WORLD WAR II YEARS

In addition to the sacrifice of our young men and women who joined the Armed Forces, our Borough (which has often been noted for sectional thinking and geographical divisions) really united in an unprecedented manner for the *War Years Effort and Civilian Defense.*

CIVIL DEFENSE & AIR-RAID WARDENS

After Pearl Harbor, the Allegheny County Council of Defense was activated rapidly – Civilian Defense was a national effort providing the machinery to let the people of every community prepare themselves for any danger that might lie ahead. Its sole purpose was to prepare citizens to meet danger in the most effective manner.

In the first few months of 1942 – 325 Forest Hills neighbors volunteered and registered for assignment. The Civilian Defense Council and Committee Chairmen are listed and identified in the picture. Listed also are the Air-Raid Wardens in posts of 1942.

Civilian Defense Council and Committee Chairman

(Left to Right) – R. N. Cambridge, Youth Mobilization; John W. Logan, Jr., Registration; Frank L. P. Kelley, Transportation; Fred S. Hastings, Chairman, Civilian Defense Council; Ed. A. Hawkens, Air Raid Protection; Dr. F. V. Longphre, Medical and Sanitation; Robert N. Critchlow, Public Works; L. C. Whitney, C. D. Council, Decontamination; Walter W. Keyser, C. D. Council, Auxiliary Firemen; Chas. L. Lavish, Chief of Police; Thomas Passant, Pres. Volunteer Firemen; Frank V. Kovalovsky, Sec'y; Edward H. Lamberger, C. D. Council, Auxiliary Police. Other members, absent from the picture, are: Arthur J. Jackman, Sector Air Raid Warden; Albert L. Koch, Norman A. Allen, C. D. Council members; M. G. Thompson, Police Chairman; James A. Kennedy, Emergency Service; E. L. Symons, Industry and Commerce; Dan. W. Frye, Public Relations; and D. Paul Jones, Training.

HERE'S HOW IT WAS

1942 AIR RAID WARDENS

POST No. 1

Thames, John Y. .....619 Cascade Road
Senior Post Air Raid Warden
Donovan, James H. .....18 Roxbury Road
Smith, Irving R. .....161 Fairfax Road
Cunningham, J. E. .....722 Cascade Road
Donovan, Mrs. J. H. .....18 Roxbury Road
Hillman, Mrs. Harry .....609 Cascade Road
Chapman, Mrs. S. F. .....117 Braddock Road
Vaughn, Mrs. M. E. .....156 Fairfax Road

POST No. 2

Wentworth, F. W. .....313 Overdale Road
Senior Post Air Raid Warden
Stiteler, Ellwood C. .....244 Cascade Road
Sutherland, Henry C. .....234 Washington Road
Snyder, R. R. .....206 Overdale Road
McGreevy, Ed. F. .....1267 Brinton Road
Whitney, Eugene C. .....249 Cascade Road
Clever, William A. .....215 Bevington Road
Frye, Dan W. .....328 Castlegate Road
Reagan, Mrs. Maurice .....325 Castlegate Road
Perkins, Mrs. H. A. .....10 Hawthorne Road
Milholland, Miss Jane .....6 Newport Road
Zinsmeister, Miss Margaret .....11 Bevington Road
Gray, Mrs. Alice R. .....261 Cascade Road
Clever, Mrs. W. .....215 Bevington Road
Brady, Mrs. Frank .....305 Edgewood Road

POST No. 3

West, Pemberton .....103 Elmore Road
Senior Post Air Raid Warden
Mackim, Thomas A. .....607 Braddock Road
Bateman, J. M. .....419 Braddock Road
Gangwere, Mrs. Lenore .....136 Elmore Road
Fritchman, Mrs. R. .....302 Newport Road
Neubauer, Miss F. T. .....606 Braddock Road
Reed, Mrs. Raymond .....104 Elmore Road
Failor, Charles W. .....107 Elmore Road

POST No. 4

Sampson, Edgar R. .....212 Forest Hills Road
Senior Post Air Raid Warden
Samzelius, John W. .....26 Woodside Road
Frost, Leslie R. .....37 Bryn Mawr Road
Staples, E. I. .....29 Wilkins Road
Burrell, Mrs. G. R. .....13 Wilkins Road
Rogers, Mrs. Bruce .....9 Woodside Road
Hayford, Mrs. B. I. .....150 Cherry Valley Road
Allison, Mrs. J. H. .....601 Sherwood Road

POST No. 5

Turnock, E. Hill .....344 Woodside Road
Senior Post Air Raid Warden
McCoy, V. F. .....540 Filmore Road
Hugo, George M. .....818 Braddock Road
Hughes, Kenneth M. .....611 Woodside Road
Logue, Harry M. .....21 Sylvan Road
Kimball, Mrs. A. W. .....27 Hillcrest Road
Krogh, Mrs. A. T. .....339 Woodside Road
Beavers, Mrs. E. M. .....239 Beaver Drive
Seibert, Mrs. R. P. .....595 Filmore Road

POST No. 6

Dicosky, John H. .....238 Berkley Avenue
Senior Post Air Raid Warden
Kovalik, Frank J. .....14 Kenmore Avenue
Shevchik, M. G. .....120 Rockwood Avenue
Engel, August .....245 Berkley Avenue
Danni, Mrs. M. .....245 Berkley Avenue

POST No. 7

Davis, James E. .....513 Halsey Avenue
Senior Post Air Raid Warden
Cunningham, John .....11 Sumner Avenue
Umphrey, D. M. .....534 Pacific Avenue
Hyer, Albert .....17 Sumner Avenue
Heer, Mrs. Elva .....516 Halsey Avenue
Weissbach, Mrs. Olga .....539 Halsey Avenue
Vance, Mrs. Helen .....2147 Ardmore Blvd.

POST No. 8

Shawver, Paul W. .....403 Lenox Avenue
Senior Post Air Raid Warden
Nolan, Leon M. .....603 Lenox Avenue
Park, Peter P. .....511 Marion Avenue
Bargman, Bruce B. .....534 Ogden Avenue
Civilett, Mrs. J. A. .....709 Lenox Avenue
Dietrich, Mrs. W. W. .....538 Ogden Avenue
Jack, Mrs. Peter P. .....505 Marion Avenue
Kennedy, Mrs. H. P. .....407 Marion Avenue

POST No. 9

Meyer, Harry R. .....225 Avenue B
Senior Post Air Raid Warden
Chilcott, N. G. .....173 Avenue A
Seth, Walter .....120 Avenue L
Young, J. F. .....230 Avenue A
Martzell, Harvey .....145 Avenue A
Sumner, Mrs. G. L. .....101 Avenue A
Wetherby, Mrs. T. C. .....116 Avenue L
Ellrod, Mrs. Jessie .....164 Avenue A
Hartzell, Mrs. Harvey .....145 Avenue A

POST No. 10

Hawkens, Edward A. . . . . .373 Avenue E
Senior Post Air Raid Warden
Purifoy, G. R. . . . . .321 Avenue F
Sekerka, J. H. . . . . .432 Avenue D
Brandt, Mrs. Charles . . . . . .373 Avenue F
Harker, Mrs. Donald . . . . . .344 Avenue A
Miner, Mrs. D. F. . . . . .360 Avenue F
Monroe, R. W. . . . . .317 Avenue F
Love, J. T. . . . . .353 Avenue E

RED CROSS

Heroines without Medals

It was the year 1943, and 187 members and volunteer workers had enrolled in the *Red Cross Forest Hills Auxiliary*. There were 5,044 hours of work done including sewing, knitting, and supplying the demand for bandages and surgical dressings. A total of 93 women gave their time with the result that 6,633 dressings were made.

RATION BOARDS for your food and gas stamps
and
DRAFT BOARDS
and
WAR GARDENS and **AIR RAID ALERTS** became a way of life!

SCRAP DRIVES

There were Firemen and Air-Raid Warden scrap drives which netted a total of 82 tons from Forest Hills in 1942. It seemed that the steel mills had an insatiable appetite for their undreamed of production rate and the need of sufficient scrap on hand for planned war production. Still the citizens were urged to collect more.

WAR BONDS & STAMPS

The Incredible School Students

In seven weeks the purchase of War Saving Stamps (sale held one day each week) amounted to $2,515.95. In 1943 the *students* bought a total of $13,619 worth of these War Stamps and Bonds and many of them worked in the summers in the *War* or *Victory Gardens*.

WAR BONDS

War Bond Drives were really successful in our community. The grand total of subscriptions in the year 1943, our second War Bond Drive, was $59,750. The grand total of sales for the third War Bond Drive was $50,525. The patriotic residents, in 1944, raised a total of $80,825 in the fourth, and the fifth Campaign totaled $66,525.

GRAHAM PAUL BRIGHT

Graham Paul Bright, son of Graham Bright, Bryn Mawr Rd. was born Sept. 4, 1912 in Wilkinsburg. The family moved to Forest Hills in 1913.

Schooling in Forest Hills, graduate of Wilkinsburg High, one year at Carnegie Institute of Technology (now Carnegie-Mellon University) then received an appointment to Annapolis 1931 graduating in 1935.

Served in the Navy until the beginning of World War II. He was killed Dec. 10, 1941 during the Japanese attack on Guam.

In 1943 a Destroyer Escort was named for him. U. S. Navy Destroyer Escort "Bright". After the war the ship was bought by the French Navy and is now called "Taurey."

TRANSPORTATION

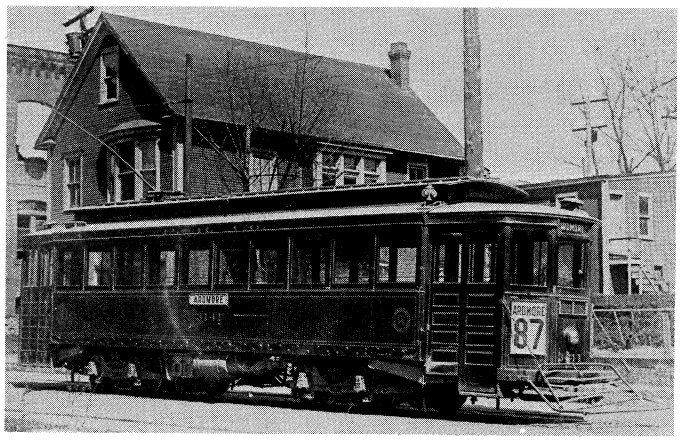
UP AND DOWN THE ARDMORE

1906 or 1907 Streetcar tracks were laid after the "cut" was made from East Pittsburgh up our Fair Valley by the Ardmore Street Railway Company. The clickity-clack of the trolley and the colored sparks from the overhead guide wires suddenly became the big spark of transportation in Forest Hills, and we were "truly on the map." From the early 1900's to the late 1940's the streetcars were the way of life and the "ARDMORE 87" became a number which every child in Forest Hills had to memorize when making the first trip alone on the streetcar. This was the way we went to work, visited our friends, went to Wilkinsburg High School, or to a date's house. Some Forest Hills residents remember going to Halloween parties on the trolley decked out in their costumes, and who can forget the special chartered cars which took the kids to Kennywood for the school picnics! The 87 Ardmore and the Trafford Express (#63) is no longer part of growing up in our community.

1908 The first streetcars ran from Wilkinsburg (probably at "Johnston School") to East Pittsburgh.

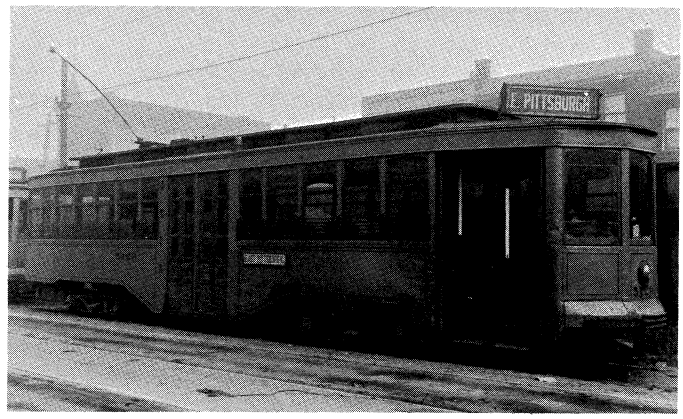
On November 1, the service was extended to East Liberty.

1910 Streetcar service was extended to run to Highland Park for several years on a seasonal or summer basis only. Old timers will remember when families and young couples enjoyed these beautiful all-day trips.



Picture of a very early (Pre 1920) 87 Ardmore. It was a car high above the track and deep red in color with the life-guard fender.

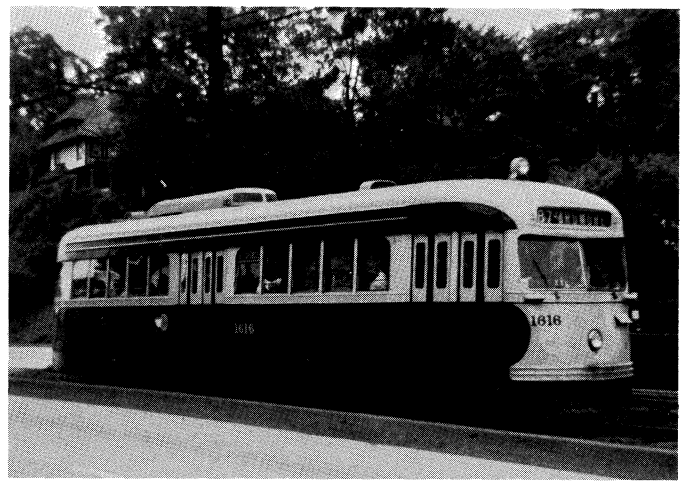
1920-1940 These were the days when few "Bread Winners" owned their own cars – a far cry from 1969 when most men's sons and daughters drive their cars to high school. Thousands of Westinghouse shop men and employees were transported on the famous East Pittsburgh "trippers." In the later years, this route was sometimes called, "The war workers route." Special runs were made from the Homewood car barn to East Pittsburgh. Fourteen cars and nine trailers would leave and complete their runs before nine o'clock. After that the poor housewives could not get a trolley for the next two hours. At three-thirty, the same operation was repeated when the shops were vacated.



Picture of the famous East Pittsburgh "Trippers".

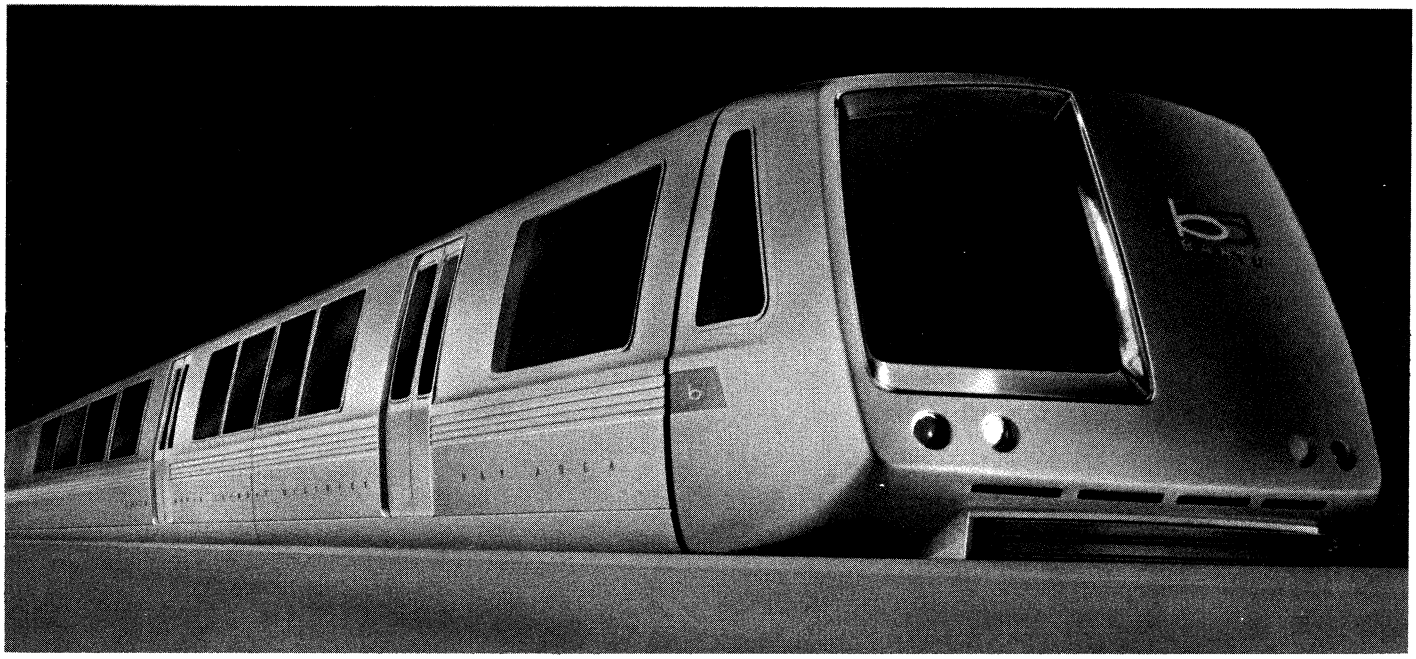
1924 One-man cars began operations in Pittsburgh Railways.

1937 On August 22, service was extended to *downtown* Pittsburgh without getting a transfer at the junction. The car went through East Liberty and down Liberty Avenue.



1940 – New Streamlined Ardmore

September 4, 1966 The Ardmore 87 trolley made its last run through Forest Hills about midnight.



Pictured above is one of the trains which will be used in the BART system in San Francisco which uses a new concept of "hands off" operation of trains. This idea brings together for the first time all functions required to operate trains automatically: speed regulation for safety, stored-program route control, and automatic schedule control by computer to maintain uniform headway.

WESTINGHOUSE TRANSPORTATION CENTER

The transportation division of Westinghouse was formed in Forest Hills in June, 1967, through a combination of the Transportation Equipment Division from East Pittsburgh and the Transportation Systems Department of the R&D Center. In that month, the Transportation Systems Sales, Engineering and Control Departments moved into the Forest Hills site which was being vacated by the Atomic Power Divisions.

Various Westinghouse transportation organizations have been operating in part of the East Pittsburgh Facility for over 75 years. That has been a profitable activity for most of the period for traction motors and controls.

Only recently did Westinghouse look at means of expanding the transportation market. In 1962 we looked at all the new transit concepts. The decision was made to proceed with our own concept which is now known as Transit Expressway. Building the test loop at South Park (near Pittsburgh) gave us capabilities in computer simulation of transit systems operations and in automatic train control. Both of these qualified us to get contracts as shown below. It further shows that our capability extends from new, light-weight vehicle systems designed for a metropolitan situation (but being first applied to an airport) through the traction motor business which even serves competitive monorail systems, and through to the first revolutionary "hands-off" automatic train control system.

Major Product	Experience	Applications
Traction Systems	* New York (NYCTA) * Boston (MBTA) * Chicago (CTA) * Philadelphia (SEPTA) * Cleveland (CTS) * Northeast Corridor Project	† Inter-City Rapid Transit † Commuter Railroads † Intra-City Rapid Transit † Transit Expressway † Monorails † Streetcars
Vehicle Systems	* South Park Project * Tampa Airport Project * LIRR Simulation Study * Paris Airport Study	† Intra-City Rapid Transit † Airports † Universities † New Towns
Transportation Control Systems	* San Francisco Test Track * San Francisco Automatic Train Control and Communications	† Intra-City Rapid Transit † Commuter Railroads † Railroads

Westinghouse

TRANSPORTATION

Historical Roads
Modern Roads
Railroads
OLD Wilkins Township—

The vast Wilkins Township dwindled from 34.5 square miles to its present area of slightly over 2.5 square miles. Much of this change evolved from the changes attributed to transportation. Originally, some of the historical roads and stage coach routes later were the first roads of the emmigrating Indians of our early region—after the Indians came the military; then pioneers conestoga wagons and finally, we discovered the automobile and high speed cars, as well as buses and trucks.

In 1850, came the railroads to this area. This new transportation system changed the picture and industry moved in. The railroad and new municipalities followed the same general path and the population grew. The little villages like Forest Hills and later Churchill Borough needed a broader and closer policing and governing force which was lacking in the *vast Township* form of government. Thus the secession of Forest Hills.

1931-32 The Ardmore Boulevard which is part of the famous Lincoln Highway, Route #30, was widened and became part of a State and National Highway—and with the new Westinghouse Bridge—Forest Hills was truly "on the map". Wilkins Township lost Route #30 to the Ardmore Boulevard of Forest Hills. Many more people were now induced to make Forest Hills their home.

1937 Lincoln Coaches started to operate on a franchise through Forest Hills to Pittsburgh.

1947-48 Penn Lincoln Parkway started construction and when completed gave us the advantage of an East and West access to the express route to the city of Pittsburgh. The parkway was a very significant factor in attracting many new residents to Forest Hills in the 1950's.

1965 Ardmore Boulevard asphalted by State $120,000—borough officials complained of lowered curb heights as safety hazard.

1965 Greensburg Pike widened to *four* lanes—affected more than 100 homes from Le Beua Pike to Braddock Road.

MAURICE MYSELS

Justice of the Peace

•

15 YOST BLVD. AT ARDMORE BLVD.

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on Their

50th Anniversary

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■

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■

WE ARE PROUD TO HAVE PLAYED A ROLE IN YOUR PROGRESS STORY

■

MANY HAPPY RETURNS—

■

REPUBLICAN COMMITTEE OF FOREST HILLS

W. ARCH IRVIN, Chairman

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S. H. Village—Mt. Lebanon
Goodman Bldg.—McKeesport
Penn Center—Monroeville

HAPPY BIRTHDAY!!!

Lincoln Coach Lines has been privileged to provide transportation to the community of Forest Hills since 1937. We have also grown and expanded and now provide charter service to all points in Pennsylvania and the United States—with modern deluxe air conditioned buses.

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From Pittsburgh
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On Your
50th Anniversary
and
Best Wishes for
Continued Success

Koontz Equipment Corp.

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OF ARCHITECTS

PERSONALITIES

Some of our citizens or educators went all the way "to the top" and brought recognition and pride to Forest Hills. We salute them on the occasion of our 50th Anniversary.

MARY LOUISE MILLIGAN RASMUSON (MRS. ELMER E. RASMUSON)

Born – East Pittsburgh, Pennsylvania

BS Carnegie Institute of Technology (now Carnegie Mellon University), Pittsburgh, Pa.

EdM – University of Pittsburgh (School Administration)

Received honorary Doctor of Laws degree from Carnegie Institute of Technology (was one of the two first women to receive this degree from Tech. Helen Hayes was the other woman).

1932-1939 Forest Hills School District, Pittsburgh, Pennsylvania Teacher, counselor, and secretary
1939-1942 Assistant Supervising Principal, Forest Hills School (Member Allegheny County Principals Roundtable)
1942 Entered the United States Army as an auxiliary (private) with the first group of American women (400) selected for the Women's Army Corps.

1942-1962 Military Schooling
Women's Army Corps Officer Training School, Fort Des Moines, Iowa
Adjutant General's School, Fort Washington, Virginia
Command and General Staff College, Fort Leavenworth, Missouri

Military Service – Major Assignments
1943-1946 Director, Women's Army Corps Training Center, Des Moines, Iowa
1946-1947 Staff Officer, General Staff, Department of Army
1947-1952 Deputy Director, Women's Army Corps
1952-1956 WAC Staff Adviser to Commanding General, United States Army, Europe
1956-1957 Staff Officer, Continental Army Command
1957-1962 Director, Women's Army Corps (reappointed in 1961)
1962 (July) Retired as Colonel, U. S. Army, after 20 years military service

Military Medals and Decorations
Legion of Merit with 2 oak leaf clusters
Women's Army Auxiliary Corps Service Medal
American Campaign Medal
World War II Victory Medal
Occupation Medal
National Defense Medal

Other Awards
1950 Carnegie Institute of Technology Alumni Merit Award
1960 Designated by the Governor of Pennsylvania as a Distinguished Daughter
1961 Medal Award, American War Mothers
1962 Alabama Commendation Medal for exceptionally meritorious and distinguished military service

Areas Served in or Visited Officially during Military Service

United States	Denmark
England	Hong Kong & New Territories
Scotland	Panama
France	Japan
Germany	Okinawa
Italy	Taiwan
Turkey	

Organization and Club Affiliations
Zonta; Rotary Wives Club; American Association of University Women; Association of U. S. Army (life member); Retired Officers Association; Reserve Officers' Association; Army-Navy Club; Anchorage Women's Club; Business and Professional Womens' Club; Alaska Native Sisterhood; Delta Kappa Gamma; National Association for the Advancement of Colored People (life member); League of Women Voters; Cook Inlet Historical Society; A-Homes; Pioneers of Alaska Auxiliary; Capt. James G. Lee Auxiliary to Post No. 1685, Veterans of Foreign Wars; Aurora Borealis, American Legion Post; International Platform Association; WAC Officers Association; Washington Athletic Club; Ft. Richardson Officers' Wives' Club; Holy Family Alter Society; Seattle Art Museum; Anchorage Republican Womens' Club

Activities
Member of Anchorage Board of Directors, Alaska Crippled Children's Association
Member of Board, Alaska Division, American Cancer Society
Director-at-Large, National Board, American Cancer Society
U. S. Army, Alaska, Civilian Advisory Council, 1967-68
Chairman, Anchorage Fine Arts Commission, 1967-
Campaign Chairman, Anchorage March of Dimes Campaign, 1968
Board Member, Rasmuson Foundation

"Who's Who of American Women"
"Dictionary of International Biography 1967"

In November, 1961, married to Elmer E. Rasmuson, Chairman of the Board, National Bank of Alaska; (former Mayor, City of Anchorage 1964-67); Swedish Consul for Alaska; Chairman of the Board of Regents, University of Alaska; 1968 Republican Candidate for U. S. Senate

Mother – Mrs. Alice G. Milligan, Anchorage, Alaska
Brother – George V. Milligan, Pittsburgh, Pennsylvania

BETTY WORTHINGTON – "MRS. REPUBLICAN"

Mrs. J. Clark (Betty) Worthington piled up an enviable record of 27 years as Vice-Chairlady of the Republican Committee of Forest Hills and 28 years total of work for the Republican party. She was born and raised in Wilkinsburg, but moved to Forest Hills about 1920. In addition to being active in the Woman's Club and the Forest Hills Presbyterian Church. Betty wrote a Forest Hills column for the Wilkinsburg Gazette for 24 years and also contributed to the borough's own Forest Hills news over the years, until it ceased publication.

CHEF WALTER MUNTWYLER

Among the personalities in different walks of life here was *Walter Muntwyler*, formerly of 629 Cascade Road. In the 1950's he was a renowned chef in Pittsburgh hostelries. He had become Head Chef in the Fort Pitt Hotel in Pittsburgh and also, his magic wizardry was experienced at Longview Country Club in Oakmont, William Penn Hotel, and the old Keystone Club. Walter also worked at hotels in Cleveland, the Gibson in Cincinnati, the Hotel Aster in New York, the Roney Plaza, and the Biltmore in Miami. Previously, he had trained in many cities on the continent. *Mrs. Muntwyler* was active in the Woman's Club and as a registered nurse, assisted in the operation of our Forest Hills blood bank.

OUR TOP BLOOD CONTRIBUTOR

George W. Nagel of 234 Cascade Road, started donating blood in 1939 and has contributed a total of 108 pints of blood over the years to blood banks and hospitals. Congratulations!

WE'RE GLAD YOU MADE YOUR HOME HERE

Dr. Charles Bair, of 173 Fairfax Road, became Superintendent of the Allegheny County schools following the retirement of Dr. Beattie in 1966.

J. R. GLOVER'S CHINCHILLA RANCH

A Chinchilla ranch thrived in Forest Hills in the basement of Public Accountant J. R. Glover's home at 511 Bevington Road. About 1950, Mr. Glover and his wife and sister-in-law, Margaret Cochrane, bought four pairs of silver-furred chinchilla. The cost – $6,000. By 1954, they owned 60 chinchilla and were raising 50 more for other people who had no place to keep them.

MAURICE "MOLLY" REAGANN . . . "GRANDADDY" of BARBERSHOP HARMONY

BARBERSHOPPING – SPEBSQSA

(Society for the Preservation and Encouragement of Barbershop Quartet Singing in America)

It is hard to think of the music and entertainment world without harmony in barbershop quartets in this country or Forest Hills. The Rotary Club of Forest Hills has sponsored over the years three different "Nights of Harmony." The first one was at the Wilkinsburg High School Auditorium in 1960. The second was in 1961. Again – in 1967 – the Rotary had a Barbershop Night at the new Churchill High School Auditorium.

As it is hard to imagine the entertainment world without harmony in Barbershop Quartets, it is likewise difficult to think of the origin of the SPEBSQUSA with our own *Maurice "Molly" Reagan.* This personality who lived at 325 Castlegate Road, was on the Society's *first arrangement* committee. He has harmonized hundreds of songs, including arrangements for International Champion quartets. He judged (mostly as chairman) in twenty international contests and great numbers of districts and regionals.

Maurice originated and patented the CLOCK SYSTEM for barbershop harmony in order to communicate chords and progressions. It was a boon to those with an "ear" for harmony, though short on formal musical training. It covers the waterfront, even to the ringability ratings of chords, based on laws of physics. Other aids are in the Arrangers' Manual (Diekema and Reagan) used in the first HEP School. The phenomenon of barbershop harmony "ring" often requires the "bending" of a tone, whether or not the singer realized what he has done to help produce it. Molly says that according to physics, an octave in barbershop is not invariably twelve half-note steps, and "A-Sharp" is not quite "B-Flat." He adds that "barbershop" is the most exact harmony because the three harmonizing voices in a Grade-A quartet vary (bend) their tone levels to the exact pitch called for by the lead's melody tone. Preservation centers upon the preservation of chord ringability that is typical of "barbershop!"

"Molly" Reagan was singing and doing what comes natchur'ly back as far as 1908 when he first harmonized in a high school quartet. College and a distinguished Pittsburgh career as a Westinghouse electrical engineer only increased his early avocational interest in this field!

Mrs. Margaret Reagan was also well known in the Forest Hills Garden Club, Republican politics, and the Woman's Club.

In addition to our "grandaddy" of Barbershop Harmony, Maurice Reagan, Carl Chada of Forest Hills was a member of the Westinghouse Quartet which introduced comedy into quartet circles. Mr. Sisk, formerly of the borough, sang with "The Pittsburghers."

Today, Barbershopping is an international group in competition, starting out with 1300 quartets . . . later reduced to five for final competition and world champion.