

The Knoxville Incline was built in 1890 and was located in Pittsburgh's South Side neighborhood. The incline was designed with an 18-degree curve and had the longest track ever built in Pittsburgh at 2,644 feet. It was the second incline in Pittsburgh with a curved track. The Knoxville Incline's route went from South 11th Street to Warrington Avenue and then to Knoxville Avenue. The incline's huge cars, designed by John M. McRoberts, were large enough to carry cars or heavy freight. The Knoxville Incline was dismantled in 1961.

Fun Facts:

The former site of a youth hostel in Allentown is becoming a police station. The Zone 3 station is moving from the South Side Flats to the corner of Warrington and Arlington.

Mt. Oliver and the South Side were originally granted to John Ormsby as a reward for his military service during the French and Indian War. He named the mountaintop after his son and his father (both named Oliver).

Mt. Oliver was incorporated as a borough in 1892 after residents were unhappy with the leadership of Lower St. Clair.

The city of Pittsburgh had completely surrounded Mt. Oliver by 1927, following the city's annexation of Carrick and Knoxville.

Carnegie Mellon University's choirs and orchestra are playing Haydn's Creation oratorio at 6 pm tonight at St. John Vianney Church (corner of Climax and Allen).

Knoxville is the eighth most-improved neighborhood in the city this year for participation in recycling.

Allentown was carved out of St. Clair Township, which was one of the original townships of Allegheny County.

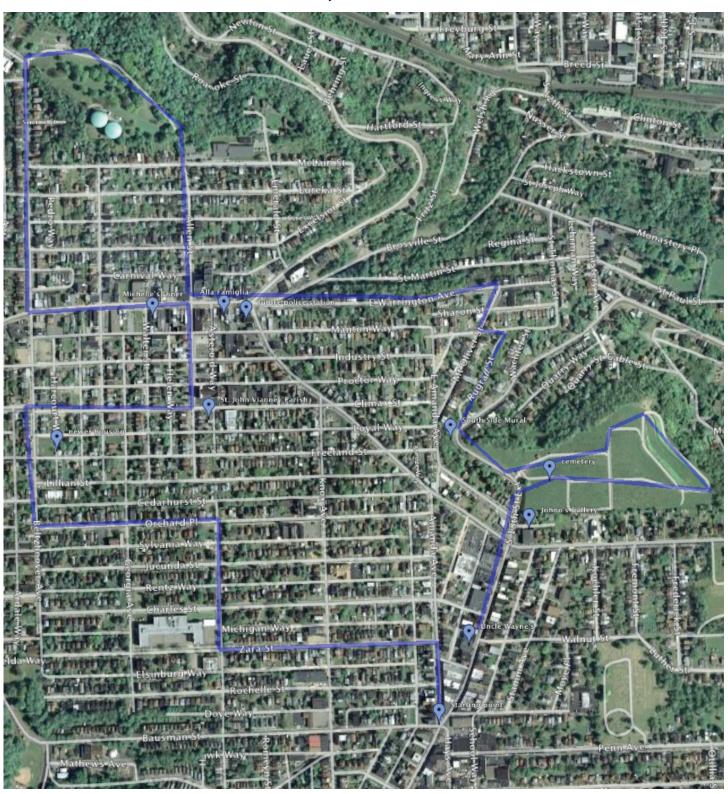
On April 26, 1827 an Englishman named Joseph Allen purchased the land that would eventually be known as Allentown.

Allentown was annexed by the City of Pittsburgh on April 2, 1872

In the past there were five inclines that served Allentown, the most famous of which was the curved Knoxville incline with a station at the intersection of Warrington and Arlington. April 2, 1872



Allentown, Beltzhoover



Knoxville, Mt. Washington