



INDIVIDUAL PROPERTY HISTORIC NOMINATION FORM

HRC Staff Use Only

Date Received:

Parcel No.:

Ward:

Zoning Classification:

Bldg. Inspector:

Council District:

Fee Schedule

Please make check payable to *Treasurer, City of Pittsburgh*

Individual Landmark Nomination: \$100.00

District Nomination: \$250.00

1. HISTORIC NAME OF PROPERTY:

Card Estate Carriage House

2. CURRENT NAME OF PROPERTY:

Card Lane Carriage House

3. LOCATION

a. Street: 7122-7128 Card Lane

b. City, State, Zip Code: Pittsburgh, Pennsylvania 15208

c. Neighborhood: Point Breeze

4. OWNERSHIP

d. Owner(s): David and Aliza Kashi

e. Street: 1500 Valmont Street

f. City, State, Zip Code: Pittsburgh, Pennsylvania 15217 Phone: () -

5. CLASSIFICATION AND USE – Check all that apply

<u>Type</u>	<u>Ownership</u>	<u>Current Use:</u>
<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private – home	<u>The property is a four-unit apartment building</u>
<input type="checkbox"/> District	<input checked="" type="checkbox"/> Private – other	_____
<input type="checkbox"/> Site	<input type="checkbox"/> Public – government	_____
<input type="checkbox"/> Object	<input type="checkbox"/> Public - other	_____
	<input type="checkbox"/> Place of religious worship	_____

6. NOMINATED BY:

- a. Name: Marie King, Peter Kaplan and others (please see attached list)
- b. Street: 7119 Card Lane, 125 S. Lang Avenue
- c. City, State, Zip: Pittsburgh, Pennsylvania 15208
- d. Phone: (412) 848-0070 Email: marie.king@gmail.com

7. DESCRIPTION

Provide a narrative description of the structure, district, site, or object. If it has been altered over time, indicate the date(s) and nature of the alteration(s). (Attach additional pages as needed)

If Known:

- a. Year Built: 1893
- b. Architectural Style: Elements of Romanesque Revival and Bungalow styles
- c. Architect/Builder: Henry Shenk, supervising builder

Narrative: Please see attached.

8. HISTORY

Provide a history of the structure, district, site, or object. Include a bibliography of sources consulted. (Attach additional pages as needed.) Include copies of relevant source materials with the nomination form (see Number 11).

Narrative: Please see attached.

9. SIGNIFICANCE

The *Pittsburgh Code of Ordinances, Title 11, Historic Preservation, Chapter 1: Historic Structures, Districts, Sites and Objects* lists ten criteria, at least one of which must be met for Historic Designation. Describe how the structure, district, site, or object meets one or more of these criteria and complete a narrative discussing in detail each area of significance. (Attach additional pages as needed)

The structure, building, site, district, object is significant because of (check all that apply):

- 1. Its location as a site of a significant historic or prehistoric event or activity;
- 2. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspects of the development of the City of Pittsburgh, State of Pennsylvania, Mid-Atlantic region, or the United States;
- 3. Its exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship;
- 4. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
- 5. Its exemplification of important planning and urban design techniques distinguished by innovation, rarity, uniqueness, or overall quality of design or detail;

-
6. Its location as a site of an important archaeological resource;
 7. Its association with important cultural or social aspects or events in the history of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
 8. Its exemplification of a pattern of neighborhood development or settlement significant to the cultural history or traditions of the City, whose components may lack individual distinction;
 9. Its representation of a cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous; or
 10. Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh.

Narrative: Please see attached.

10. INTEGRITY

In addition, the ordinance specifies that “Any area, property, site, structure or object that meets any one or more of the criteria listed above shall also have sufficient integrity of location, design, materials, and workmanship to make it worthy of preservation or restoration”. (Attach additional pages as needed)

Narrative: _____

11. NOTIFICATION/CONSENT OF PROPERTY OWNER(S)

1.3(a)(2) Community information process.

Preceding submission of a nomination form for a District, the Historic Review Commission shall conduct at least one (1) public information meeting within or near the boundaries of the proposed district, which shall include at least one (1) member of the Department of City Planning and one (1) Commission member, to discuss the possible effects of designation. Notice shall be given to the owners of property in the proposed district in accordance with Section 1.3(b) below. The final public information meeting shall be held no more than six months before the nomination form is submitted.

1.3(a)(1)(a) Subsection F.

In the case of a nomination as a Historic District, by community-based organizations or by any individual, but in either event the nomination shall be accompanied by a petition signed by the owners of record of twenty-five (25) percent of the properties within the boundaries of the proposed District.

- Please attach documentation of your efforts to gain property owner’s consent.-

** The nomination of any religious property shall be accompanied by a signed letter of consent from the property’s owner.

12. PHOTO LOGS: *Please Attach*

13. BIBLIOGRAPHY: *Please Attach*

14. NOMINATION FORM PREPARED BY:

a. Name: Marie King and Peter Kaplan

b. Street: 7119 Card Lane, 125 S. Lang Avenue

c. City, State, Zip: Pittsburgh, Pennsylvania 15208

d. Phone: (412) 8480070 Email: marie.king@gmail.com, pghpeter@verizon.net

e. Signature: _____



HISTORIC NOMINATION – INSTRUCTIONS

INSTRUCTIONS FOR FILLING OUT THE NOMINATION FORM

1. Indicate the original name of the property if it is currently known by a different name; e.g. Union Station.
2. Indicate the current name of the property
3. Indicate the street address for the property. For districts, attach a separate sheet listing the street address of each property included in the nomination and a clear street map of the area showing the boundaries of the proposed district.
4. Indicate the owner of the property and his or her mailing address. For districts, attach a separate sheet listing the owner of each property and his or her mailing address.
5. Check the classification as indicated.
 - a. **“Historic Structure”** means anything constructed or erected, the use of which requires directly or indirectly, a permanent location on the land, including walks, fences, signs, steps and sidewalks at which events that made a significant contribution to national, state or local history occurred or which involved a close association with the lives of people of nations, state or local significance; or an outstanding example of a period, style, architectural movement, or method of construction; or one of the last surviving works of a pioneer architect, builder or designer; or one of the last survivors of a particular style or period of construction.
 - b. **“Historic District”** means a defined territorial division of land which shall include more than one (1) contiguous or related parcels of property, specifically identified by separate resolution, at which events occurred that made a significant contribution to national, state, or local history, or which contains more than one historic structure or historic landmarks, or which contains groups, rows or sets of structures or landmarks, or which contains an aggregate example of a period, style, architectural movements or method of construction, providing distinguishing characteristics of the architectural type or architectural period it represents.
 - c. **“Historic Site”** means the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure whether standing, ruined or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structures.
 - d. **“Historic Object”** means a material thing of historic significance for functional, aesthetic cultural or scientific reasons that may be, by nature or design, moveable yet related to a specific setting or environment.
6. Indicate the person(s) responsible for the nomination. Please note: According to the Historic Preservation Ordinance:

“Nomination of an area, property, site, or object for consideration and designation as a Historic Structure, Historic District, Historic Site, or Historic Object may be submitted to the Historic Review Commission by any of the following:

- a. The Mayor of the City of Pittsburgh
 - b. A Member of the Historic Review Commission
 - c. A Member of the City Planning Commission
 - d. A Member of the Pittsburgh City Council
 - e. The Owner of Record or any person residing in the City of Pittsburgh for at least one year (for the nomination of a Historic Structure, Site or Object)
 - f. A signed petition of 25% of the owners of record (for the nomination of a Historic District)
7. Write a physical description of the nominated property or district. Include the following information as applicable:
- architectural style(s)
 - arrangement of architectural elements
 - building materials
 - method(s) of construction
 - visual character
 - street pattern
 - density
 - type and arrangement of buildings
 - topography
 - history of the development of the area
8. Provide a narrative history of the structure, district, site, or object. Include the following information when available:
- History of the development of the area;
 - Circumstances which brought the structure, district, site, or object into being;
 - Biographical information on architects, builders, developers, artisans, planners, or others who created or contributed to the structure, district, site, or object;
 - Contextual background on building type(s) and/or style(s);
 - Importance of the structure, district, site, or object in the larger community over the course of its existence.
 - Include a bibliography of all sources consulted at the end. Where historical information is uncertain or disputed, reference sources in the text.
9. Listed below are the categories and criteria for historic designation as set forth in the Pittsburgh Historic Preservation Ordinance. Describe in detail how the structure, district, site, or object meets one or more of the criteria. According to that legislation in Section 1.4 of the Pittsburgh Historic Preservation Ordinance, *Criteria for Designation*, a building must meet at least one of the following criteria in order to be designated:
1. Its location as a site of a significant historic or prehistoric event or activity;
 2. Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological, or related aspects of the development of the City of Pittsburgh, State of Pennsylvania, Mid-Atlantic region, or the United States;
 3. Its exemplification of an architectural type, style or design distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials, or craftsmanship;
 4. Its identification as the work of an architect, designer, engineer, or builder whose individual work is significant in the history or development of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;

-
5. Its exemplification of important planning and urban design techniques distinguished by innovation, rarity, uniqueness, or overall quality of design or detail;
 6. Its location as a site of an important archaeological resource;
 7. Its association with important cultural or social aspects or events in the history of the City of Pittsburgh, the State of Pennsylvania, the Mid-Atlantic region, or the United States;
 8. Its exemplification of a pattern of neighborhood development or settlement significant to the cultural history or traditions of the City, whose components may lack individual distinction;
 9. Its representation of a cultural, historic, architectural, archaeological, or related theme expressed through distinctive areas, properties, sites, structures, or objects that may or may not be contiguous; or
 10. Its unique location and distinctive physical appearance or presence representing an established and familiar visual feature of a neighborhood, community, or the City of Pittsburgh.
- 10.** In addition, the ordinance specifies that “Any area, property, site, structure or object that meets any one or more of the criteria listed above shall also have sufficient integrity of location, design, materials, and workmanship to make it worthy of preservation or restoration.”
- 11.** The nomination must be accompanied by evidence that the nominator has made a good-faith effort to communicate his or her interest in the historic designation of this landmark or district to the owner(s) of these properties. Describe how this was done, and attach evidence that the owner(s) of the nominated landmark or of the properties within the nominated district have been informed of the nomination. This may include a copy of a notification letter with a mailing list, a letter confirming phone calls, or a petition signed by affected property owners.
- 12.** Clear photographs of the nominated buildings or districts should accompany the nomination form. The applicant shall include photographs of all elevations of an individual building and its setting, or the front elevation of each building in a district. In the case of closely spaced buildings or rowhouses, several buildings may be included in one photograph. Each photograph must be labeled with the street address of the building(s) and the month and year the photograph was taken.
- 13.** Copies of major supporting documents should accompany the nomination form. Such documents may include, but are not limited to:
- historic photographs;
 - historic and contemporary maps;
 - historic or contemporary texts describing the subject property or district;
 - historic or contemporary texts describing people, places, or events that comprise the historic context of the subject property or district.
 - Oversized materials (such as architectural drawings) and materials too fragile to copy may be accepted.

PLEASE NOTE: It is the responsibility of the nominator to provide the Historic Review Commission and its Staff with information sufficient to fairly evaluate the nomination. **Incomplete nomination forms will not be accepted. Fee must be included. Nominations must be submitted in both electronic and hard-copy format.**

CHECKLIST: *Card Lane Carriage House*

- #1-6 Nomination Form:** Address, Ownership, Classification, Nominator Info.
 - #7: Description
 - #8: History
 - #9: Significance
- #10 Integrity**
- #11 Consent of Property Owners**
- #12 Photographs of Property:** numbered and labeled
- #13 List of Supporting Documents**

- Fee**
- Hard-Copy nomination**
- Electronic nomination (Word Format for text).**

Section 6. Nominators

Ken Bailey and Lisa Colautti
7114 Card Lane
Pittsburgh, PA 15208

Susan Barclay
7135 Card Lane
Pittsburgh, PA 15208

Brendan Benson
7118 Card Lane
Pittsburgh, PA 15208

Maureen Girty and Werner Schaefer
7130 Card Lane
Pittsburgh, PA 15208

Peter and Leslie Kaplan
125 South Lang Avenue
Pittsburgh, PA 15208

Marie King
7119 Card Lane
Pittsburgh, PA 15208

Sheila and Keith Morris
7131 Card Lane
Pittsburgh, PA 15208

Diana Roebuck
7134 Card Lane
Pittsburgh, PA 15208

Carly and Chris Thornlow
7127 Card Lane
Pittsburgh, PA 15208

Section 7. Description

The Card Lane Carriage House, erected in 1893, has served two purposes during its 122 year life. A historical account, an 1893 Sanborn Fire Insurance Map¹, and the stable's stonework all suggest that it was originally built as a stable for the substantial stone-clad residence of William Warren Card (1831-1903) in 1893.² Card's residence was one of the later additions to the Penn Avenue millionaire's row, which experienced its flowering in the late nineteenth century and evolved into a pleasant but less exalted in-city suburb after the automobile made it possible for Pittsburgh's elite to live in outlying communities such as Fox Chapel and Sewickley. As the properties of the former millionaires' row were subdivided for new development in the 1920s, the stable was converted into four apartments. The building has remained in multi-family use since its conversion, but its architectural kinship to the Card mansion, which still stands at 7110-7116 Penn Avenue, remains perceptible. Despite recent unsympathetic but reversible changes, the structure also retains the character of its 1920s conversion.

Unfortunately, no photographs could be found of the Carriage House prior to its conversion. However, the diagrams of the building on the 1893 and 1906 Sanborn Maps show that the property has kept its original footprint and form.³ The 1893 Sanborn Map shows a diagram of the building, identified as a two-story stable, as a frame building with a "stone first" floor and a basement. Significantly, the diagram also shows that the western side of the first floor front is open and engaged under the second floor as it is today. The 1906 Sanborn Map shows no change in the building, but adds the notation that the western section of the first floor front is "open".⁴

The Sanborn Maps from 1893 and 1906 show the Carriage House located behind the Card Mansion with a setback from Tuscarora Street, which at that time existed only on paper. Plat maps from 1898, 1904, and 1910 show a driveway connecting the Carriage House with the Card Mansion, and show a forecourt occupying the front of the Carriage House between it and the Tuscarora Street right-of-way.⁵

While the Sanborn and plat maps show the spatial and legal relationships of the Carriage House to the Card Mansion, the stonework of the Carriage House provides its architectural link to the larger building. The first floor stonework of the Carriage House echoes the stone facing that covers the entire Card Mansion. The architectural relationship is especially evident in the stone pillars and capitals that support the front porch, which strongly resemble similar porch pillars of the Card Mansion (photos 12A and 12B).

The present exterior appearance of the Card Lane Carriage House derives primarily from its 1920s conversion to apartments. The building faces Card Lane to the North

¹ See Supporting Documents.

² Meyer, Basil. *The William Warren Card Mansion*. Pittsburgh: The Unity Center, 1977. Print.

³ See Supporting Documents.

⁴ See Supporting Documents.

⁵ See Supporting Documents.

and is set back roughly 25 feet from the street (photo 1). Although there is no documentary evidence to support this, the height of the front porch suggests that the creation of Card Lane caused the level of the land in front of the building to be raised so that the first floor provided less clearance than it had when it was used as a carriage house.

The main roofline is a broad side gable with the ridge running east-west or parallel to Card Lane. At the eastern (left) end of the main roofline, a perpendicular front facing gable sits atop the easternmost bay of the façade. The western bays of the second floor are sheltered by a shed roof with a slope roughly parallel to the main gable end. Shallow ornamental pent roofs shelter the attic windows at each of the gable ends.

The entire first floor and exposed basement level of the Carriage House are clad in alternating broad and narrow bands of stone, which Sanborn maps indicate were part of the original structure (photo 2). The second floor and attic were covered with weathered wooden clapboards. At this writing (June, 2015) the owner is in the process of covering the clapboards with vinyl siding. The clapboards remain intact under the vinyl siding. As of this writing, no siding has been applied to the western side of the building, but its application is likely imminent. A wooden frieze, consisting of flat and convex sections with a dental course in between, separate the first floor stone from the second story clapboards on all four sides of the structure (photo 3).

The most distinctive feature of the Carriage House is its front porch, which is engaged under the second floor and occupies the western (right) bays of the first floor. The porch is upheld by stone columns and capitals which echo the Romanesque Revival style of the Card Mansion. At the porch's western end, there is a low stone wall with the same alternating bands of broad and narrow stone seen on the rest of the first floor (photos 4A, 4B, 4C, and 4D).

The Carriage House has asymmetrical door and window openings on each of its four sides. Most, but not all, of these openings reflect the changes made during the 1920s apartment conversion. The first floor façade has three large wooden casement windows, the largest one in the eastern gable (photo 5) front and two others under the engaged porch (photo 4A). The windows extend from roughly knee nearly to the ceiling. The four apartments are accessed by three doors sheltered by the front porch and clustered near its eastern (left) side. A door on the porch's eastern wall provides access to the first floor unit under the front gable (photo 5). A second door near the eastern corner of the porch gives way to a stair leading to the two second floor apartments, and a third door to the right of the center door is the entrance to the western first floor apartment (photo 4A). Each door has two rectangular panels and an eight-light upper window.

All of the windows of the second floor façade had six-over-one sash until recently. The two windows in the front gable retain this pattern, but the paired windows over the porch have been altered with cheap vinyl replacements with different sash patterns (photo 1).

At the attic level, the gable front has three small windows which together created a faintly Palladian pattern and appear to date from the time of the 1920s conversion (photo 1).

The eastern and western elevations of the Carriage House retain somewhat more integrity than the front and rear elevations of the building. At the center of each side elevation there is a door sheltered by a bracketed pent roof (photo 6). The doors on each of these entrance are the same as the front entrance doors. Above each of the entrance doors is a small second story balcony sheltered with a similar bracketed pent roof (photo 7). The balusters on each balcony have been replaced with simple wood posts. Adjoining the side entrance and the balcony on the eastern elevation are large casement windows similar to those on the front elevation (photo 8). Both the first and second floors each have six-over-one sash windows. At the attic level, there are three small multi-pane windows under the pent roofs on each gable end (photo 9). The eastern elevation also has a chimney with similar stonework to the first floor (photo 7). The eastern elevation has now been covered with vinyl siding, but the wooden clapboards of the gable end remain exposed and intact.

The western elevation has similar fenestration to eastern side of the building, but has a shorter length and fewer windows due to the porch and because it is further above ground due to the east to west slope of the site. The western elevation shares with the other side of the building its centrally located entrance, which sits on a porch, and the small second story balcony. It also has the three windows under the pent roofs at the attic level. All of the windows on the western elevation retain their six-over-one sash. As of this writing, this elevation has no vinyl siding but its application is imminent (photo 10).

The rear elevation retains all eight of its six-over-one sash windows, but several small windows, which appear to be for bathrooms, have been replaced with vinyl windows and reduced in size. The second floor is covered with vinyl siding (photos 11A and 11B).

Although the Card Lane Carriage House has undergone some unfortunate recent changes, it retains its original form and materials from 1893 and its character from its conversion to an apartment building in the 1920s. The recent changes, while regrettable, can be reversed. The wooden clapboards remain intact under the recently applied vinyl siding. The building is a rare surviving outbuilding from the period in which Penn Avenue was one of Pittsburgh's most prestigious addresses, and it also reflects the transition of Penn Avenue and its surroundings from an area of large estates to an in-city suburb for middle class families.

Section 8. History

The Card Lane Carriage House was built in 1893 by William Warren Card. Mr. Card began his career in the railroad industry. As Superintendent of the Steubenville division of the Panhandle Railroad, he gave George Westinghouse the opportunity to test the Westinghouse Air Brake on one of his trains and became one of the first investors in the Westinghouse Air Brake company. W. W. Card was later promoted through the company, eventually becoming the Secretary and then the Second Vice President of Westinghouse Air Brake.⁶ By 1892, he had amassed enough fortune to join his colleagues along "Millionaire Row" on Penn Avenue. He purchased a section of land between South Lang Avenue and Osage Lane from Colonel J. M. Schoonmaker in 1892.⁷ Construction began simultaneously on the mansion and combination stable and carriage house, located at the back of the property in 1893. The same stone was used on both buildings.⁸ Under supervision of the builder Henry Shenk,⁹ whose company was simultaneously in charge of building the superstructure of the Main Carnegie Library and Museum in Oakland,¹⁰ construction was completed in 1894¹¹ and Mr. Card moved into the estate at 7110 Penn Avenue with his second wife Maria Llewellyn Card.

Returning home from the Westinghouse offices in Wilmerding, Mr. Card was fatally struck by a street car in front of his home in April 1903.¹² The estate on Penn Avenue including the Carriage house were left to his widow.¹³ By 1921, the upkeep of the estate was too costly for Mrs. Card,¹⁴ and she sold the property to the developer Martin M. Burke.¹⁵ Mr. Burke held the property for less than a year before passing it on to other developers, including John E. Born.¹⁶ By 1923, the plat map shows that a new street, Card Lane, had been opened where the Tuscarora Street had been platted, and that lots on the street had been subdivided and purchased by multiple owners, although no houses had yet been built.¹⁷ The plat map shows that the Carriage House remained as a stable, but was now owned by C.T. Dunn. Dunn retained ownership of the Carriage House according to the next available plat map of 1939.¹⁸ This map shows that the building is no longer marked as a stable, so the building's conversion to an apartment took place between 1923 and 1939.

⁶ National Iron and Steel Publishing Company, *Steel and Iron*, Vol. 72, 1903, 422. Google Book.

⁷ Deed Book 773, page 450

⁸ Meyer, Basil.

⁹ Building permit 1892

¹⁰ Presentation of the Carnegie Library to the People of Pittsburgh, with a Description of the Dedicatory Exercises, November 5, 1895. *Printed by order of the Corporation of the City of Pittsburgh*. Available: <http://www.carnegielibrary.org/research/pittsburgh/Carnegie/mrac1.html>

¹¹ Meyer, Basil.

¹² Engineers' Society of Western Pennsylvania, *Proceedings of the Engineers' Society of Western Pennsylvania*, Vol. 19, 1903, p. 331-3. Google Book.

¹³ Card Left a Large Estate. *The Pittsburgh Press*, 21 April 1903: 1. Available online:

<https://news.google.com/newspapers?id=FRQbAAAAIBAJ&sjid=oEgEAAAAIBAJ&pg=5990%2C153806>

¹⁴ Meyer, Basil.

¹⁵ Deed book 2065, page 520

¹⁶ Various deed transfers.

¹⁷ See Supporting Documents.

¹⁸ See Supporting Documents.

Although the exact date of the conversion within this 16-year period could not be determined, it is almost certain that the conversion of the Carriage House took place in the mid-to-late 1920s. The 1923 map shows Card Lane opened and with lots in individual ownership, suggesting that development was imminent. The houses of Card Lane, particularly those on the south side of the street adjoining the Carriage House, were built in the Foursquare and Bungalow styles popular in the 1920s. The opening of the street, the elimination of horse transportation, and the separation of the building from the Card Mansion rendered it useless for its original use as a stable by the mid-1920s. Most conclusively, City Directories show people living at the addresses of the Carriage House as early as 1929.¹⁹

Section 9. Statement of Significance

Association with William Warren Card

The Card Lane Carriage House is significant for its association with William Warren Card (1831-1903), who played a prominent role with George Westinghouse in the development and universal adoption of the railroad air brake, which remains the primary method for braking trains today.²⁰ The development of the air brake was the first major product of the Westinghouse Corporation, which grew to become one of Pittsburgh's largest and most recognized companies for over a century. William Warren Card built the Carriage House as an outbuilding for his Penn Avenue residence at the time the house was constructed in 1893.

George Westinghouse invented the air brake in 1869²¹. The air brake's most significant advantage was to enable an engineer to stop all the cars of a train with a single application of the brakes from the engine cab. Up to that point, trains required a brakeman on each car to apply that car's brakes. Despite this obvious advantage, Westinghouse was at first unable to convince railroad owners to adopt the new technology. At that time, William Warren Card was a superintendent on the Panhandle Railway (later absorbed into the Pennsylvania Railroad). Card saw the clear advantages of the air brake and arranged the first test of air brake, which demonstrated to a skeptical industry the advantages of the Westinghouse invention. After this trial stimulated adoption of the air brake, first by the Pennsylvania Railroad and later by all other railroads, Westinghouse hired Card as his general sales agent, and promoted him to Secretary of Westinghouse Airbrake Company in 1881.²² Card was appointed Vice

¹⁹ R.L. Polk and Company, *City Directory of Pittsburgh, 1929*. Pittsburgh: R.L. Polk and Company, 1929, p. 2516.

²⁰ Railway Technical Web Pages, "Air Brakes", Railway-Technical.com

²¹ Westinghouse received patent 88929 for the air brake on April 13, 1869. The company later received many additional patents for refinements and improvements. "George Westinghouse Air Brake: Patents and Inventions" Patent-Invent.com, updated December 2014.

²² A.S., "William Warren Card", *Railway and Locomotive Engineering*, May, 1903, p. 232.

President of the firm in 1902.²³ The air brake was a major step forward in the development of railroads. It improved safety and made longer freight and passenger trains possible. In 1893, Congress made use of air brakes mandatory on all trains in the United States.²⁴

In 1887, growing American and international demand induced Westinghouse to relocate the Air Brake Company from its second location on the North Side to a 500-acre site in the Turtle Creek Valley, approximately 10 miles east of Pittsburgh.²⁵ Here Westinghouse erected a new plant and created a new town, Wilmerding, for his workers. One of the streets in the new community was named Card Avenue in honor of W.W. Card.²⁶

Association with a Rare Extant Building Type

The Carriage House is also significant as one of only two known carriage/stable buildings in Point Breeze that survive from the late nineteenth century, when Penn Avenue was the domain of large estates owned by Pittsburgh's most prominent businessmen. Sanborn Maps from the late nineteenth and early twentieth century show that the Point Breeze neighborhood had a number of carriage house and stable buildings during that period.²⁷ Nearly all of these outbuildings were demolished as automobiles replaced horse-drawn vehicles, and the estates were sold and divided for suburban development, a process which began in earnest during the 1920s. The other remaining carriage/stable structure is the nearby H.J. Heinz Garage/Carriage House, located at 7033-35 Meade Place. Like the Card Lane Carriage House, the Heinz building was long ago converted into apartments.

Association with 20th Century Suburban Development of Point Breeze

The Card Lane Carriage House is a significant reflection of the Point Breeze neighborhood's evolution from the home of Pittsburgh's elite to a middle class in-city suburb. The conversion of the building into apartments in the mid-to-late 1920s reflected the subdivision of large properties into smaller lots for the construction of single family houses and some apartment properties. As the Carriage House was converted to apartments in the mid-to-late 1920s, Card Lane was opened on land formerly owned by W.W. Card and houses were constructed on the newly created street.

²³ Meyer, Basil. Page 3.

²⁴ Wilmerding World Wide, *Wilmerding and the Westinghouse Air Brake Company*. Charleston, S.C.: Arcadia Publishing Company, 2002, p 5.

²⁵ Wilmerding World Wide, *Wilmerding and the Westinghouse Air Brake Company*. Charleston, S.C.: Arcadia Publishing Company, 2002, pp. 6-8.

²⁶ Wilmerding World Wide, *Wilmerding and the Westinghouse Air Brake Company*. Charleston, S.C.: Arcadia Publishing Company, 2002, pp. 90-91.

²⁷ See Supporting Documents.

Section 10. Integrity

As explained in detail in Section 7, the Card Lane Carriage House retains the basic form and materials from its original construction as a stable/carriage house for the Penn Avenue mansion of William Warren Card. The Carriage House also retains nearly all of the exterior features and character from its conversion from a stable to an apartment building in the 1920s. Although the Card Lane Carriage House has undergone an unfortunate application of vinyl siding and replacement of some windows with cheap and inappropriate replacements, these regrettable changes can be reversed. We are seeking historic designation of the Card Lane Carriage House to encourage the reversal of these changes and to prevent further adverse changes in the future.

Section 11. Communication with Property Owner

June 21, 2015 Brendan Benson, resident of Card Lane, informed David Kashi that a group of neighbors was working on nominating his property as a historic property with the Historic Review Commission.

June 23, 2015 The attached letter was sent to David and Aliza Kashi via first class mail and certified mail to both known addresses found on the Allegheny County website.

June 26, 2015 The letter was received at the Kashi residence on Valmont Street. See attached receipt.

7119 Card Lane
Pittsburgh, Pennsylvania 15208

June 23, 2015

By hand-delivery, first class mail and certified mail to both addresses.

David and Aliza Kashi
1500 Valmont Street
Pittsburgh, Pennsylvania 15217

Alternate address
2363 Tilbury Avenue
Pittsburgh, Pennsylvania 15217-2455

Dear Mr. and Mrs. Kashi,

I am writing on behalf of a group of interested Card Lane neighbors to inform you that after significant (and exciting) research into the history of your property on Card Lane, we will be nominating it as a historic landmark with the Historic Review Commission!

Here is a brief summary of the history that we uncovered:

- The Carriage House on Card Lane was built by William Warren Card in 1893 along with his mansion on Penn Avenue as a combination stable and carriage house. Both buildings were constructed from the same stone.
- William Warren Card was a prominent member of the Westinghouse Air Brake company, beginning as one of its first investors and then rising to be Second Vice President before his death in 1903.
- In the mid-1920's, Mr. Card's estate was sold to developers and divided into individual lots. The Carriage House remained, eventually being converted into the multi-family building that it is today sometime between 1925 and 1929.
- The Carriage House on Card Lane is one of only two known surviving stables/carriage houses from the 19th century in Point Breeze.

We would like to invite you to join us in co-nominating the property. More information on the process and what a historic landmark designation could mean for the property is available on the Historic Review Commission's website: <http://pittsburghpa.gov/dcp/boards/historic-review-commission>. Please let us know if you are interested in co-signing the form before Monday June 29th.

Sincerely,

Marie King

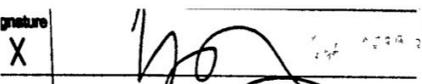


Date: June 26, 2015

Marie King:

The following is in response to your June 26, 2015 request for delivery information on your Certified Mail™ item number 7015064000067407081. The delivery record shows that this item was delivered on June 25, 2015 at 12:27 pm in PITTSBURGH, PA 15217. The scanned image of the recipient information is provided below.

Signature of Recipient :

Signature	
Printed Name	KASHI

Address of Recipient :

Delivery Address	1500 VAlmOSt
------------------	--------------

Thank you for selecting the Postal Service for your mailing needs.
If you require additional assistance, please contact your local Post Office or postal representative.

Sincerely,
United States Postal Service

Section 12. Photographs

Note: The following photos were taken over a period in May and June, 2015 when the Card Lane Carriage House was receiving an overlay of vinyl siding and a partial exterior repainting. These transitional photos are intended to show the impact of these inappropriate, but reversible changes to the building.

Photo 1 – Card Lane elevation



Photo 2 – Detail of first floor stonework



Photo 3 – Detail of Frieze



Photo 4A – Porch showing two of three doors and casement windows



Photo 4B – Front porch showing stone balustrade



Photo 4C – Porch detail showing Romanesque style porch pillars and capitals.



4D – Apartment entrances on east side of porch.



Photo 5 - Gable front casement window



Photo 6 – Entrance with pent roof, east elevation.



Photo 7 – Eastern elevation showing second floor balcony, second floor casement window, attic pent, and stone chimney.



Photo 8 – Casement window on first floor of eastern elevation.



Photo 9 – Detail of gable end, east elevation showing pent and windows.



Photo 10 – West elevation



Photo 11 – Rear elevation – overall view



Photo 11B – Rear elevation at southeast corner of building



Photo 12A – Overall front view of the Card Mansion, 7110 Penn Avenue



Photo 12B – Rear porch of Card Mansion



Section 13. Bibliography

Card Left a Large Estate. *The Pittsburgh Press*, 21 April 1903: 1. Available online: <https://news.google.com/newspapers?id=FRQbAAAAIBAJ&sjid=oEgEAAAAIBAJ&pg=5990%2C153806>

Engineers' Society of Western Pennsylvania, *Proceedings of the Engineers' Society of Western Pennsylvania*, Vol. 19, 1903, p. 331-3. Google Book.

"George Westinghouse Air Brake: Patents and Inventions" Patent-Invent.com, updated December 2014.

Meyer, Basil. *The William Warren Card Mansion*. Pittsburgh: The Unity Center, 1977. Print.

National Iron and Steel Publishing Company, *Steel and Iron*, Vol. 72, 1903, 422. Google Book.

Presentation of the Carnegie Library to the People of Pittsburgh, with a Description of the Dedicatory Exercises, November 5, 1895. *Printed by order of the Corporation of the City of Pittsburgh*.

Available: <http://www.carnegielibrary.org/research/pittsburgh/Carnegie/mrac1.html>

Railway Technical Web Pages, "Air Brakes", Railway-Technical.com

R.L. Polk and Company, *City Directory of Pittsburgh, 1929*. Pittsburgh: R.L. Polk and Company, 1929, p. 2516.

A.S., "William Warren Card", *Railway and Locomotive Engineering*, May, 1903, p. 232.

Wilmerding World Wide, *Wilmerding and the Westinghouse Air Brake Company*. Charleston, S.C.: Arcadia Publishing Company, 2002.

Supporting Documents

Plat Map 1890

Building Permit, 1892

Insurance Map 1893

Plat Map 1898

Plat Map 1904

Insurance Map 1906

Plat Map 1910

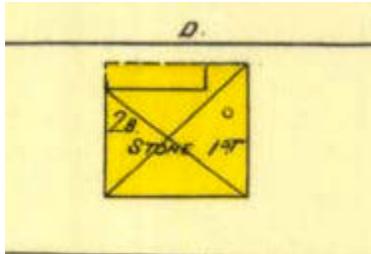
Plat Map 1923

Plat Map 1939

Meyer, Basil. *The William Warren Card Mansion*. Pittsburgh: The Unity Center, 1977. Print.

Insurance Map 1893

Sanborn-Perris Map Co. Insurance Maps of Pittsburg, Pennsylvania. New York: Sanborn-Perris Map Co., 1893. Volume 3, Sheet 90.

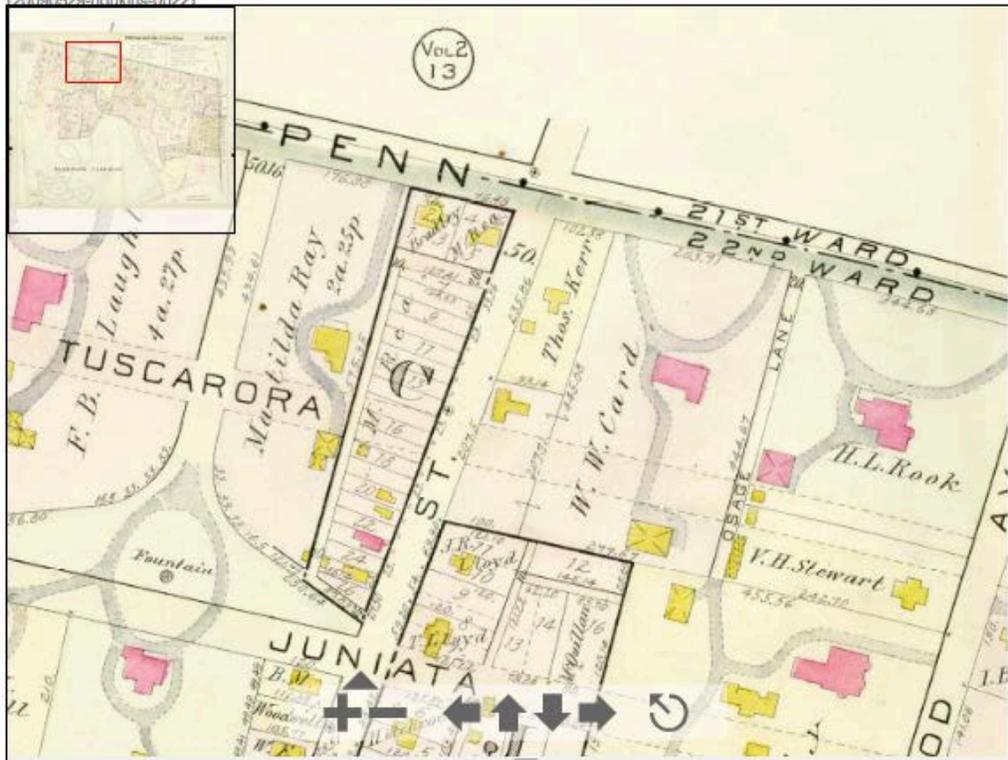


Plat Map 1898

G.M. Hopkins and Company. Real estate plat-book of the city of Pittsburgh, East End: from official records, private plans and actual surveys. Philadelphia: G.M. Hopkins, 1898. Volume 1, Plate 20.

Plate 20

Tip: drag edges of image to resize
(20090529-hopkins-0022)

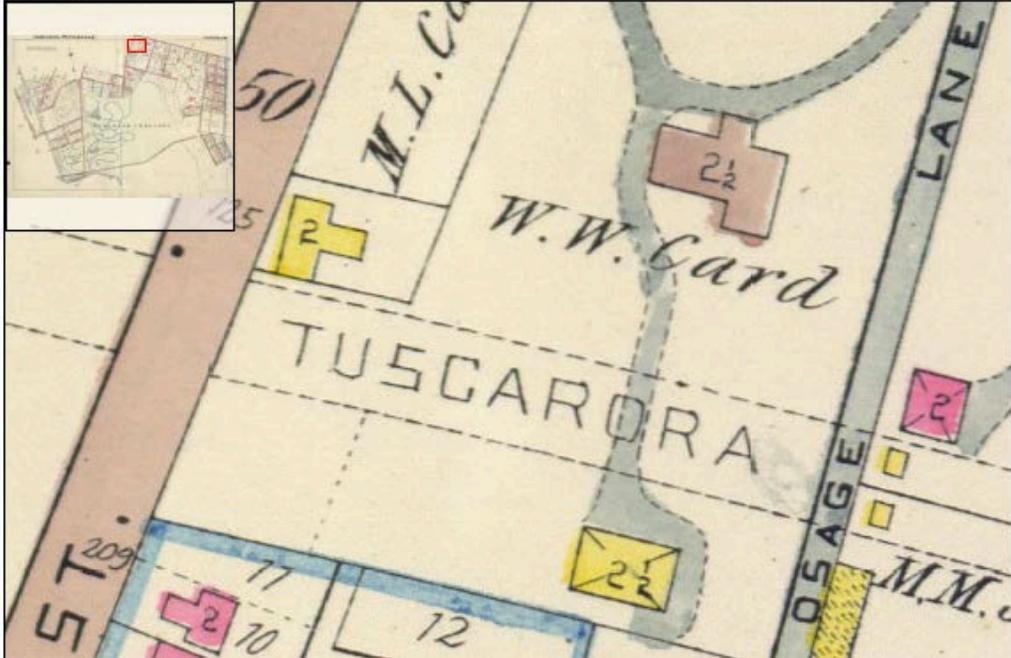


Plat Map 1910

G.M. Hopkins and Company. Atlas of Greater Pittsburgh, Pennsylvania: from official records, private plans and actual surveys. Philadelphia: G.M. Hopkins, 1910. Plate 18.

Plate 18

Tip: drag edges of image to resize
(20090323-hopkins-0020)

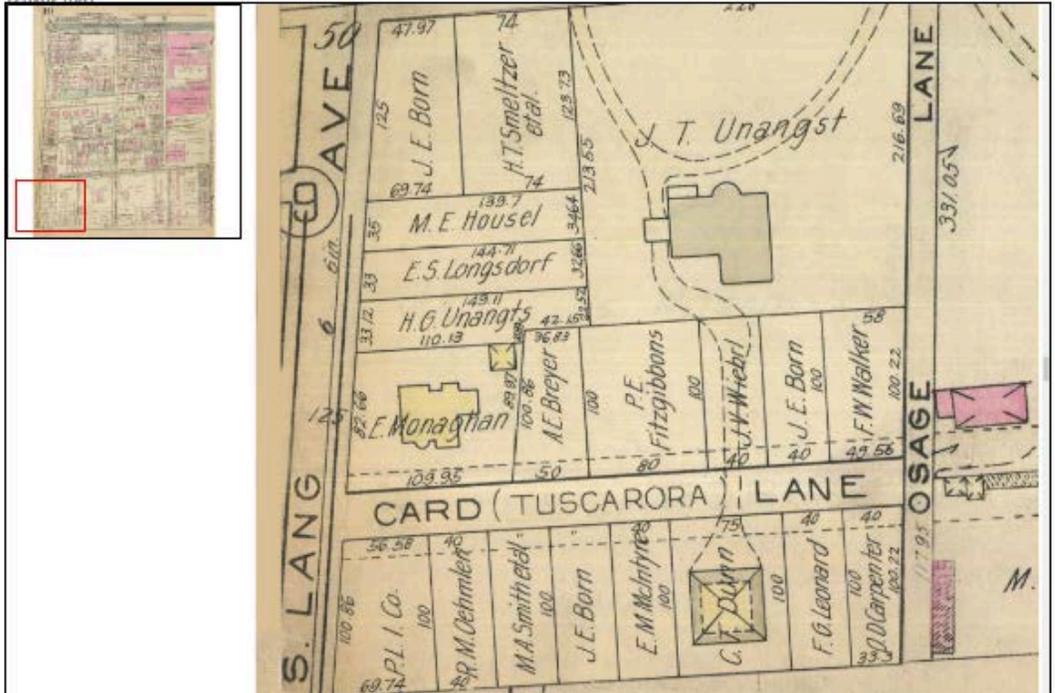


Plat Map, 1923

G.M. Hopkins and Company. Real estate plat-book of the city of Pittsburgh: from official records, private plans and actual surveys. Philadelphia: G.M. Hopkins, 1923. Volume 2, Plate 10A.

Plate 10 A

Tip: drag edges of image to resize (23v0210a)

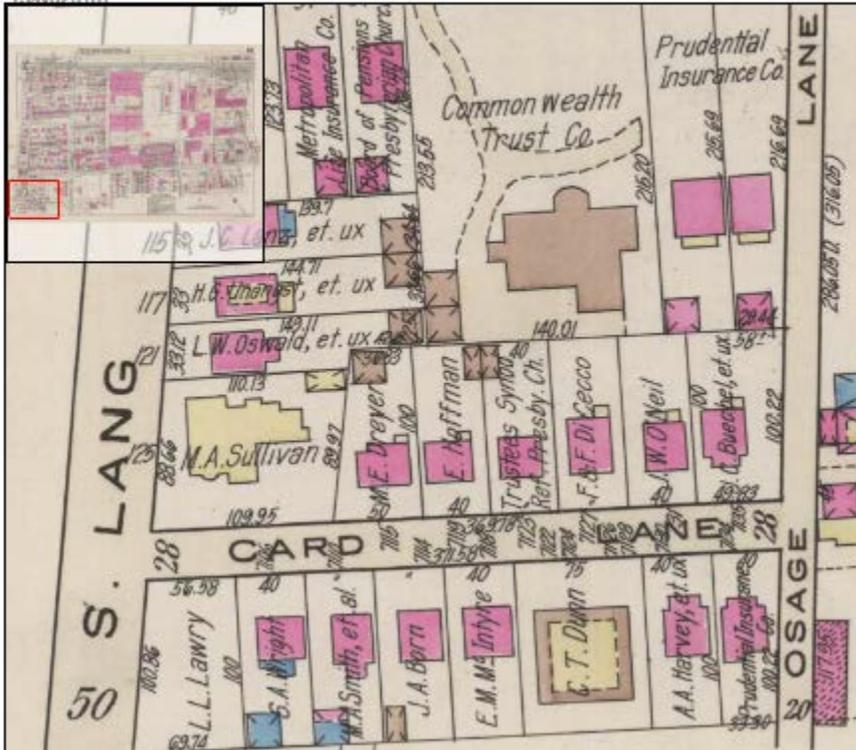


Plat Map, 1939

G.M. Hopkins and Company. Real estate plat-book of the city of Pittsburgh: from official records, private plans and actual surveys. Philadelphia: G.M. Hopkins, 1939. Volume 2, Plate 10.

Plate 10

Tip: drag edges of image to resize
(39v02n10)



THE WILLIAM WARREN CARD MANSION

7110-7116 Penn Avenue
Pittsburgh, Pa., 15208

1893 to 1977

"If you would seek to understand
the personality of our mansion,
study the nature of the man who
built it and died in it, since its
character is an extension of
himself."

-- Basil Meyer

1979

On April 4, 1903, Mr. William Warren Card was returning from Wilmerding where he had been performing his duties as vice-president of Westinghouse Air Brake Company. After alighting from the westbound street car which had stopped in front of his mansion at 7110 Penn Avenue, now owned by Unity Center of Pittsburgh, Inc., he stepped directly into the path of an eastbound street car and was dragged twenty feet before the car could be stopped. Mr. Card was recognized and carried into his home. A number of physicians were in attendance almost immediately. They found that the base of his skull was fractured, along with other injuries, which proved fatal. His wife and daughter were at home when the accident occurred. He died the same day at 1 p.m. having reached the age of 72 years. Funeral services were held at 3 p.m. the following Monday, April 6, 1903 in his home and he was buried in Homewood Cemetery.

Thus ended the brilliant career of one of our great men, so instrumental in the growth and progress of the City of Pittsburgh and the entire United States.

Mr. Card was not a native Pittsburgher but was born in Nelson, Madison County, New York, on September 6, 1831. By the time he was twenty years of age, he decided on a railroad career and took a job in the engineering department of the Panhandle Railway Company, he received a degree in Civil Engineering and after ten years with the "Panhandle", he left to assist with the planning and construction of the Cleveland, Lorraine & Wheeling Railroad (which later became a part of the Baltimore & Ohio Railroad in 1903).

In the year 1859, he returned to the "Panhandle" and became superintendent of the Steubenville Division, which we understand came into Pittsburgh on the South Side along the Ohio and Monongahela Rivers but did not cross the rivers into the triangle.

Mr. George Westinghouse, who was perfecting his unheard of idea of an air brake that could apply the brakes, simultaneously, to every wheel of all the cars and locomotive of a train, was getting nowhere with his experiment because the management of all the railroad companies he had contacted had the same answer for this nebulous idea--"If all the wheels of a train were stopped at one time, the result would be that this would tear up the railroad tracks beyond further usage until repairs were made".

Mr. Westinghouse met Mr. Card and, after explaining his theory of the air brake, Mr. Card arranged to set aside two miles of track along with cars and a locomotive, to further this dream. To continue this adventure, Mr. Card also provided financial assistance.

Needless to say, the experiment was a huge success and the railroads throughout the country beat a path to the door of George Westinghouse. Westinghouse Air Brake Company was formed and Mr. Card was one of the first stockholders.

An interesting sidelight came out because of Williams Card's life-long interest in railroading. In Pittsburgh, the Pennsylvania Railroad ended at the Pennsylvania Station but this area had a large number of small railroads, independently owned. The Pittsburgh & Steubenville Railroad - incorporated in 1854 - was seven miles long. This railroad, along with the Holiday Cove Railroad, the Panhandle and the Steubenville & Indiana Railroad, were corporations in which the

Pennsylvania Railroad had a financial interest of over five million dollars. In bankruptcy proceedings, the Pennsylvania Railroad bought controlling interest in these and other small lines, which became known as the "Panhandle", running one hundred ninety three miles from Pittsburgh to Columbus, Ohio. This railroad was extended in 1868 to St. Louis and became known as the "Pittsburgh, Cincinnati & St. Louis Railroad", but is still referred to by railroad men as the "Panhandle". In 1863, the Pennsylvania Railroad planned a tunnel from the Pennsylvania Station on Eleventh Street to Fourth Avenue, thence across the Monongahela River to connect with its newly acquired "Steubenville Extension" Railroad. The mayor of the City of Pittsburgh objected to this tunnel and brought suit for an injunction which the courts granted. Eventually, the case was heard by the Supreme Court and the Pennsylvania Railroad lost. The basis for the decision was that the railroad was planning to tunnel under an area over which a "place of worship" had its sanctuary. Through a lot of negotiations and the passage of new laws, the tunnel was finally completed and is still in use.

In 1870, William Card was induced to leave the railroading business and accept a position with the Westinghouse Air Brake Company as its sales agent. In 1880, he was elected corporate Secretary and remained in that position until October, 1902, when he was elected vice-president.

He was elected president of Pittsburgh Screw & Bolt Company and was a heavy stockholder in a number of other Westinghouse operations.

William Card married Hattie Dinsmore in Columbus, Ohio, in 1862. They had three children, William Dinsmore Card, Henry Stone Card, and Nellie Card, wife of Daniel Agnew Moore. Mr. and Mrs. Daniel Moore continued to reside in Pittsburgh for many years. Hattie Dinsmore Card, William's first wife, died in 1879.

In 1890, Mr. Card married again. His second wife was Maria Llewellyn of Washington, D.C. One child, a daughter, Ruth, was born in this marriage.

By this time, William Card had amassed a fortune and had promised his new wife that he would build her a mansion in a location and of a size, befitting all the other socially prominent and wealthy families of Pittsburgh.

On March 9, 1892, he purchased property at 7110-7116 Penn Avenue from John M. Shoemaker, an area of approximately 117,035 square feet (263' by 445' - 2.69 acres) at a cost of \$40,000.00. The Card family added to this acreage until, in 1904, they owned all the land bounded by S. Lang Avenue, Penn Avenue (formerly the "Greensburg and Pittsburgh Turnpike") and Osage Lane, to a depth of over 445 feet opposite Penn Avenue. The addition to this property cost another \$20,000.00. This cost of \$60,000.00 did not include the stone mansion, the stone stables and carriage house, but did include a large frame dwelling which stood on the location where the mansion was to be built. To make room for the mansion, Mr. Card had a new foundation prepared and this frame building moved to its present location at 125 S. Lang Avenue.

Mr. Howard Unangst and his twin sister, Helen, the only children of John T. Unangst, who owned the property from 1925 until 1933, still reside there.

In 1893, after the architects had presented drawings for the approval of Mr. and Mrs. Card, construction was started on the stone mansion and suprisingly, at the same time construction was started on the combination stable and carriage house, which contained matching stone materials. By the end of the year, about one-third of both buildings were completed and final construction continued into 1894. Much of the beautiful wood interior was imported from Australia and South America.

It was estimated that Mr. Card had invested more than one hundred fifty thousand dollars in the original construction and Mr. John T. Unangst added an additional one hundred thousand dollars in 1926 and 1927 by constructing a stairwell, four garages and had the stone building sandblasted.

Mr. Card's estate, at the time of his death, exceeded five million dollars.

William Card had expressed to his wife his intention of purchasing the adjoining "Thomas Kerr" property, should it ever be put up for sale. Less than a year and a half after Mr. Card was killed, Mrs. Card bought the section from Mr. Kerr in a deed, dated August 23, 1904, adding the real estate at the corner of S. Lang and Penn Avenues.

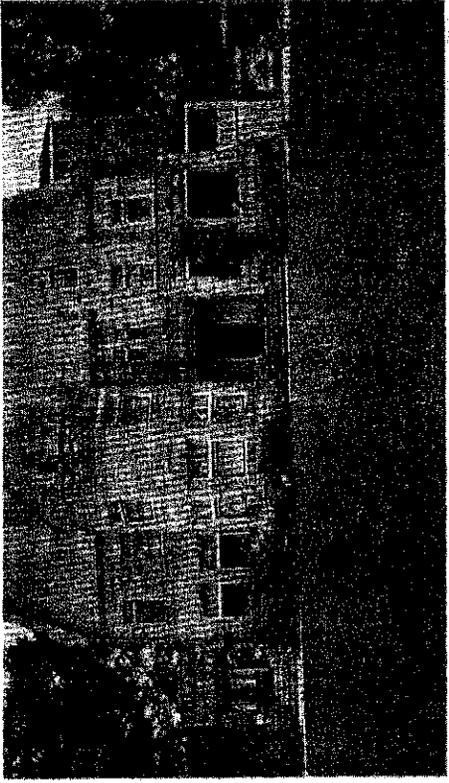
William Card and his wife, Maria were both philanthropists, they contributed to numerous charities but his favorite was the "Free Kinder-



Original Estate before additions. 1926



Original Estate before additions. 1926



Apartment added & sandblasted. 1931



House at time of purchase by Unity. 1975

4

garten Association of Pittsburgh", to which he provided substantial sums for their support. The first sale from this large plot of real estate was also philanthropic.

On February 27, 1920, Mrs. Maria Card sold a lot out of the section bordering Lang Avenue--approximately 110 ft by 85 ft. -- to her companion, Julia C. Harmount, at a price of \$150.00. It is not known whether Julia Harmount was a relative, friend or employee of Mrs. Card but, based on the price Mrs. Card paid for this parcel of property in 1904, the value would have been over \$7,200.00, not injecting a figure for inflation covering the prior sixteen years. We have assumed that Mrs. Card was providing for a close companion who wanted to continue living in Pittsburgh because we find that in 1921, Mrs. Card's address is Cincinnati, Ohio, where she probably moved to be near her daughter, Ruth Card Briggs (Mrs. Templeton Briggs), who resided in Cincinnati at the time.

The mansion at 7110-7116 Penn Avenue remained in the Card family for twenty-nine years. Land speculation, high taxes and cost of maintaining a staff of domestic personnel became too great for even the medium rich. Mrs. Card and her daughter sold it to Mr. Martin M. Burke on December 20, 1921.

After owning the mansion for less than a year, Mr. Burke sold it to James S. Wilson, under a deed, dated May 23, 1922.

Mr. Wilson held the property intact until May 7, 1925, at which time he sold it to Mr. John E. Born for a profit.

Mr. Born was, apparently, quite a speculator. He had land development companies operating in

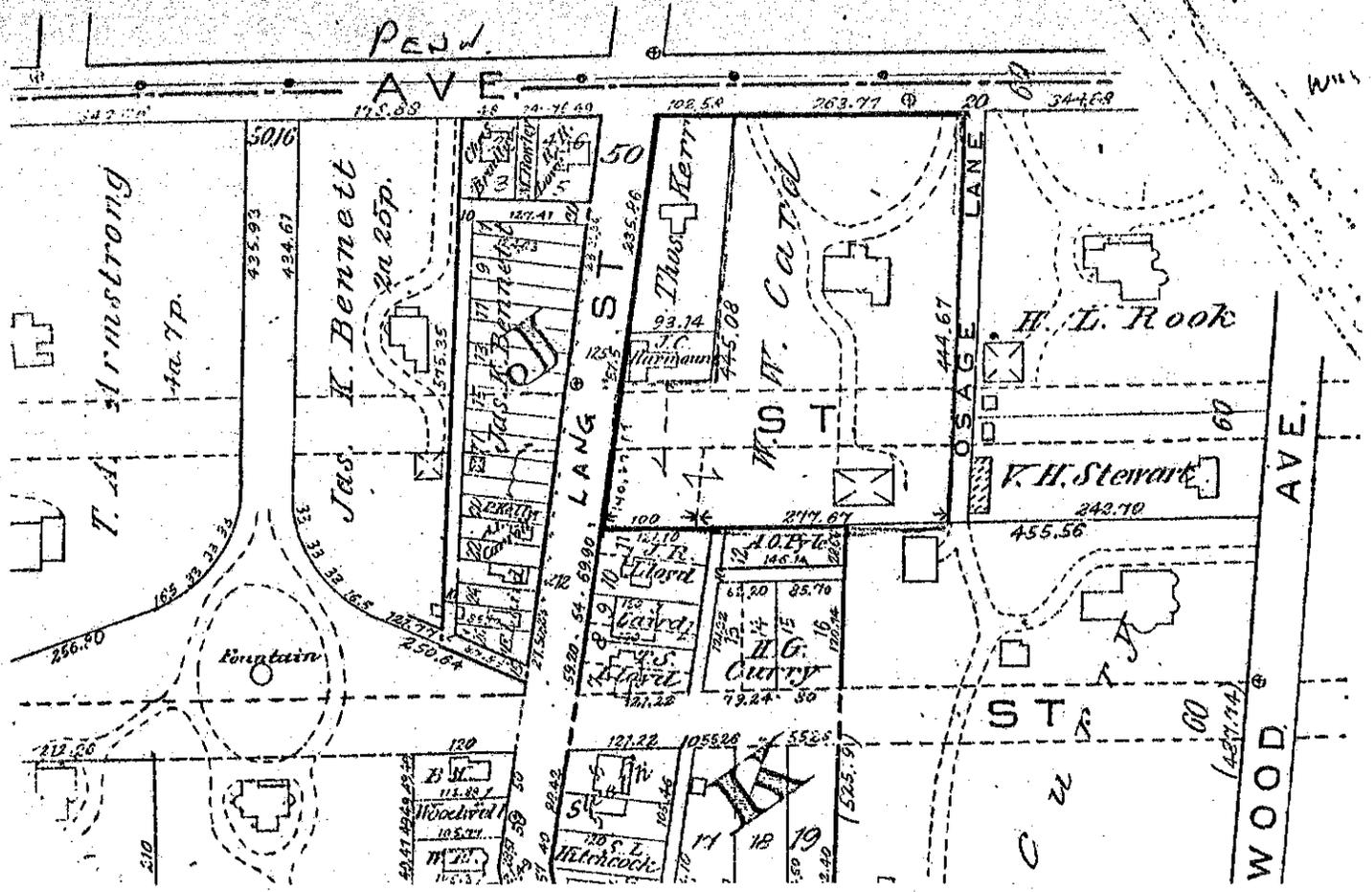
Pittsburgh, Wilkinsburg, West View, Overbook and other areas. He built houses on much of the land formerly own by James Wilson, reducing the size of the mansion property from 152,221 square feet to 47,204 square feet, or by 69%. It was just about this time that liens of more than one hundred thousand dollars were placed against the Card property.

On September 8, 1925, Mr. Born sold the mansion and the remainder of the land to John T. Unangst. It was shortly thereafter that a "dress-up" job was made on the carriage house, converting it into a four-family apartment building. It was also during the next five year period that Mr. Unangst rejuvenated the old buildings and built the new garages.

Mr. Unangst had planned to provide a street-size entrance from Penn Avenue to the mansion and to construct dwellings on each side of the new street but, when presented with these plans, the City of Pittsburgh refused to authorize this development.

The burden of the liens, plus other investments in the property, on top of the refusal of the City to permit additional dwelling expansion, became impossible to carry and, on June 5, 1933, Frank I. Gollmar, Sheriff of Allegheny County, foreclosed. On June 10, 1933, the sheriff sold the mansion and remaining real estate to Commonwealth Trust Company of Pittsburgh.

On December 28, 1944, the property was deeded to Alice J. Gerberding, who almost immediately deeded it to J. Earl Gerberding in a deed, dated January 2, 1945.



Unity Center of Pittsburgh purchased the property for ninety-two thousand dollars and became the new owners on October 6, 1975.

This mansion, with over ninety years of history, has reached its highs as the proud residence of a wealthy family to the other extreme, when it was sold by the sheriff for the payment of debts.

"...and with each ending there is a new beginning. That is the Universal Law at work, for things will not remain static. Divine Mind, which sees the entire scheme, knows when we have outgrown a situation. When it inwardly urges us to move forward, we should do so without fear in any area of life. If we calmly accept Divine Guidance, we may know that every closing door points the way to one that is opening into a new area of growth for us."

* * * * *

Unity Center of Pittsburgh expresses its gratitude to Basil Meyer for his love and effort in researching the history of our property at 7110 Penn Avenue.