

**Individual Narrative of Gabriel⁸ Leverich [255]
Son of Sarah⁷ Leverich [130] and Samuel⁷ Leverich [187]
Husband of Caroline Collingwood**

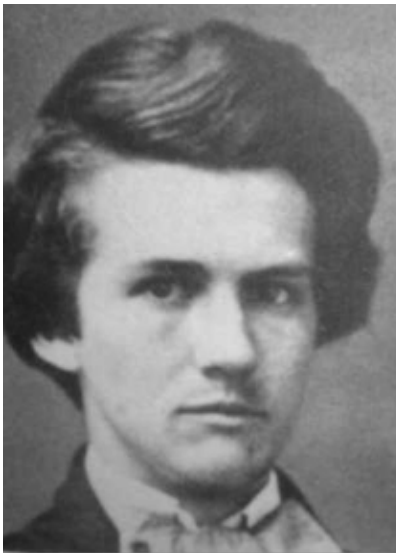
Gabriel Leverich was born on 19 August 1834 in Manhattan, New York Co, New York. He was the son of Samuel and Sarah Leverich (second cousins), for many years residents of New York City. They relocated to Southport, Chemung Co, New York circa 1837.^{1,2}

Gabriel Leverich age 16 was recorded in the 1850 U.S. Census of Southport, Chemung County, New York, accompanied by his parents, as well as his siblings Mary age 14, Jesse age 12, and S. B. male, age 10. His father Samuel is described as a farmer.³

In his early years, Gabriel attended what was then called the District (public) school in the vicinity, where he excelled in all his studies. His taste seemed to be decidedly for mechanical work, and among his early inventions were a hay-rake, much like the one then in use; a hay-fork for use by horse power, and other ingenious and practical inventions.⁴

On 15 September 1854 the following advertisement appeared in the New York, *New York Semi Weekly Tribune*. "For Sale, 150 acres excellent farming land, mostly level, well improved and easily tilled, pleasantly situated in Chemung Valley, five miles southeast from Elmira and two from Wellsburg Depot, New York and Erie Railroad, Churches, Schools and Post Office nearby. For particulars, address G. LEVERICH, Wellsburg, P. O., Chemung County, New York."⁵

Two intimate friends and near neighbors, of about his own age, were graduates of the Rensselaer Polytechnic Institute in Troy, New York, and this led him also to attend the institute, from which he was graduated in 1857. His first engagement, after graduation, was at the Trenton (New Jersey) Locomotive Works, where machinery for the manufacture of small arms was about to be introduced. In this connection he spent some time at the works near Springfield, Massachusetts, obtaining data from which he designed and constructed the necessary tools.^{6,7}



Gabriel Leverich, young

On February 7, 1859 and following an advertisement was published in various newspapers. "COLLINGWOOD & LEVERICH, SURVEYORS, ENGINEERS, AND DRAUGHTSMEN, are prepared to make surveys, attend professionally as CIVIL MECHANIC, OR HYDRAULIC ENGINEERS. Execute ARCHITECTURAL, TOPOGRAPHIC, AND MACHINE DRAWINGS, and transact all business connected therewith, with neatness, accuracy and dispatch. OFFICE, with Collingwood Brothers, Jewelers, 13 Lake Street, Elmira, N.Y. P. COLLINGWOOD. G. LEVERICH. REFERENCES. S. Benjamin, Tracy Beadle, Elmira; Geo Sidney Camp, Esq., Owego; Judge D. Boardman, Ithaca."⁸

At this time, Mr. Wiard was at Trenton, engaged in the construction of heavy ordinance embodying proposed improvements, and Mr. Leverich became interested in the matter. This, at a later date, led to his employment at Boston in the design of the "Thompson Gun". Mr. Leverich was one of the first to shrink on a jacket or insert a lining. This involved the refined accuracy of measurement. Other enterprises with which he was intimately connected were: the design and construction of apparatus for the destructive distillation of wood, in which all the products were saved; also, of machinery for the manufacture of fuel briquettes, by the compression of peat; and of improvements in the propulsion of tram cars.⁹

Gabriel Leverich was listed in the 1860 Elmira, New York City Directory: Collingwood and Leverich, civil engineer, &, 13 Lake, home at Southport.¹⁰

Gabriel Leverich age 22 engineer was recorded in the 1860 U.S. Census of Southport, Chemung County, New York, accompanied by his parents, as well as his siblings Mary age 21, Jesse age 19, and Simeon B. age 17. His father Samuel is described as a farmer. Gabriel Leverich was listed in the 1861 Elmira, New York City Directory: Surveyor, Wellsburg.^{11,12}

Gabriel Leverich married Caroline Collingwood on 6 January 1863 at Trenton, Mercer Co, New Jersey. Caroline was born 1 April 1842 in Elmira, Chemung Co, New York. She was the daughter of Francis Collingwood Sr, who came to Elmira in 1822, and Elizabeth Kline.^{13,14,15}

Gabriel Leverich age 35 civil engineering was recorded in the 1870 U.S. Census of Brooklyn Ward 4, Kings County, New York, accompanied by his wife Caroline age 28. A son Samuel Francis Leverich was born in 1864, and died as a child in 1867.^{16,17}

Gabriel Leverich was elected a Member of the American Society of Civil Engineers on 6 July 1870, and from 1872 to 1877 served as Secretary of the Society. In these trying years of the Society's history, while nominally receiving a fair salary, he spent a considerable proportion of it in paying expenses which he deemed essential for its advancement, and for which the income was insufficient. Only his most intimate friends knew of this, however.¹⁸

Gabriel Leverich was listed in the 1874 New York City Directory, office at 63 Williams Street in Manhattan, residence at 19 Elliott Place, Brooklyn. The American Society of Civil Engineers met on January 21, 1874, at 63 William Street, Mr. Gabriel Leverich presiding.^{19,20}



Gabriel Leverich, mature

Gabriel Leverich was listed in the 1877 New York City Directory, Secretary 4 East 23rd Street, residence 228 E. 50th Street.²¹

Gabriel Leverich age 45 civil engineer, was recorded in the 1880 U.S. Census of Brooklyn, Kings County, New York. The household included his wife Catherine age 38 (enumeration error by census taker, her name was actually Caroline); daughter Jessie C. Leverich age 2 (yet another enumeration error by the census taker, this was actually a son Jesse C. Leverich); and daughter Mary G. Leverich age 1. A son Robert Collingwood Leverich was born in 1873 and died as a child in 1875.^{22,23}

The New York and Brooklyn Suspension Bridge over the East River was built between 1869 and 1883. Gabriel Leverich was a principal assistant engineer during construction, and a mechanical engineer during operation. Gabriel's services upon the Brooklyn Bridge began circa 1878 when the approaches were under construction and he was actively employed on the bridge for 22 years, retiring about 1899 due to illness. He was responsible for the general features of the design of the Franklin Square Bridge, where the complexities of construction were very considerable. He took an important part, also, in the design of the New York station; and had entire charge of the changes, in both the New York and Brooklyn stations, made necessary by the great increase in traffic. These changes more than doubled the carrying capacity of the bridge. The rapid growth of traffic made it necessary also to improve the apparatus for propelling the cars on the bridge and increase its power. In carrying this out, Gabriel showed an accurate knowledge of mechanical devices, and of the principles of mechanics; and the machinery is a model of ingenuity and effectiveness. This apparatus is described in a paper by him in Volume XVIII of the *Transactions* of the Society. He contributed several other papers and discussions to the *Transactions*. All are noted for their clearness and accuracy of thought and expression. This was characteristic of all his work, and enabled him to answer all objections and carry his plans through to completion.^{24,25}

THE LONGEST SUSPENSION BRIDGE SPAN EVER BUILT UNTIL THE YEAR 1903



NEW YORK AND BROOKLYN SUSPENSION BRIDGE, NEW YORK CITY

During Construction

Washington A. Roebling, '57, Chief Engineer
Francis Collingwood, '55, Principal Assistant Engineer
Charles C. Martin, '56, Principal Assistant Engineer
Gabriel Leverich, '57, Principal Assistant Engineer
Frank L. Rowland, '75, Assistant Engineer

During Operation

Charles C. Martin, '56, Chief Engineer and Superintendent
Gabriel Leverich, '57, Mechanical Engineer

Gabriel Leverich was listed in the 1883 Orange (NJ) City Directory: civil engineer, Second near Academy; 279 Front, N.Y.²⁶

Gabriel Leverich was recorded in the 1885 New Jersey State Census of South Orange, Essex Co, New York. His household included his wife Caroline, his son Jesse C. Leverich, and his daughter Mary G. Leverich.²⁷

In January 1888 Gabriel Leverich published an article entitled "The Cable Railway on the New York and Brooklyn Bridge" in Volume 18 of the *Transactions of the American Society of Civil Engineers*.²⁸

From 28 September 1887 to 30 April 1888 Gabriel Leverich made a series of reports on various operational aspects of the Brooklyn Bridge, specifically on the enlargement of traffic facilities of the bridge. These reports were submitted to the Chief Engineer, The Board of experts to the Terminal committee of the Board of Trustees of the New York and Brooklyn Bridge.²⁹

In 1889, Gabriel Leverich published a forty page book accompanied by 32 illustrations entitled *The Traffic Capacity of the New York and Brooklyn Bridge Railway*. The book was printed by Gabriel's brother Simeon B. Leverich of Manhattan.³⁰

An article published in the *Brooklyn Daily Eagle* on 30 March 1890 provided the following description of the New York terminal building of the Brooklyn Bridge. "The New York station building is more after the Byzantine style, being flanked at each corner with four graceful domes and in various places on the mansard roof portion being embellished with numerous minarets and spires. It is a higher building than the Brooklyn station, yet it contains one floor less, being only ten stories high, exclusive of towers. It is also a more highly ornate building and is intended to be built of stone. The cost of the two buildings will be over \$3,000,000. The buildings, with their intended system of tracks were both designed by Mr. G. Leverich, the civil engineer in the employ of the bridge."³¹

On 18 January 1890 an application was submitted to the U.S. Patent Office by Gabriel Leverich of South Orange, Essex County, New Jersey. The letters patent were issued on 20 May 1890 stating that Gabriel had invented certain new and useful improvements in horizontal deflecting pulleys for Cable Railways, providing detailed specifications.³²

On 25 July 1890 an application was submitted to the U.S. Patent Office by Gabriel Leverich of Maplewood, Essex County, New Jersey. The letters patent were issued on 23 December 1890 stating that Gabriel had invented certain new and useful improvements in Throttle-Valves, providing detailed specifications.³³

Gabriel Leverich authored a pamphlet 21 June 1892 entitled "Cable and Electric Motive Power on Street Railways Compared." This research paper was cited in a report pertaining to the New York City subway entitled "Design and Construction of the IRT: Electrical Engineering" by Barbara Kimmelman.³⁴

On 22 October 1893, the *Brooklyn Daily Eagle* reported: **LOOKING UP ELECTRICITY FOR THE BRIDGE.** Engineer Leverich of the bridge staff returned from Chicago yesterday, where he had spent a week specially assigned by Superintendent Martin to make an exhaustive examination of the Thompson-Houston traction system in operation on the intramural road at the world fair. His report, to be made at the next meeting of the trustees, will be an interesting document.³⁵

Gabriel Leverich was recorded in the 1895 State Census of Orange, Essex Co, New Jersey. His household included his wife Caroline and his daughter Gertrude.³⁶

Gabriel Leverich wrote to the editor of the *Brooklyn Daily Eagle*, published 9 November 1895: "The recent attacks in the public press directly on the trustees of the New York and Brooklyn bridge and inferentially on the engineering and operating management was mischievous in its conception and may be destructive if further continued in the same spirit."³⁷

On 3 September 1897 the *New York Times* reported on the Brooklyn Bridge Trolley Plan. Mechanical Engineer G. Leverich of the Bridge Corps is considering a new plan for the trolley terminus of the New York end of the structure, of which only the general outline is known. It is intended to have the cars make the loop on the Park Row street level, instead of on a floor above the bridge cars. This will obviate the necessity for elevators and stairways. Mr. Leverich will prepare drawings, which will be submitted to the Trustees at their next meeting. It is said that President Berri and Chief Engineer Martin approve of the idea. The railroad officials favor the modification of the present plan because of the saving it will make to them in construction. They will continue work under the original designs unless notified of a change.³⁸

Gabriel Leverich, age 66, civil engineer, was recorded in the 1900 U.S. Census residing at 301 Decatur Street, Brooklyn, Kings County, New York. His household included his wife Caroline age 58 and his daughter Mary G. Leverich age 21.³⁹

Gabriel Leverich, civil engineer, was listed in the 1904 Brooklyn City Directory, 815 Park Place, Brooklyn.⁴⁰

Gabriel Leverich, civil engineer, died on 27 November 1905 at 815 Park Place at Brooklyn, Kings Co, New York, at age 71. His death certificate cited his cause of death as chronic endocarditis and cerebral thrombosis. He was survived by a widow and a daughter Gertrude who was married and lived in Key West, Florida. Gabriel was buried in Rosedale Cemetery, Montclair, Essex Co, New Jersey.^{41,42,43,44}

Caroline Leverich, widow of Gabriel, was listed in the 1909 City Directory of Detroit, Houghton Co, Michigan, boarding at 84 Watson. Caroline's sister Emily Edwards and her niece Emma Edwards were living in Portage, Houghton Co, Michigan in the 1910 U.S. Census. Caroline is not found in the 1910 Census.^{45,46}

Caroline, widow of Gabriel Leverich, was listed in the 1919 City Directory of Santa Monica, Los Angeles Co, California. She was living with her married daughter Mary G. Berghell at 827 3rd Street.⁴⁷

Caroline Leverich, widow age 77, was recorded in the 1920 U.S. Census of Portage, Houghton Co, Michigan. She was living in the household of her sister Emily R. Edwards, which also included Emily's nephew and son-in-law Charles R. Collingwood age 53 and her daughter Emma Edwards Collingwood age 52.⁴⁸

Caroline Leverich, widow of Gabriel Leverich, died 2 May 1923, probably in Santa Monica, Los Angeles Co, California, likely living with her daughter Mary Gertrude Berghell. Caroline was buried at the Rosedale Cemetery, Montclair, Essex Co, New Jersey.^{49,50}

Gabriel Leverich and Caroline Collingwood had four children, one of whom survived to adulthood.⁵¹

- i. Samuel Francis Leverich was born 10 July 1864 in Trenton, Mercer Co, New Jersey. Samuel died as a child 22 October 1867 in Manhattan, New York Co, New York. He was buried at Rosedale Cemetery, Montclair, Essex Co, New Jersey.^{52,53,54}
- ii. Robert Collingwood Leverich was born 26 November 1873 in Brooklyn, Kings Co, New York. Robert died as a child 31 December 1875 in Brooklyn. He was buried in Rosedale Cemetery, Montclair, Essex Co, New Jersey.^{55,56,57,58}
- iii. Jesse Collingwood Leverich was born 2 June 1877 in Manhattan, New York Co, New York. Jesse died as a teenager age 15 on 3 January 1892 in South Orange, Essex Co, New Jersey. He was buried at Rosedale Cemetery, Montclair, Essex Co, New Jersey.^{59,60,61}
- iv. Mary Gertrude Leverich was born 23 January 1879 in Brooklyn, Kings Co, New York. Mary Gertrude married Alfred Alexander Berghell 27 May 1904 in Brooklyn. At the time of their marriage, Mary Gertrude and Alfred lived in Key West, Florida. In 1910 they lived in Pct 7, Palm Beach Co, Florida. In 1919, 1920, 1930, and 1940 (Mary Gertrude, Widow) they lived in Santa Monica, Los Angeles Co, California. In 1950 Mary Gertrude, widow, lived in Los Angeles, Los Angeles Co, California. Mary Gertrude Leverich Berghell died 9 June 1951 at which time she was living at 242 South Carolina Avenue, Los Angeles. She was buried at Forest Lawn Memorial Park, in Glendale, Los Angeles Co, California.^{62,63,64,65,66,67,68,69,70,71,72,73}

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⁶³Passport Applications, Record Group 59; (Washington, DC: National Archives), Roll No. 0590, 23 May 1900, Number 25171.

⁶⁴1900 U.S. Census New York, Kings Co, Ancestry.com, Brooklyn Ward 23, ED 0402, page 12.

⁶⁵*Newtown (CT) Bee*, Newtown, Fairfield Co, Connecticut, 1877 to date. Hereinafter cited as *Newtown (CT) Bee*, 27 May 1904.

⁶⁶1910 U.S. Census Florida, Palm Beach Co. Ancestry.com, Provo, Utah. NARA, T624, Roll 166, Pct 7, ED 0126, page 5A.

⁶⁷*Santa Monica CA City Directory 1919*.

⁶⁸1929 U.S. Census California, Los Angeles Co. Ancestry.com, Provo, Utah. NARA, T625, Roll 105, Santa Monica, ED 0604, page 1A.

⁶⁹1930 U.S. Census California, Los Angeles Co. Ancestry.com, Provo, Utah. NARA, T626, Santa Monica, ED 1507, page 9A.

⁷⁰1940 U.S. Census California, Los Angeles Co. Ancestry.com, Provo, Utah. NARA, T627, Roll 257, Santa Monica, ED 19-783, page 7A.

⁷¹1950 U.S. Census California, Los Angeles Co. Ancestry.com, Provo, Utah. NARA, NAID 43290879, Roll 5055, Los Angeles, ED 66-801, page 18.

⁷²Mary Leverich Berghell, Death Certificate 9760 (12 June 1951), CA Department of Public Health Vital Statistics, 3321 Power Inn Road, Sacramento, CA 95826, Registration Number 9760. Hereinafter cited as *Berghell, Mary Leverich Death Certificate*.

⁷³Find A Grave, online www.findagrave.com, Memorial Number 85348248.