enthusiasm was evident in all sports. Three hundred more annual Golf Permits were sold this year over last, and the daily attendance was considerably increased. The swimming pool receipts showed an increase of a few hundred dollars over last year. Tennis has become more popular each year and with the additional courts and the completion of Tennis Field House in each park, the coming season should exceed all previous records. Football, soccer and rugby attracts thousands of fans to the Parks, particularly in South Park, each week throughout the year. Track and Field Meets sponsored by the A. A. U., horse racing by the South Park Matinee Club, and Polo Games proved a delight to the many throngs who witnessed the events. Innumerable horse-back riders took advantages of the many new Bridle Trails throughout both Parks.

The attendance at the County Fair broke all records, reliable sources estimating the number at 1,000,000, an increase of two or three hundred thousand over last year. The grandstands were filled to capacity to witness the events of the track and field, to enjoy the Band and Symphony Concerts, and to marvel at the thrills of thirty-four fighting Marine Planes who staged a spectacular maneuver of their powerful crafts. Boxing bouts, polo games and rodeo exhibitions were witnessed with considerable interest. Aerial fireworks as well as an elaborate ground display drew capacity crowds—as did the various exhibits of farm products, livestock, home economics and others. That the citizenry of Allegheny County desires the Fair as a permanent institution is manifest in the vast throngs who daily found their way to South Park.

For the year of 1935, the following revenue was derived from Park activities:

Golf	\$48,914.30
Swimming	13,880.07
Concessions	4,284.20
	\$67,078.57

Department of Parks and Aviation,

A. M. MARION, Director.

AIRPORT

Operating statistics for the year 1935 show that the Allegheny County Municipal Airport had more than doubled all previous high marks for the use of the airport by practically all phase of aviation: airline, commercial, military, private and transient. More citizens of Allegheny County visited the airport as sightseers and more citizens of the County used both the airlines and the short passenger ride planes than ever before.

During the year the old Payne-Wilson Homestead was re-modeled as an overnight place of rest for pilots using the airport and who are delayed by weather or other reasons and yet with not enough time at their disposal to go to Pittsburgh to stay overnight.

Several events of public interest were staged, the first being the Field Day of the Pittsburgh Press Junior Aviators which attracted more than 80,000 people to the airport, choking all arteries of traffic for miles to the airport; it was a huge success. Later in the year, the Pennsylvania State Air Tour stopped here for luncheon and approximately 45 Pennsylvania pilots including Governor Earle were present.

In conjunction with the National Aeronautics Association, we held a two day celebration in honor of National Aviation Week, at which time many special events were put on including speed races and demonstrations, sky-writing with smoke and giving the people of Allegheny County an opportunity to inspect the latest type luxury airliners.

Airline operations attained a peak of 72 scheduled arrivals and departures every 24 hours; and aerial traffic, dense as it was, was effectively and safely handled by the Radio Control Tower—the airport once again upholding its past record by not having had a serious accident during the year.

The best barometer of the value of the airport to the citizens of Allegheny County is shown by the comparative operating statistics which follow and it is confidently believed that the year 1936 will show a like large increase.

Gasoline Dispensed:

	1932	1933	1934	1935
Airline Gallons	133,711	402,295	591,731	797,061
Transient Gallons	19,253	43,442	50,352	58,174
	152,964	445,737	642,083	855,235

Oil Dispensed:

Airline Gallons	1,483	12,364	18,617	9,728
Transient Gallons	191	736	791	724

	1,674	13,100	19,408	10,452
Transport Arrivals & Depart.	3,194	5,587	5,874	8,751
Transport Passenger Arrival	3,901	9,168	11,102	20,422
Transport Passenger Dep.	3,871	8,902	10,787	20,079
Transient Planes Arr. & Dep.	844	1,268	1,839	1,535
Transient Passenger, Arrival and Departure	1,586	3,046	5,517	4,605
Military Plane Landings	54	294	570	1,304
Sightseeing Passengers	12,581	10,826	16,205	30,381
Sightseeing Takeoffs	2,271	2,588	3,169	5,316
Visitors to Airport	132,150	258,000	300,000	850,000
Incoming Mail (lbs.)	58,177	121,467	118,156	170,183
Outgoing Mail (lbs.)	69,493	124,673	113,891	155,885
Incoming Express (lbs.)	5,191	11,585	15,454	27,567
Outgoing Express (lbs.)	3,161	8,012	14,185	23,107

Respectfully submitted,

H. R. BAZLEY, Airport Manager.