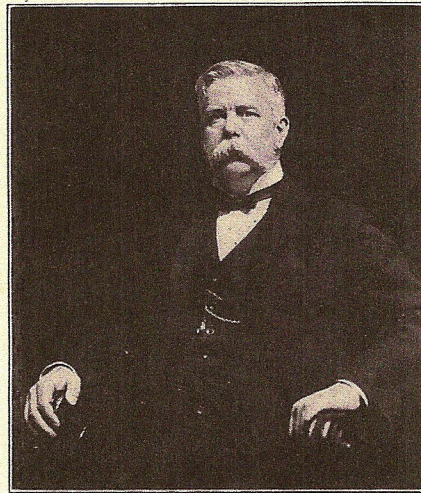


25th Anniversary
and
Old Home Week



August 21-24, 1929

Trafford Borough Incorporated
1904

FOREWORD

THERE is no royal road to anything. One thing at a time. All things in succession. That which grows fast often withers as fast as it grew. That which grows slowly endures and matures into a thing of beauty and usefulness. The growth of Trafford has not been rapid, neither has it been too slow; just a healthy substantial growth; so that, today, on her Twenty-fifth Anniversary, we behold a peaceful, prosperous village securely founded upon solid rock. It is not composed, however, of a dead pile of stones and timber. It is a pulsating, living thing, made up of the beating hearts of ambitious men and women, who are striving towards a common end. This is the secret to our achievements.

We love our town. It is home. The golden age is not in the past; neither is it in the future. It is in the ever-present: Here and now.

If you are interested in local history, the facts in this booklet will be both stimulating and helpful. If you admire the accomplishments of a thrifty people you can spend a delightful hour in silent meditation. If you love to revel in the beauties of nature's picture gallery you can peruse these pages with pleasure and profit.

PROGRAM COMMITTEE.

Executive Committee



Top Row—Left to Right

O. B. DEAN
A. I. BEARER
DR. D. O. TODD
J. C. BAIR

Bottom Row—Left to Right

J. R. LOVETT
ELMER HENDERSON
JOHN HURSH
M. V. WILSON
S. W. McCARTNEY

Trafford Borough Officials

BURGESS
ELMER HENDERSON

BOROUGH COUNCIL

ISAIH DIEHL, *President*
JAMES JOHNSTON
J. T. MEADOWCROFT
J. E. BISHOP
M. M. RUBRIGHT
J. T. PRESCOTT
L. J. ADAMS

BOARD OF EDUCATION

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H. R. LEFFLER
Vice President
F. W. REED
Secretary
L. D. BARDWELL
Supervising Principal
PROF. H. E. SEVILLE
Solicitor
R. W. CARSON
Treasurer
B. W. CARLSON
A. H. YEAGERS
DR. C. L. MITCHELL

BOARD OF HEALTH

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J. C. BAIR
Secretary
W. B. EAVES
Health Officer
A. I. BEARER
DR. F. M. POGUE
E. W. LYTLE
T. A. FIKE

PARK AND SHADE TREE COMMISSION

J. C. BAIR
O. M. KIMMELL
A. I. BEARER

PLANNING AND ZONING COMMISSION

President
W. C. JENKINS
Secretary
R. A. MCCALL
IRA BLYSTONE
O. M. KIMMELL
J. M. LEFFLER
O. F. SCHENDEL

BOARD OF ADJUSTMENT

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J. V. BEAZLEY

Police Department
C. G. BRANDT, Chief

Fire Department
JOHN HURSH, Chief

Assessor
O. M. KIMMELL
Asst. Assessor
W. C. JENKINS
Asst. Assessor
J. M. LEONARD

Borough Solicitor
FRED B. TRESCHER

Building Inspector
R. A. MCCALL

Borough Clerk
R. A. MCCALL
Borough Engineer
J. R. CRONISTER
Street Commissioner
MERRIL HILL

Justice of the Peace
JOHN S. SLOAN
Justice of the Peace
AL. FREED

Trafford Borough Council



Top Row

M. M. RUBRIGHT

C. G. BRANDT

Chief of Police

J. T. MEADOWCROFT

JAMES JOHNSTON

Second Row

J. T. PRESCOTT

R. A. McCALL, Clerk

ISAIAH DIEHL

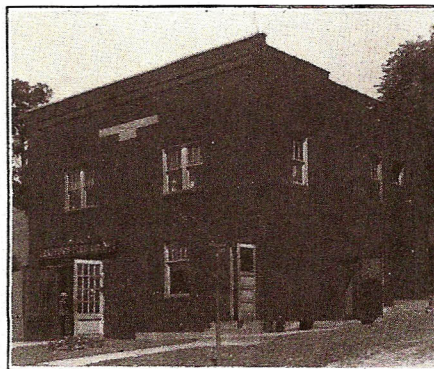
ELMER HENDERSON

Burgess

J. E. BISHOP

L. J. ADAMS

(Not on Picture)



MUNICIPAL BUILDING



BANQUET OF FIRST BOROUGH OFFICERS, TRAFFORD INN, 1904

First Officers of Trafford Borough, 1904

1.	<i>Burgess</i> - - - - -	W. W. PALMER
2.	<i>Justice of the Peace</i> - - - - -	E. P. WHITTEN
3.	<i>Justice of the Peace</i> - - - - -	WM. LEFFLER
4.	<i>Council</i> - - - - -	J. S. CORNELL
5.	<i>Council</i> - - - - -	J. C. BAIR
6.	<i>Council</i> - - - - -	S. S. STEWART
7.	<i>Council</i> - - - - -	AUGUST SLUSSER
8.	<i>Council</i> - - - - -	DR. D. O. TODD
9.	<i>Council</i> - - - - -	L. G. BLUNT
	<i>Council</i> - - - - -	W. A. MILLER
	(Not on Picture)	
10.	<i>School Director</i> - - - - -	L. Y. WOODMANSEE
11.	<i>School Director</i> - - - - -	A. B. KERR
12.	<i>School Director</i> - - - - -	R. McCUTCHEON
13.	<i>School Director</i> - - - - -	F. A. STAUFFER
14.	<i>School Director</i> - - - - -	JOSEPH MURRAY
15.	<i>School Director</i> - - - - -	A. E. GRAHAM
16.	<i>Auditor</i> - - - - -	G. K. BUTLER
17.	<i>Auditor</i> - - - - -	D. D. BERLIN
18.	<i>Auditor</i> - - - - -	R. A. McCALL
19.	<i>Assessor</i> - - - - -	C. R. BLAKELY
20.	<i>Tax Collector</i> - - - - -	J. O. BLACKBURN
21.	<i>High Constable</i> - - - - -	E. E. SMITH
22.	<i>Constable</i> - - - - -	MARION HOUT
23.	<i>Inspector of Election</i> - - - - -	CHAS. DETTIS
24.	<i>Judge of Election</i> - - - - -	EDWARD HERBST
	<i>Inspector of Election</i> - - - - -	J. CASHDOLLAR
	(Not on Picture)	

History of Trafford

By Edward D. Seitz

A SQUARE MILE OF LAND

HOW a great industrialist planned and developed a square mile of land into a large and flourishing manufacturing site and workmen's housing, and named it Trafford for a Park in England of the same name.

To George Westinghouse, always working with and planning for large things, it was but a natural course of events that he could conceive the idea of selecting a location where he might have ample room to expand his growing work shops and at the same time provide up-to-date surroundings for his employes.

Early in 1901, after much consideration and study, options were secured upon some six hundred acres of land at the junction of Brush Creek and Turtle Creek, some seventeen miles East of Pittsburgh on the main



FAIRMONT AVENUE SOUTH FROM FIFTH STREET

line of the Pennsylvania Railroad at a point then known as Stewarts Station. The greater portion of this land was purchased from old residents in that vicinity, viz., the Stewart and Brinton families. A large portion of it was bottom land, suitable for factory locations, while just beyond at a slightly higher elevation was a gently sloping plateau admirable for housing purposes.

Immediately the options were obtained, prominent lawyers and civil and landscape engineers were called upon to perfect titles, draw plans and devise ways and means for the best possible development for a town and manufacturing site.

Persons not intimately familiar with such problems have little comprehension of the tremendous amount of study and thought given such a project even before a decision can be given as to the best manner in which to locate streets, methods of disposing of sewage—both storm and sanitary—transportation of employes to and from the location both by steam, electric and highway; utilities, such as water, lighting and telephone.

The Turtle Creek Branch of the Pennsylvania Railroad as then located, interfered with the proper layout of buildings for the Westinghouse Foundry—for this was to be a foundry town at which it was planned to manufacture all the grey iron castings used by the Westinghouse Electric & Manufacturing Company and Westinghouse Machine Company. Eventually, also, all the steel castings as future requirements should demand. This naturally brought up the method of conveying materials between East Pittsburgh and Trafford, resulting in the formation of The Westinghouse Inter Works Railway Company and the entering into of an agreement with the Pennsylvania Railroad Company for the use of the Turtle Creek Valley Railroad between East Pittsburgh and Trafford for that purpose.

An agreement was also made for the extension of the Wilmerding and Pitcairn Street Railway from Pitcairn to Trafford and a loop provided through the business portion of the Borough. Before this could be an accomplished fact, a steel viaduct over 1,000 feet long had to be constructed carrying the highway leading from Pitcairn over the manufacturing property and right-of-way of the Pennsylvania Railroad Company to the town site proper.

Because of the expense involved it was not thought best to secure an extension of water mains by the nearest local company at Pitcairn, therefore, a corporation was organized for this purpose to supply this necessity.

Electric light and telephone facilities were provided by utilities then in the field, under an agreement providing for the manner in which the streets were to be occupied.

Grading of streets, paving and curbing of same; construction of sewer and water lines; laying out of parks, etc., all were considered and provided for in the first general comprehensive plan.

Coincident therewith other engineers and architects were drawing plans for the great factory buildings—single dwellings and apartments for the married men and an inn where the single men and transient guests could be taken care of.

Months went by, plans took more definite form, and finally on Monday, June 2, 1902, the following advertisement was broadcast throughout the newspapers of Western Pennsylvania.

MONDAY, JUNE 2, 1902

**The Coming Great Westinghouse Industrial Community
TRAFFORD CITY**

**Will be born Saturday, June 7, 1902, with Grand Opening
sale of lots and Free Excursions**

Free Tickets for this Excursion are now being distributed.

People interested in visiting this property should call or send in their applications at once. We will try to answer letters but

owing to the tremendous correspondence received even before the sale was announced, we will ask all living near Pittsburgh to come in person.

The first section of chartered train from Pittsburgh will leave at 9:00 A. M., City time. The sale will occur rain or shine.

No lots have been nor will be sold before the opening day. The Plan would be half sold off even before now were it not for our resolve to give all investors an equal opportunity to push in and get first choice.

For five days, to the very eve of that fateful Saturday, June 7, 1902, the above notice and others like it were circulated through every section of the district until men, women and children of this great division of the state were keyed to a pitch reminiscent of the famous Oklahoma "boom" era. But, let a contemporary writer tell the tale. The appended paragraphs are clipped from The Pittsburgh Chronicle Telegraph of Sunday, June 8, 1902:

THE BIRTH OF A WONDERFUL NEW INDUSTRIAL CENTER

Trafford City was Mecca for Home Seekers

Nearly 5,000 people attended the big opening sale. Lots worth \$500,000 sold. Squatters guarded lots all night to find these had been sold. Speculators made big profits and bright future for the Town.

Trafford City was born yesterday beneath leaden skies which kept up an intermittent leaking all day. The new improvement of the immense Westinghouse interests at Stewarts Station was formally introduced to a crowd of about 5,000 buyers who came from every direction to view its advantages. That they were well satisfied with the outlook was evident from the fact that the Real Estate Trust Company, which has the property in charge, sold over \$500,000 worth of lots—at least \$50,000 of which were resold at handsome profits. The sale, which had been widely advertised was a record-breaker for its kind.

Long before daylight yesterday morning 200 persons had squatted on the Plan in the hopes of securing the choice lots. The early trains brought more hundreds and the throng searching in vain for a warm breakfast, looked like a small army breaking camp.

The two sections of the special train from Pittsburgh brought at least 2,000. Greensburg, Uniontown and other points East swelled the total number to nearly 5,000.

The Westinghouse Works at East Pittsburgh and Wilmerding were closed and hundreds of their employes were among the early buyers. Real Estate speculators were also in evidence at an early hour and kept the market active by offering their lots for sale to disappointed squatters. The 100 or more agents had their headquarters in an old brick farm house near the new viaduct. Into this house there was a constant stream of people from daylight until dark and the scene around it resembled a country auction without the bidding.

During frequent bursts of rain the crowd sought shelter on the porches and in an old adobe cellar and stone spring house outside. Wet and muddy—some with umbrellas and more without—the speculators and agents trudged through the clay streets intent on nothing but getting a buyer to their property first. As one made a sale he would make a mad rush for the front porch, where a crowd of half a hundred was lined up tightly before the two windows where the cashiers of the company were receiving the first payments. Time was precious at this point and not a little bad humor was manifested.

Speculation Was Rife

Before noon, things had taken on a strong speculative turn and the eager inquiry of the Agents was "Want to buy or sell" and many of them re-sold before the crowd thought of luncheon. A lot at the corner of Cavitt Avenue and Fourth Street was bought for \$2,500 and sold within an hour for \$3,500. Another lot purchased for \$1,000 was sold for \$1,250. Two lots at the corner of Cavitt Avenue and Fifth Street were bought for \$3,900 and the owner refused an offer of \$6,400 for them. It was the unanimous opinion of the real estate dealers who visited the scene that Trafford City had drawn the best class of buyers that had ever been attracted to a suburban lot sale in the vicinity of Pittsburgh. By three o'clock every lot in the front part of the plan, about 700, had been sold. Of the remaining 100 lots, which were located in the rear extension and were mostly cheap lots, a large part were disposed of before dark.

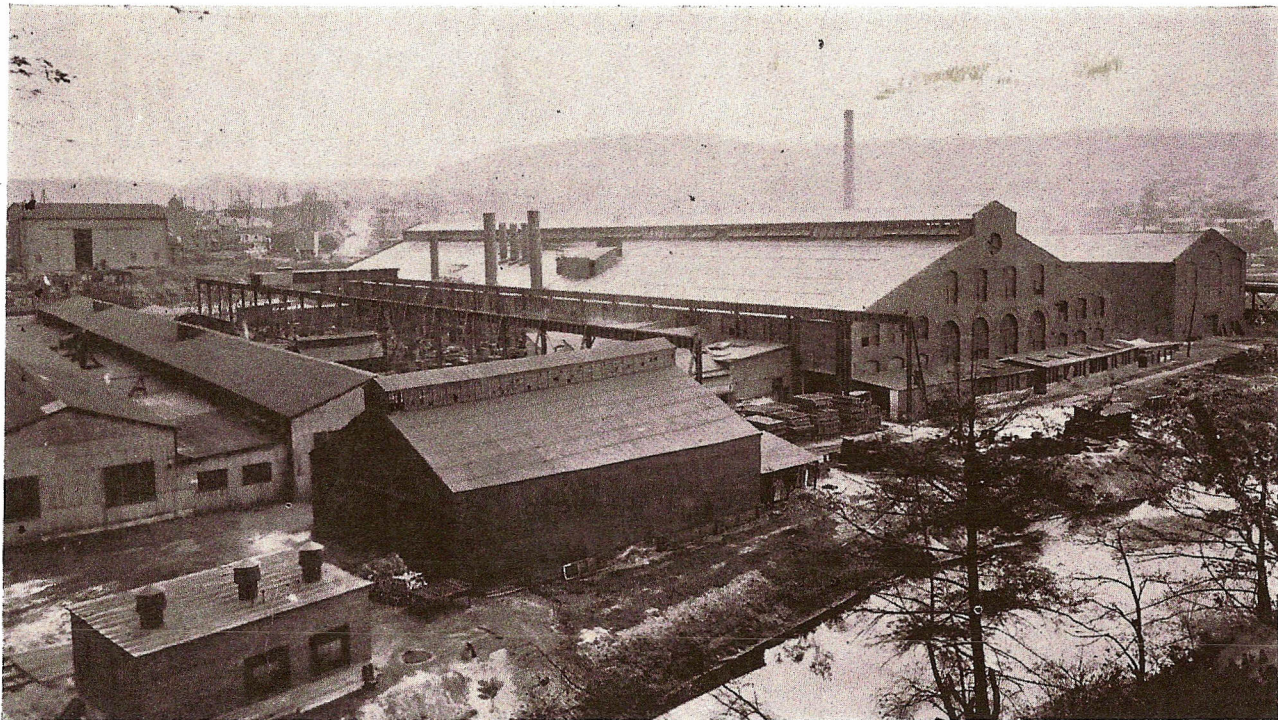
Every person was satisfied with their day's experience and on the outgoing trains many of the hard worked agents and lucky speculators swapped stories of their rapid gains.

Most of the lots in the two paved streets, Cavitt and Brinton avenues, were purchased by business men contemplating building as soon as the Westinghouse works are completed and dozens of the best residence lots were secured by old Westinghouse employes who will follow the company to the new works.

But Trafford City was destined to prove more than a mere "boom town." Its citizens, earnest, thrifty, industrious, fulfilled in every respect the hopes borne that stormy day in Western Pennsylvania's "mighty" land rush. Purchase of property was followed speedily by remarkable building activity. The town took shape with amazing rapidity and in 1904 was ready to receive its charter as a borough.

The passing years have crowned this dream of George Westinghouse and the pioneer associates with enduring success. Trafford City—now Trafford—today stands proud of her quarter-century of uninterrupted development and growth—proud of her industrial eminence, proud of her beautiful modern homes, and more proud of her splendid citizenry which now numbers about 4,500.

That she will flourish and prosper in the future as she has flourished and prospered in the past is the earnest hope of one who has known and labored with Trafford from the beginning.



TRAFFORD FOUNDRY, WESTINGHOUSE ELECTRIC AND MANUFACTURING COMPANY