

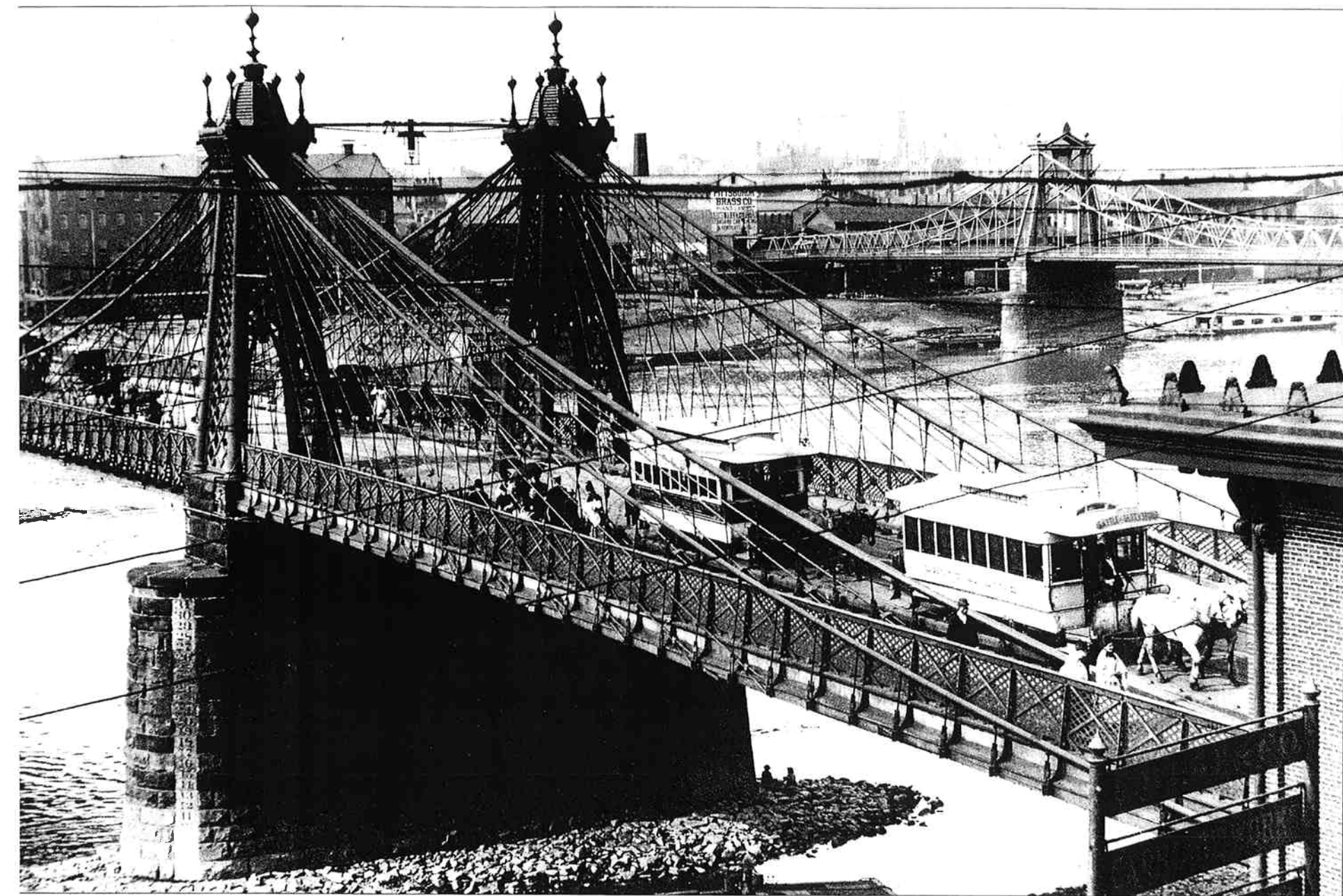
Until December 1907 the Allegheny River separated two distinct incorporated cities: Pittsburgh to the south, Allegheny to the north. In this view of 1890, Allegheny City is to the left. The Union Bridge, a wooden covered bridge of 1874, joins the two at the mouth of the Allegheny River. Its approach passes Exposition Park, long a sports field for both cities.

Up the river we see the Sixth, Seventh, and Ninth Street bridges as well as the Pennsylvania Railroad's Fort Wayne Bridge, all to be replaced. In the center of Allegheny City, bright in its just-set granite, is the Carnegie Library that marks its crossroads.



Federal Street in Allegheny City was a continuation of Sixth Street in Pittsburgh: a commercial main street without pretense. This was the view in 1893, with trolleys at its center, looking north. Federal Street lost much of its eminence in the 1960s, when it ceased to lead from the river to the old town crossroads. A pedestrian mall was built across the end of the old

Allegheny Town, laid out in 1787 by David Redick, emphatically turning blank walls toward the Triangle and the North Shore. The old Fort Wayne Station that had added life and a touch of splendor to the street scene was demolished, leaving only the elevated rail line that had passed it.



Until 1896 all Pittsburgh river bridges were privately erected and charged tolls. Here are two Allegheny River suspension bridges, photographed around 1890. In the foreground is the second Sixth Street Bridge, built in 1859, which lasted until 1891. Its engineer was John Augustus Roebling, who

already had the local aqueduct for the Pennsylvania Canal and the second Smithfield Street Bridge to his credit. Beyond is the Seventh Street Bridge of 1884, designed by Gustav Lindenthal, who had already seen erected the third (and present), Smithfield Street Bridge.