

HEINLEIN GENEALOGY

GREATER PITTSBURGH AIRPORT

Original terminal

The airport was designed by a local architect named Josep W. Hoover. One of the primary features of his style is the use of simple, exposed concrete, steel, and glass materials. The terminal building was constructed in "stepped" levels: the first floor extended farther than the second, the second floor extended farther than the third, etc. Such a design meant that the uncovered roof of the lower level could then be used as an observation deck. In addition to the observation decks, the rounded "Horizon Room" was designed on the fourth floor with a commanding view of the airport runways. The interior of the terminal building was designed in the International Style, as was the exterior. One of the most memorable features of the lobby was the large compass laid in the floor with the green and yellow-orange terrazzo. The lobby also included shops and services for travelers. A mobile by Alexander Calder was another decorative feature of the lobby. The mobile currently hangs in the center core of the new airside terminal.

The first five airlines of the Greater Pittsburgh Airport were TWA, Capital Airlines (later part of United Airlines), Northwest, All American (later it become Allegheny Airlines, USAir, and finally US Airways), and Eastern Airlines.

In 1959, the east dock was added to the terminal as air travel became more popular. On July 25, 1959, TWA introduced the first scheduled commercial jet service (Douglas DC- 8) to Pittsburgh. With the longer range of jet engines, international air travel was more practical. By 1969, the airport sought to become an international airport. Ground was broken for the new International Wing, west of the original terminal building, on July 8, 1970. The International Wing opened in 1972 to accommodate federal inspection services and other requirements for international travel. In that year, local newspapers advertised airline tickets to numerous places in Europe, the Caribbean, Japan, and Canada.

In 1972, rotundas were added to the end of each dock to further expand the number of gates at the terminal. In the later 1970s, significant growth in regional air travel created a need for additional gates at the terminal. In 1980, the South East Dock was opened. Even with all the expansions, the terminal could not meet the needs of modern air travel. Operations moved into the new Midfield Terminal in 1992.

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A replica of PIT's original terrazzo compass located in the new main terminal