

HISTORICAL INFORMATION

Year Built: C. 1890 to C. 1892 Additions/Alternations Dates: C. 1910 to C. _____
Basis for Dating: x Documentary x Physical
Explain: Based upon architectural field survey and background research.

Cultural/Ethnic Affiliation:	1. <u> N/A </u>	2. _____
Associated Individuals:	1. <u> N/A </u>	2. _____
Associated Events:	1. <u> N/A </u>	2. _____
Architects/Engineers:	1. <u> Unknown </u>	2. _____
Builders:	1. <u> Unknown </u>	2. _____

MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet 1

PREVIOUS SURVEY, DETERMINATIONS

N/A

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: _____ Yes X No Context(s): Transportation, Engineering
Contributes to Potential District: _____ Yes X No District Name/Status: N/A
Explain:
See Continuation Sheet 1

THREATS

Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain: May be impacted by Trafford Bridge Replacement Project.

SURVEYOR INFORMATION

Surveyor Name/Title: Charles Richmond Date: 7/15/2004
Project Name: Trafford Bridge Replacement Project
Organization: McCormick Taylor, Inc. Telephone: (717) 540-6040
Street and No.: 75 Shannon Drive
City, State: Harrisburg, PA Zip Code: 17112
Additional Survey Documentation: Site plan and photographs appended
Associated Survey Codes: N/A

Pennsylvania Historical and Museum Commission, Bureau of Historic Preservation

Survey Code: N/A Tax Parcel/Other No.: N/A
County: Westmoreland Municipality: Multiple
Address: Turtle Creek Industrial Railroad right-of-way between Borough of Trafford and Borough of Export
Historic/Other Name: Turtle Creek Valley Railroad/Turtle Creek Industrial Railroad

PHYSICAL DESCRIPTION

The Turtle Creek Valley Railroad/Turtle Creek Industrial Railroad extends from the Borough of Trafford to the Borough of Export, in Westmoreland County (*See Figure 1*). The Turtle Creek Valley Railroad is approximately eleven miles in length. The Turtle Creek Valley Railroad is generally composed of a single set of track with steel rails and wood ties. In addition, double sets of track are found in Trafford, near the Westinghouse facilities (*See Photographs 1 & 2*). The Turtle Creek Valley Railroad passes through portions of the Borough of Trafford, Franklin Township, Penn Township, and Borough of Export, in Westmoreland County and the Municipality of Monroeville, Allegheny County. The Turtle Creek Valley Railroad travels through rural settings in Penn and Franklin Townships. The line also passes through the communities of Murraysville, Newlonsburg, West Export, and Export. Several mid to late twentieth century industrial facilities are located along the railroad near Murrysville and Newlonsburg. The Turtle Creek Valley Railroad is located parallel to U.S. 22 near Murrysville. The Turtle Creek Valley Railroad passes through areas of surface mining and enters the late nineteenth century industrial town of Export.

The western terminus of the Turtle Creek Valley Railroad/Turtle Creek Industrial Railroad is located at its junction with the Norfolk Southern Railroad (former Pennsylvania Railroad) immediately north of the intersection with First Street/Stewart Street in the Borough of Trafford. The junction of the Norfolk Southern Railroad and Turtle Creek Valley Railroad is located near the Irwin Interior System Inc. facilities (*See Photograph 3*). The former Pennsylvania Railroad's Trafford Station has been adapted for use as office/warehouse facilities for the Irwin Interior System Inc. The depot has been extensively altered with replacement siding, modern fenestration, and additions (*See Photograph 4*). The Turtle Creek Valley Railroad branches off the Pennsylvania Railroad and turns northeast. The Turtle Creek Valley Railroad continues northeast, running parallel to Westmoreland Road (*See Photographs 5 & 6*). The Turtle Creek Valley Railroad continues north, along the west side of Trafford, and passes beneath the 1964 steel girder bridge carrying S.R. 130. The former Westinghouse Electric & Manufacturing Company facilities were located to the west of the Turtle Creek Valley Railroad. The original four industrial buildings associated with the Westinghouse Electric & Manufacturing Company have been demolished. Several sidings originally extended from the Westinghouse Electric & Manufacturing Company facilities to connect with the Turtle Creek Valley Railroad. The North Trafford depot was located along the east side of the Turtle Creek Valley Railroad immediately east of the Westinghouse Electric & Manufacturing Company facilities, but has been subsequently demolished (*See Photograph 7*). The Turtle Creek Valley Railroad turns east and passes along through the northern sections of the Borough of Trafford, crossing over Turtle Creek, and continues to a point along Forbes Road near Marmold Drive. The Turtle Creek Valley Railroad passes near the community of Blackburn, northeast of Trafford, and enters Patton Township, Allegheny County for a short distance. The Turtle Creek Valley Railroad continues northeast along the south side of Turtle Creek in Penn Township, Westmoreland County. The railroad passes near the villages of Murrysville, Newlonsburg, and Manordale in Penn Township. The Turtle Creek Valley Railroad continues to its eastern terminus in the Borough of Export.

Historical Narrative

The Turtle Creek Valley Railroad was chartered in 1886. George Westinghouse was instrumental in the chartering of the railroad, which was intended to transport supplies and equipment to gas fields in the Murrysville area. Service began in 1891 and the line was operated by the Pennsylvania Railroad. By 1892 the line had been extended to Export, Pennsylvania. In 1894 passenger service was initiated along the Turtle Creek Valley Railroad. The branch was extended further east to the Conemaugh Division of the Pennsylvania

Continuation Sheet 1

Railroad after 1906 (Greensburg, PA U.S.G.S. 1906: n.p., Keystone Crossings 2004: n.p.). The Westmoreland Coal Company operated bituminous coal mining operations at Export throughout the early to mid twentieth century. The Westmoreland Coal Company was one of the largest coal mining companies in Westmoreland County, employing over a thousand miners at several mines in the region (Pennsylvania Department of Internal Affairs 1953: 533). In 1903 the Pennsylvania Railroad purchased the Turtle Creek Valley Railroad. The Turtle Creek Branch became part of the Pittsburgh Division of the Pennsylvania Railroad system. By 1931 the Turtle Creek Branch included twenty-nine bridges and depots at Trafford, Saunders, Murrysville, Newlinsburg, Export, Delmont, Trees Mills, Slickville, and Elrico (Keystone Crossings 2004: n.p.). Passenger service continued until 1936. The Turtle Creek Valley Railroad remained part of the Pennsylvania Railroad system throughout the twentieth century. The Penn Central Railroad and CONRAIL operated the line during the late twentieth century. CONRAIL proposed abandoning the line, but in 1982 it was purchased by the Norris family of Export, Pennsylvania (Lundsten 2003: n.p.). The railroad was reorganized as the Turtle Creek Industrial Railroad and continues to serve the Norris family's Dura-Bond Industries plant in Export and Weyerhaeuser Lumber. Dura-Bond Industries was established in 1960 by J.M. Norris and provided corrosion protection services to fabricated steel manufacturers. Dura-Bond Industries is currently active in manufacturing line pipe, steel fabrication, pipe coating, and in the operation of the Turtle Creek Industrial Railroad. Dura-Bond Industries maintains operations in Steelton, McKeesport, and Export (Dura Bond Industries 2003: n.p.).

Evaluation

The Turtle Creek Valley Railroad was evaluated according to the criteria set forth in *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation."* The Turtle Creek Valley Railroad was evaluated under Criterion A & C, for its role in the transportation and industrial development of southwestern Pennsylvania and for its engineering significance. The Turtle Creek Valley Railroad does not appear to be eligible for the National Register of Historic Places. The Turtle Creek Valley Railroad did not substantially contribute to the transportation industry, settlement patterns, and community development within the region. The development of the Borough of Trafford was related to the creation of the Westinghouse Electric & Manufacturing Company in 1902 that utilized the Westinghouse Inter-Works Railway Company, which has subsequently been dismantled. The Turtle Creek Valley Railroad was originally developed to exploit natural gas deposits in the Murrysville area, but significant development in this industry does not appear to have occurred. The Pennsylvania Railroad and Westinghouse Inter-Works Railway Company provided access to the region prior to the construction of the Turtle Creek Valley Railroad. The Turtle Creek Valley Railroad did not have a significant role in the development of mining in Westmoreland County, which had begun during the mid nineteenth century. The Turtle Creek Valley Railroad does not appear to be significant for its engineering or architecture. The railroad is not known to have been associated with any individuals of local, state, or national significance under Criterion B. Eligibility under Criterion D cannot be addressed since the property has not been subject to archaeological testing.

Bibliography

Dura Bond Industries, Inc. www.dura-bond.com/railroad.html. *Turtle Creek Industrial Railroad*, 2003

Carsten S. Lundsten, www.lundsten.dk/railfan_pa/tckr. *Western Pennsylvania Railroads: Turtle Creek Industrial Railroad*, 2003

Pennsylvania Department of Internal Affairs, *Thirteenth Industrial Directory of the Commonwealth of Pennsylvania* (Harrisburg, PA: Pennsylvania Department of Internal Affairs, 1953)

Continuation Sheet 2

Sanborn Map Company, *Sanborn Insurance Company Map of Trafford, Pennsylvania* (New York: Sanborn Map Company, 1909)

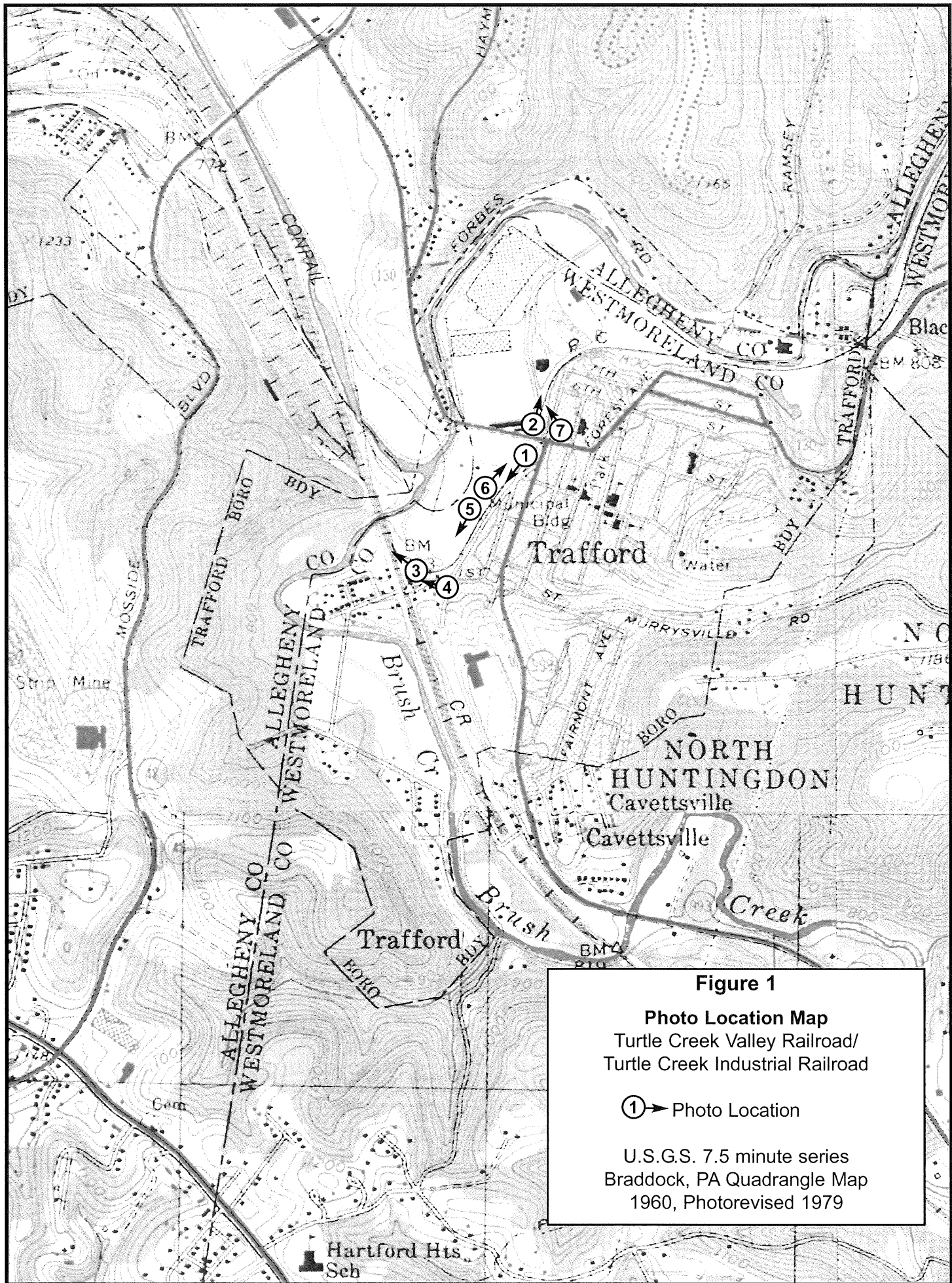
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United State Geological Survey, *Greensburg, PA U.S.G.S. Quadrangle Map 15 Minute Series* (Washington D.C.: United States Geological Survey, 1906)

United State Geological Survey, *Pittsburgh, PA U.S.G.S. Quadrangle Map 15 Minute Series* (Washington D.C.: United States Geological Survey, 1906)

Westinghouse Inter-Works Railway Company www.wiwr.com/index.html. *Westinghouse Inter-Works Railway Company*, 2004

Keystone Crossings www.kc.pennsyrr.com/. *Maps, Schematics, Diagrams: Pittsburgh Division*, 2004



IDENTIFICATION AND LOCATION

Survey Code: N/A Tax Parcel/Other No. N/A

County: 1. Westmoreland 1 2 9 2. Allegheny 0 0 3

Municipality: 1. Borough of Trafford 2. Borough of Export

Address: Turtle Creek Industrial Railroad right-of-way between Borough of Trafford and Borough of Export

Historic Name: Turtle Creek Valley Railroad

Other Name: Turtle Creek Industrial Railroad

Owner Name/Address: Dura-Bond Industries/ 2658 Puckety Drive, Export, PA 15632

Owner Category: Private Public-Local Public-State Public-Federal

Resource Category: Building District Site Structure Object

Number/Approximate Number of Resources covered by this form: 1

USGS Quad: 1. Braddock, PA 2. Slickville, PA

UTM References: A. 17 E 604 676 N 4470 772 C. _____
 B. 17 E 617 719 N 4474 592 D. _____

HISTORIC AND CURRENT FUNCTIONS

Historic Function Category: _____ Subcategory: _____ Code: _____

A. Transportation rail-related 1 6 A

B. _____ _____ _____

C. _____ _____ _____

D. _____ _____ _____

Particular Type: A. Railroad _____
 B. _____
 C. _____
 D. _____

Current Function Category: _____ Subcategory: _____ Code: _____

A. Transportation rail-related 1 6 A

B. _____ _____ _____

C. _____ _____ _____

D. _____ _____ _____

PHYSICAL DESCRIPTION

Architectural Classification: A. Other: Railroad 8 0
 B. _____ C. _____
 D. _____ Other: _____

Exterior Materials: Foundation Stone Railbed 4 0 Roof N/A
 Walls N/A Walls N/A
 Other _____ Other _____

Structural System: 1. Steel Rails 4 0 2. _____

Width: N/A Depth: N/A Stories/Height: N/A

HISTORICAL INFORMATION

Year Built: C. 1890 to C. 1892 Additions/Alterations Dates: C. 1910 to C. _____

Basis for Dating: x Documentary x Physical

Explain: Based upon architectural field survey and background research.

Cultural/Ethnic Affiliation:	1. <u>N/A</u>	2. _____
Associated Individuals:	1. <u>N/A</u>	2. _____
Associated Events:	1. <u>N/A</u>	2. _____
Architects/Engineers:	1. <u>Unknown</u>	2. _____
Builders:	1. <u>Unknown</u>	2. _____

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See Continuation Sheet 1

PREVIOUS SURVEY, DETERMINATIONS

N/A

EVALUATION (Survey Director/Consultants Only)

Individual NR Potential: Yes X No Context(s): Transportation, Engineering
Contributes to Potential District: Yes X No District Name/Status: N/A
Explain:
See Continuation Sheet 1

THREATS

Threats: 2 1. None 2. Public Development 3. Private Development 4. Neglect 5. Other
Explain: May be impacted by Trafford Bridge Replacement Project.

SURVEYOR INFORMATION

Surveyor Name/Title: Charles Richmond Date: 7/15/2004
Project Name: Trafford Bridge Replacement Project
Organization: McCormick Taylor, Inc. Telephone: (717) 540-6040
Street and No.: 75 Shannon Drive
City, State: Harrisburg, PA Zip Code: 17112
Additional Survey Documentation: Site plan and photographs appended
Associated Survey Codes: N/A

Pennsylvania Historical and Museum Commission, Bureau of Historic Preservation

Survey Code: N/A Tax Parcel/Other No.: N/A
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Bibliography

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Continuation Sheet 2

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Keystone Crossings www.kc.pennsyrr.com/. *Maps, Schematics, Diagrams: Pittsburgh Division*, 2004



Photograph 2: View of Turtle Creek Industrial Railroad looking north from S.R. 130 bridge. Note the Westinghouse Electric & Manufacturing Company facilities, to the left.



Photograph 3: Looking northwest at junction of Norfolk Southern Railroad and Turtle Creek Industrial Railroad.



Photograph 4: View of Irwin Interior System Inc. office/warehouse. The structure was formerly the Trafford station. Note the modern additions and replacement materials.



Photograph 5: Looking south along the Turtle Creek Industrial Railroad. Westmoreland Avenue is to the left.



Photograph 6: View looking north along the Turtle Creek Industrial Railroad. The Borough of Trafford is to the right.



Photograph 7: View of original location of North Trafford station from Brinton Avenue, note the Westinghouse Electric & Manufacturing Company facilities in the background.