

PH 0665061 14000784

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED MAR 22 1978

DATE ENTERED SEP 13 1978

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Delaware & Hudson Canal Company Gravity Railroad Depot

AND/OR COMMON

Waymart Town Hall

2 LOCATION

STREET & NUMBER

South Street

NOT FOR PUBLICATION

CITY, TOWN

Waymart

CONGRESSIONAL DISTRICT

10th

STATE

Pennsylvania

CODE

42

COUNTY

Wayne

CODE

127

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☒ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☐ OCCUPIED
☒ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☒ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☒ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☐ TRANSPORTATION
☐ MILITARY ☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Borough of Waymart

STREET & NUMBER

CITY, TOWN

Waymart

VICINITY OF

STATE

Pennsylvania

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Wayne County Courthouse

STREET & NUMBER

Park Street

CITY, TOWN

Honesdale

STATE

Pennsylvania

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Pennsylvania Inventory of Historic Places

DATE

5/3/76

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Pennsylvania Historical & Museum Commission

CITY, TOWN

Harrisburg

STATE

Pennsylvania

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☐ ORIGINAL SITE
☒ MOVED DATE 1900

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Gravity Railroad Depot at Waymart is a one story gable roof structure measuring 44'5" by 24'5". The medium gable roof has a plain cornice of 10" with an overhang of 24". The roof was originally covered with wooden shingles but these have been replaced with strip asphalt shingles.

The exterior walls are covered with 1' wide vertical boards with 2 3/4" vertical battens. The foundation is stone. Several of the foundation stones are missing but the banked earth and strong construction have prevented the structure from settling.

Windows in the depot are 9 over 9 with plain wooden frames and sills. The front of the building (gable-end south) is three bays wide. Two, 9 over 9 window flank a center doorway. This door has a plain frame and is pannelled. The north end of the building has no windows. Originally a 6' by 6' frame privy was attached to this end. This was removed in the 1940's. The east side (facing the track) originally had three windows and a large sliding freight door. One of the windows has been removed and a 8' 11" wide, 8' high door is now in its place. The west side has four windows and one large freight door. Presently the door is not used and has been nailed shut.

Originally the depot had overhanging dormers on the east and west sides. These dormers covered a 10" x 10" beam which were mortised into the purlin beams and extending out over sidewall and cornice. This beam extended 4 feet past the roof edge over the tracks. Block and tackle with ropes and pulleys were used to lift freight from rail cars into the freight area of the depot. These dormers were removed circa 1940.

The interior of the depot is divided into two parts. The front area (south) was the office and passenger section. The rear area was used for freight storage. A rough-sewn hemlock board wall separates the two areas.

The front area measures 14' by 23' 2 1/2" with a 10' 2" ceiling. The walls have 37 1/2" high wainscoating. The floor in this section is tongue and groove 7/8" thick with widths of 2" to 3 1/2". The walls are horse hair plaster on wood lath covered with wall paper. In recent years the wall paper has been painted. This front section has changed little since its construction. This section was heated by a pot belly stove which is still present.

The rear or storage areas measures 24' by 29' and has inner walls of rough sewn hemlock. The ceiling is open and the exposed rafters are 3" wide by 6" high spaced approximately 27" apart.

Floor boards are 1" x 2" hardwood, possibly elm. The subfloor is of 2" plank. The section is also unchanged except for poor condition of sub flooring due to use of building in recent years for storage of borough vehicles.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1875

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The development and construction of the Delaware and Hudson Canal and Gravity Railroad system was directly related to the need for transporting anthracite coal from the Lackawanna County (Carbondale) mines to the market in New York City.

Maurice and William Wurt, owners of the mines, engaged Benjamin Wright, engineer of the Erie Canal, to take measures to have a proper survey of running level carried over the country from "tide-water of the Hudson River, at the mouth of the Wallkill, up the valley of the Rondout and thence over to the Delaware River, and thence up the same to the confluence of the Lackawaxen to a point as near the coal mines as possible", in order to ascertain a system of slack-water navigation, and for the purpose of securing a basis for an estimation of the cost of such work.

Due to financial necessity the Wurt brothers in 1825 formed the corporation known as the "Delaware and Hudson Canal Company". The thirty-four sections for the canal were advertised to be let in July, 1825. The 108 miles of canal with its 108 locks was completed in 1828.

Upon obtaining fuller knowledge of the high lands it was decided to make the Dyberry Forks (now Honesdale) the western terminus of the canal and to unite that point with the mines by a railroad about 15 miles in length. The D and H managers decided upon building a railroad in 1826. Construction commenced in 1827, and was opened on August 8, 1829.

The entire length of the railroad from the mines to the canal basin was sixteen and seven-eighths miles. At the time the road was built it was calculated to afford ample facilities for transporting one hundred thousand tons of coal per year, that quantity being deemed as great as it was needful to provide for. Over its imperfect track, constructed of hemlock stringers and laid with straprails the first load of coal passed on October 9, 1829.

The original Gravity starting from the mouth of the mines at Carbondale an elevation of 1,200 feet, rose to an elevation of 1,907 at the Moosic Mountain summit through a series of five planes and the intervening levels. The road then descended the east side of the mountain by three planes and levels to an elevation of 985 feet at Honesdale.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Connolly, Mary T. The Gravity Olyphant, Pa: Barrett Publishing Co. 1972.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .5

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A 18 465720 46103100

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION _____

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

CODE

COUNTY

CODE

STATE

CODE

COUNTY

CODE

11 FORM PREPARED BY

NAME / TITLE

Mrs. Barbara Holmes

ORGANIZATION

Waymart Area Bicentennial Committee

DATE

STREET & NUMBER

404 Honesdale Road

TELEPHONE

CITY OR TOWN

Waymart

STATE

Pennsylvania

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

WILLIAM J. WEWER, EXECUTIVE DIRECTOR
Pennsylvania Historical & Museum Commission

DATE

3/17/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

R. B. Ketting

DATE

9/13/78

KEEPER OF THE NATIONAL REGISTER

ATTEST:

William Leborich

DATE

September 11, 1978

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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DELAWARE & HUDSON CANAL COMPANY GRAVITY RAILROAD DEPOT
CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

It was originally expected to make use of locomotive power on the three long levels, and to use horse power on the other levels between the planes. Three locomotives were made for the company in England under the directions of Horatio Allen, and brought up the canal to Honesdale to be used on the railroad. The Robert Stephenson Company built the "America", the Foster, Rastrick Company the "Stourbridge Lion", the "Delaware", and the "Hudson". The Stourbridge Lion became the most famous as it was the first of its kind to run in the United States.

Waymart was plane no. 7 on the original gravity. From the opening up to 1863 the D & H piled here the coal that was run from the mines after the close of canal navigation in the fall, as high as one hundred thousand tons being stored here. Upon the opening of navigation in the spring it was weighed and transported to the canal basin in Honesdale. Hence the name of our community stems from weigh-market to Waymart. This gave employment to a large number of men. After 1863 this dumping ground was not used, the coal was stored at Honesdale.

The Gravity Railroad development may be divided into three major phases; 1829-The Original Gravity; 1841-1844 - Changes to the Gravity east of the mountains and changes to planes west of the mountains; and 1866 - Alterations of planes on the east slope providing independent movement of "loaded" and "light" cars.

As the productivity of the mines increased considerable demand was placed on the canal and the railroad. Locks and tracks were re-designed.

In 1856 the entire Gravity line from Carbondale to Waymart was rebuilt. After these changes Waymart was plane no. 12, and after more alterations in 1866 Waymart was "loaded" plane no. 18, "light" plane no. 12.

The Waymart Gravity Depot was built in 1875 to accommodate freight other than coal. This 100 year old building is the only existing Depot remaining of this pioneer railroad. Although repair shops for the railroad are still standing in Carbondale, we feel its preservation is historically important to our area. The development of our area from a forested region in 1800 to a Borough by 1851 is directly related to the 16 7/8 miles of Gravity Railroad. The Waymart Borough purchased the building from the D & H Company in 1900 for \$125. The building was moved 150 feet to its present site, which was also part of original railbed. The building was used as a Town Hall until the 1940's, since then because of its general condition its been used as a Borough garage. Very little has been done to change its original appearance.

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PAGE 3

Passenger service began in 1877. Passenger cars in regular year round service were flat-roofed, without clerestories (restrooms), and were equipped with two fourwheeled trucks. Baggage was carried in the head car which was usually a combination coach. Trains were allowed speeds up to 35 mph, and had a crew of three men.

On January 3, 1899, the railroad operated for the last time in its entirety as a gravity line. Records indicate that 4012 coal and other cars were scrapped, the summer excursion cars as well as the regular passenger cars were bought up by people as out-buildings or summer cottages.

The steam railroad continued to operate until 1931, at which time coal traffic was just a trickle and passenger travel was virtually nonexistent. On August 20, 1931 the last standard gauge train made its run over the original Gravity right-of-way, almost 102 years to the day since the opening of that pioneer railroad.



VIII B

WAYMART GRAVITY DEPOT
PRESENT EXTERIOR

(1)

PROPERTY OF THE NATIONAL REGISTER

DORFLINGER APPLIANCE STORE
WAYMART, PA. 18472

SEP 13 1978

Delaware & Hudson Canal Company
Gravity Railroad Depot
Wayne County PA MAR 22 1978 123
PD: 1976
PC: Waymart Bicentennial Comm.
PV: front and east facades today

7



VIII B

WAYMART GRAVITY DEPOT
PRESENT INTERIOR
PASSENGER SECTION
(2)

PROPERTY OF THE NATIONAL ARCHIVES

DORFLINGER APPLIANCE STORE

WAYMART, PA. 18472

SEP 13 1978

Delaware & Hudson Canal Company
Gravity Railroad Depot
Wayne County, PA.

MAR 22 1978

PD: 1976

393

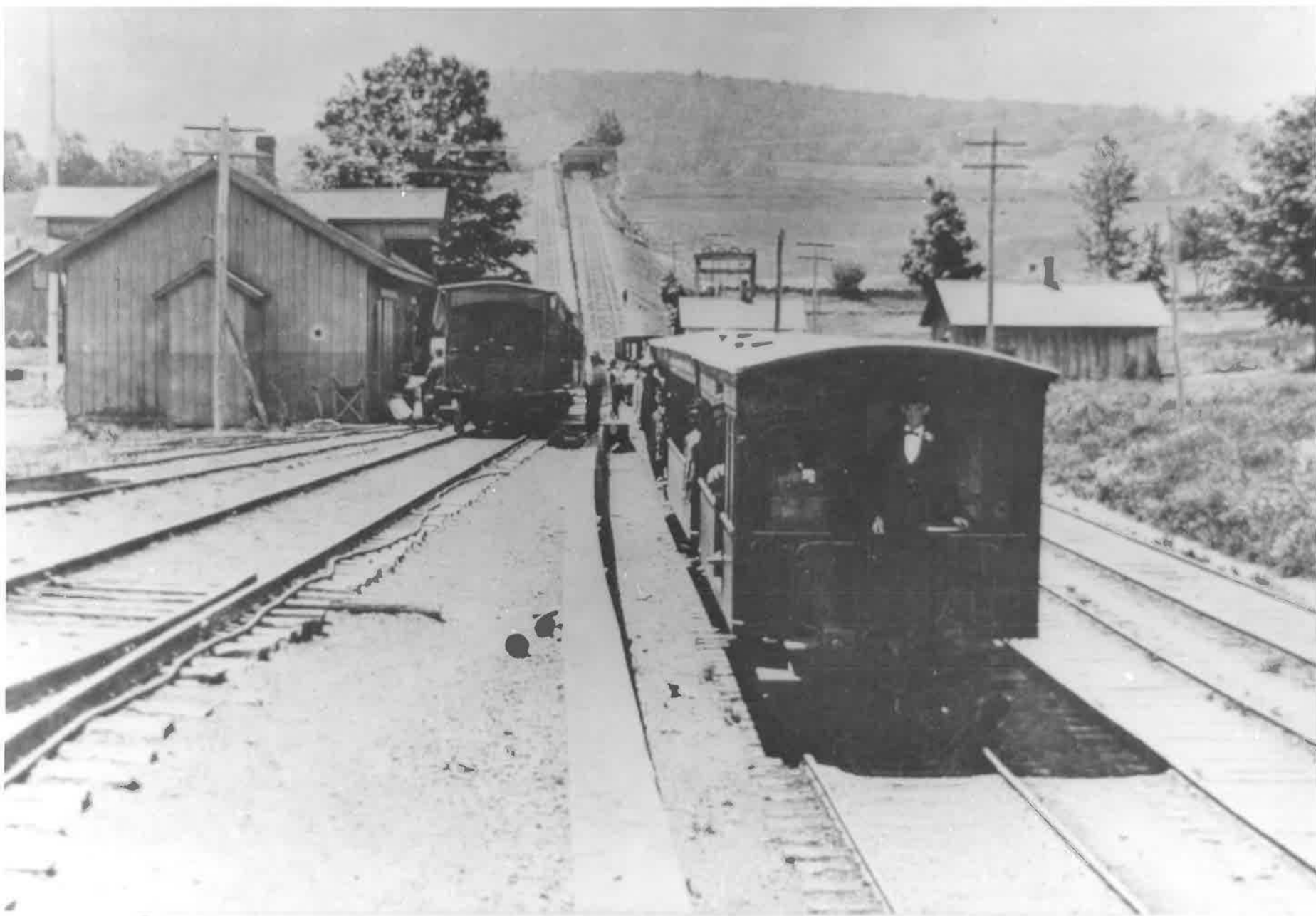
PC: Waymart Bicentennial Comm.

PV: interior of station showing
pot-belly stove

#8 EXTERIOR REAR
(ORIGINAL BUILDING)

DO W. GRAVITY DEPT

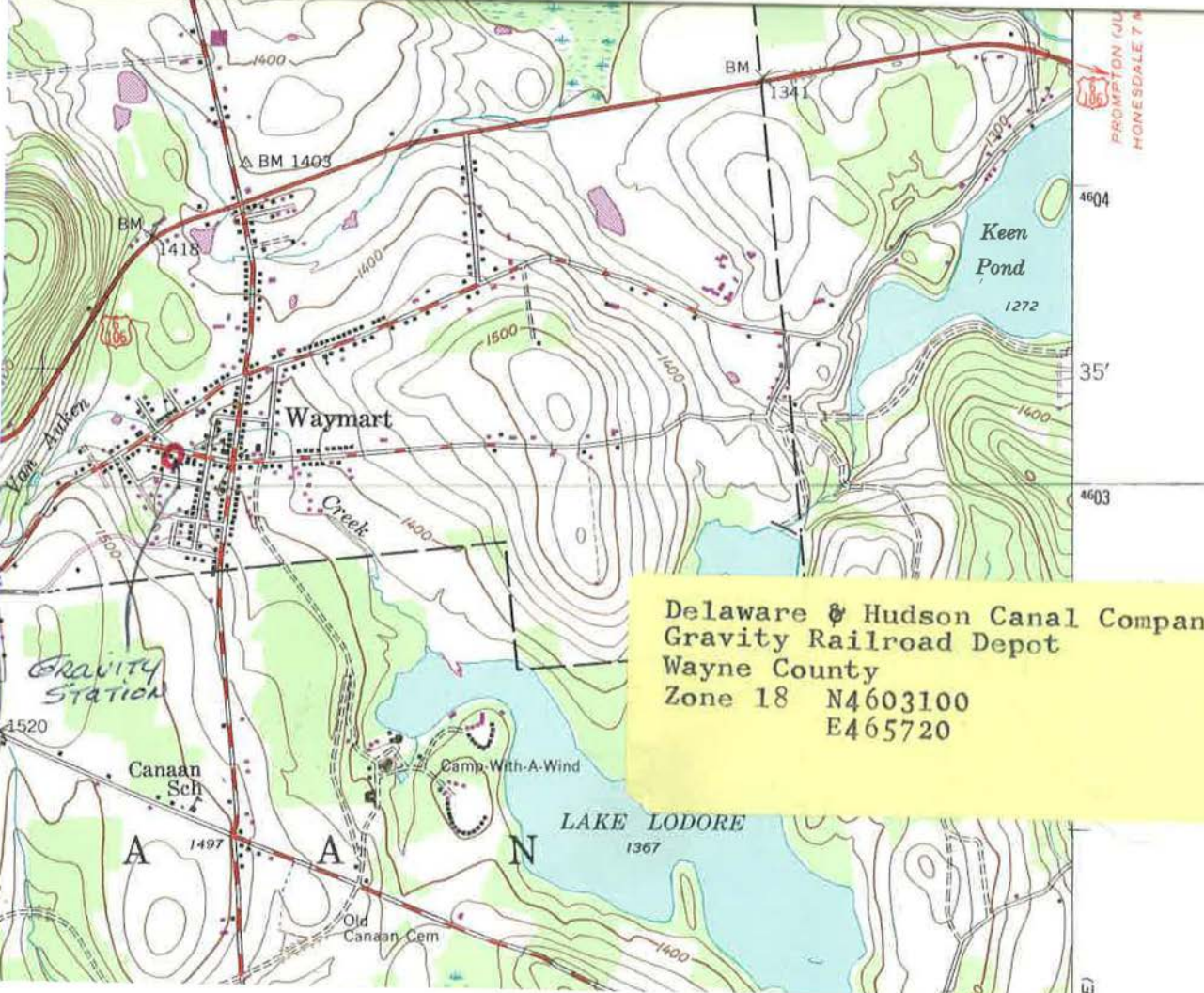
WAYMART, PA.



PROPERTY OF THE NATIONAL ARCHIVES

SEP 13 1978

Delaware & Hudson Canal Company
Gravity Railroad Depot
Wayne County PA. MAR 22 1978
PD: circa 1880
PC: taken from postcard 203
PV: view of track with depot
on left



Delaware & Hudson Canal Company
Gravity Railroad Depot
Wayne County
Zone 18 N4603100
E465720

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

ENTRIES IN THE NATIONAL REGISTER

STATE PENNSYLVANIA

Date Entered SEP 13 1978

<u>Name</u>	<u>Location</u>
Irvina, Guy C., House	Russell vicinity Warren County
Way, Nicholas, House	Pittsburgh Allegheny County
Darby Meeting	Darby Delaware County
Griffey, Benjamin, House	Allenwood vicinity Union County
National Transit Building	Oil City Venango County
Stover-Myers Mill	Pipersville vicinity Bucks County
Highland Hall	Hollidaysburg Blair County
Delaware & Hudson Canal Company Gravity Railroad Depot	Waymart Wayne County
Anthracite Bank Building	Tamaqua Schuylkill County

Also Notified

Honorable H. John Heinz, III
Honorable Richard S. Schweiker
Honorable Joseph S. Ammerman
Honorable Doug Walgren
Honorable Robert W. Edgar
Honorable Allen E. Ertel
Honorable Peter H. Kostmayer
Honorable E. G. (Bud) Shuster
Honorable Joseph M. McDade
Honorable Gus Yatron

State Historic Preservation Officer
Mr. Ed Weintraub
Executive Director, Pennsylvania
Historical and Museum Commission
P.O. Box 1026
Harrisburg, Pennsylvania 17120

wasco county

The Dallas. **DALLES CARNEGIE LIBRARY**, E. 4th and Washington Sts., (12-8-78)
 The Dalles. **DALLES CIVIC AUDITORIUM**, E. 4th and Federal Sts., (12-12-78)
 The Dalles. **FIRST WASCO COUNTY COURTHOUSE**, 404 2nd St., (11-16-77)
 The Dalles. **FORT DALLES SURGEON'S QUARTERS**, 15th and Garrison Sts., (9-10-71) PH0057657 c.
 The Dalles. **ST. PETER'S ROMAN CATHOLIC CHURCH**, 3rd and Lincoln Sts., (6-20-74) PH0057665
 The Dalles vicinity. **FIVEMILE RAPIDS SITE**, (12-19-74) PH0057649

washington county

Beaverton vicinity. **JENKINS, BELLE AINSWORTH, ESTATE**, 20950 SW. Farmington Rd., (11-28-78)
 Forest Grove. **SMITH, ALVIN T., HOUSE**, S. Elm St., (11-8-74) PH0057681 HABS.
 Forest Grove. **TUALATIN ACADEMY (OLD COLLEGE HALL)**, Pacific University campus, (2-12-74) PH0057703 HABS; c.
 Hillsboro. **OLD SCOTCH CHURCH**, Scotch Church Rd., (11-5-74) PH0057673
 Hillsboro vicinity. **IMBRIE FARM**, NE of Hillsboro off U.S. 26, (2-15-77)
 Tualatin. **SWEEK, JOHN, HOUSE**, 18815 S.W. Boones Ferry Rd., (11-8-74) PH0057690 c.
 West Union. **WEST UNION BAPTIST CHURCH**, W. Union Rd., (7-10-74) PH0057711 HABS.

wheeler county

Fossil. **HOOVER, THOMAS BENTON, HOUSE**, 1st St. between Adams and Washington Sts., (4-14-78)

wasco county

The Dalles. **INDIAN SHAKER CHURCH AND GULICK HOMESTEAD**, Jct. U.S. 80-N and U.S. 197, (4-4-78)

yamhill county

Dayton. **HIBBERT, WILLIAM, HOUSE**, 426 5th St., (11-30-78)
 Dayton. **SMITH, ANDREW, HOUSE**, 306 5th St., (6-23-76)
 Dayton vicinity. **COOK, AMOS, HOUSE**, NW of Dayton on OR 233, (12-31-74) PH0057720 HABS.
 Dayton vicinity. **FLETCHER, FRANCIS, HOUSE**, W of Dayton off OR 18, (10-29-75) HABS.
 Dundee. **HAGEY, LEVI, HOUSE**, Off U.S. 99, (12-19-74) PH0057738 HABS.
 Lafayette vicinity. **MATTEY, JOSEPH, HOUSE**, W of Lafayette at jct. of Matthey Lane and Rutherford Rd., (2-15-77)
 McMinnville. **PIONEER HALL, LINFIELD COLLEGE**, Linfield College campus, (2-23-78)
 Newberg. **MINTHORN, DR. HENRY J., HOUSE (HERBERT HOOVER HOUSE)**, 115 S. River St., (10-29-75)

OUTER CONTINENTAL SHELF

Charleston vicinity. **H. L. HUNLEY (SUBMARINE)**, E of Charleston, (12-29-78).

PENNSYLVANIA

wayne county

Waymart. **DELAWARE & HUDSON CANAL COMPANY GRAVITY RAILROAD DEPOT**, South St., (9-13-78)

PENNSYLVANIA

adams county

Fairfield. **FAIRFIELD INN**, Main St., (4-2-73) PH0061051 HABS.
 Gettysburg. **ADAMS COUNTY COURTHOUSE**, Baltimore and W. Middle Sts., (10-1-74) PH0061034
 Gettysburg. **DOBBIN HOUSE**, 89 Steinwehr Ave., (3-26-73) PH0061042
 Gettysburg. **GETTYSBURG NATIONAL MILITARY PARK**, (10-15-66) PH0061069 HABS.
 Gettysburg. **LUTHERAN THEOLOGICAL SEMINARY-OLD DORM**, Seminary Ridge, Lutheran Theological Seminary campus, (5-3-74) PH0061077 HABS.
 Gettysburg. **PENNSYLVANIA HALL, GETTYSBURG COLLEGE**, Gettysburg College campus, (3-16-72) PH0061085 HABS.
 Gettysburg. **SHEADS HOUSE**, 331 Buford Ave., (12-8-76)
 Gettysburg and vicinity. **GETTYSBURG BATTLEFIELD HISTORIC DISTRICT**, Town of Gettysburg and its environs, (3-19-75)
 Gettysburg vicinity. **BLACK HORSE TAVERN**, W of Gettysburg on PA 116, (3-30-78) HABS.
 Gettysburg vicinity. **EISENHOWER NATIONAL HISTORIC SITE**, SW edge of Gettysburg National Military Park, (11-27-67)
 Hanover vicinity. **CONEWAGO CHAPEL**, 3 mi. NW of Hanover, (1-29-75)
 Hunterstown. **GREAT CONEWAGO PRESBYTERIAN CHURCH**, Church Rd., (12-27-74) PH0051730
 McSherrystown vicinity. **CONEWAGO MASS HOUSE**, N of McSherrystown on SR 476, (10-19-78)
 New Oxford. **JOHN'S BURNT MILL BRIDGE**, SW of New Oxford, over South Branch of Conewago Creek, (12-16-74) PH0140104

allegheny county

Bethel vicinity. **MILLER, JAMES, HOUSE**, E of Bethel on Manse Dr., (1-17-75)
 Braddock. **CARNEGIE FREE LIBRARY OF BRADDOCK**, 419 Library St., (6-19-73) PH0061140
 Bruceton vicinity. **EXPERIMENTAL MINE**, S of Bruceton off Cochran Mill Rd., (10-18-77)
 Bruceton vicinity. **EXPERIMENTAL MINE, U.S. BUREAU OF MINES**, S of Bruceton off Cochran Mill Rd., (10-18-74) (1-2-76)
 Churchill. **BEULAH PRESBYTERIAN CHURCH**, Beulah and McCready Rds., (11-3-75)
 East Pittsburgh. **WESTINGHOUSE, GEORGE, MEMORIAL BRIDGE**, U.S. 30 at Turtle Creek, (3-28-77)
 Edgeworth. **SHIELDS, DAVID, HOUSE (NEWINGTON)**, Shields Lane, (10-29-75)
 Glenshaw. **LIGHTNER, ISAAC, HOUSE**, 2407 Mt. Royal Blvd., (4-20-78)
 Heidelberg vicinity. **NEVILLE HOUSE**, S of Heidelberg on PA 50, (2-5-74) PH0061204 c.
 Natrona Heights vicinity. **BURTNER STONE HOUSE**, NW of Natrona Heights on Burtner Rd., (1-13-72) PH0061115
 Oakdale vicinity. **WALKER-EWING LOG HOUSE**, NE of oakdale on Noblestown Rd., (1-30-76)
 Pittsburgh. **ALLEGHENY COUNTY COURTHOUSE AND JAIL**, 436 Grant St., (3-7-73) PH0061093 NHL; HABS.
 Pittsburgh. **ALLEGHENY POST OFFICE (OLD NORTH POST OFFICE)**, Allegheny Center, (7-27-71) PH0061107 HABS; c.

Pittsburgh. **ALLEGHENY WEST HISTORIC DISTRICT**, roughly bounded by Brighton Rd., Jakob Way, Ridge and Allegheny Aves., (11-2-78)
 Pittsburgh. **BURKE BUILDING**, 209-211 4th Ave., (9-18-78)
 Pittsburgh. **BUTLER STREET GATEHOUSE**, 4734 Butler St., (7-30-74) PH0061123
 Pittsburgh. **BYERS-LYONS HOUSE**, 901 Ridge Ave., (11-19-74) PH0062821
 Pittsburgh. **CARNEGIE FREE LIBRARY OF ALLEGHENY**, Allegheny Center, (11-1-74) PH0061131
 Pittsburgh. **CATHEDRAL OF LEARNING**, Forbes Ave. and Bigelow Blvd., (11-3-75)
 Pittsburgh. **DOLLAR SAVINGS BANK**, 4th Ave. and Smithfield St., (7-14-76)
 Pittsburgh. **DUQUESNE INCLINE**, 1220 Grandview Ave., (3-4-75)
 Pittsburgh. **EAST LIBERTY MARKET**, Centre Ave. and Baum Blvd., (12-12-77)
 Pittsburgh. **EMMANUEL EPISCOPAL CHURCH**, North and Allegheny Aves., (5-3-74) PH0061158
 Pittsburgh. **EVERGREEN HAMLET**, Evergreen Hamlet Rd., (9-17-74) PH0061166
 Pittsburgh. **FORKS OF THE OHIO**, Point Park, (10-15-66) PH0112453 NHL
 Pittsburgh. **FRICK BUILDING AND ANNEX**, 437 Grant St., (5-22-78)
 Pittsburgh. **GARDNER-BAILEY HOUSE**, 124 W. Swissvale Ave., (10-1-74) PH0061182
 Pittsburgh. **HEATHSIDE COTTAGE**, 416 Catoma St., (12-30-74) PH0064955
 Pittsburgh. **HIGHLAND TOWERS APARTMENTS**, 340 S. Highland Ave., (9-28-76)
 Pittsburgh. **MAIN BUILDING, U.S. BUREAU OF MINES**, 4800 Forbes Ave., (5-24-74) PH0061191
 Pittsburgh. **MANCHESTER HISTORIC DISTRICT**, Irregular pattern contained with Faulsey, Chateau, Franklin, and Bidwell Sts., (9-18-75)
 Pittsburgh. **MEXICAN WAR STREETS HISTORIC DISTRICT**, Irregular pattern between Brighton and Arch Sts. and between O'Hern and West Park, (5-28-75)
 Pittsburgh. **MORELAND-HOFFSTOT HOUSE**, 5057 5th Ave., (2-23-78)
 Pittsburgh. **OLD HEIDELBERG APARTMENTS**, Braddock Ave. at Waverly St., (5-4-76)
 Pittsburgh. **PENNSYLVANIA RAILROAD STATION**, 1101 Liberty Ave., (4-22-76)
 Pittsburgh. **PHIPPS CONSERVATORY**, Schenley Park, (11-13-76)
 Pittsburgh. **PITTSBURGH & LAKE ERIE RAILROAD STATION**, Smithfield St. at Carson St., (1-11-74) PH0061212 HABS.
 Pittsburgh. **PITTSBURGH ATHLETIC ASSOCIATION BUILDING**, 4215 5th Ave., (12-15-78)
 Pittsburgh. **ROTUNDA OF THE PENNSYLVANIA RAILROAD STATION**, 1100 Liberty Ave. at Grant St., (4-11-73) PH0061221 HABS.
 Pittsburgh. **SHADYSIDE PRESBYTERIAN CHURCH**, Amberson Ave. and Westminster Pl., (4-3-75)
 Pittsburgh. **SINGER, JOHN F., HOUSE**, 1318 Singer Pl., (11-13-74) PH0061255
 Pittsburgh. **SMITHFIELD STREET BRIDGE**, Smithfield St. at the Monongahela River, (3-21-74) PH0061263 NHL
 Pittsburgh. **SNYDER, WILLIAM PENN, HOUSE**, 852 Ridge Ave., (5-3-76)
 Pittsburgh. **SOLDIERS AND SAILORS MEMORIAL HALL**, 5th Ave. at Bigelow Blvd., (12-30-74) PH0035068
 Pittsburgh. **SOUTH SIDE MARKET BUILDING**, 12th and Bingham Sts., (10-14-76)

PH0665061

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register:
Delaware & Hudson Canal Company Gravity Railroad Depot

2 OTHER NAMES:

3 date of entry: SEP 13 1978 **4 county code:** 127

5 LOCATION street & number: South St. city / town: Waymart vicinity of: state: PA county: Wayne **6 NPS REGION:** MA MA

7 OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name): **8 ADMINISTRATOR:**

9 EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL **10 FUNDED?** ☐ YES ☐ NO **11 CONGRESS DISTRICT** 10th **12 SOURCE of NOMINATION** ☒ STATE ☐ FEDERAL **13 WITHIN NATIONAL HISTORIC LANDMARK?** ☐ YES ☐ NO **14 WITHIN NATIONAL REGISTER HISTORIC DISTRICT?** ☐ YES ☐ NO **15 STATE who prepared form?** Barbara Holmes **16 LOCAL** ☐ PRIVATE ORGANIZATION ☐

17 features: ☐ SUBSTANTIALLY INTACT-1 ☐ SUBSTANTIALLY INTACT-2 ☐ SUBSTANTIALLY INTACT-3
☐ NOT INTACT-0 ☐ NOT INTACT-0
☐ UNKNOWN-4 ☐ UNKNOWN-5 ☐ UNKNOWN-6
☐ NOT APPLICABLE-7 ☐ NOT APPLICABLE-8 ☐ NOT APPLICABLE-9

18 CONDITION ☐ deteriorated ☐ altered ☐ original site ☐ moved ☐ unaltered ☐ reconstructed ☐ unknown ☐ excavated ☐ unexcavated ☐ excellent ☐ good ☐ fair

19 ACCESS ☐ YES -Restricted ☐ YES -Unrestricted ☐ No Access ☐ Unknown **20 ADAPTIVE USE** ☐ YES ☐ NO **21 SAVED?** ☐ YES ☐ NO **22 PROPERTY A HISTORIC DISTRICT?** ☐ yes ☐ no

23 AREAS OF SIGNIFICANCE: ☐ ARCHEOLOGY-prehistoric-2 ☐ COMMERCE-6 ☐ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS/GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY-historic-1 ☐ COMMUNICATIONS-7 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ EXPLORATION-12 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ HEALTH-27 ☐ MILITARY-18 ☐ SOCIAL/HUMANITARIAN-24 ☐ OTHER (SPECIFY)
☐ ART-5 ☐ EDUCATION-10 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ SOCIAL/CULTURAL-30 ☐ TRANSPORTATION-25

24 CLAIMS: explain 'first' ☐ 'oldest' ☐ 'only' ☐

25 functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY: **26 dates** of initial construction: major alterations: historic events: **27 ETHNIC GROUP ASSOCIATION**

28 architectural style(s): **29 architect:** **30 master builder:** **31 engineer:**

32 landscape architect/garden designer: **33 interior decorator:** **34 artist:** **35 artisan:** **36 builder/contractor:**

37 NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

38 NATIONAL REGISTER WRITE-UP

check status

Wayne Co

Waymart, Penna.
August 1, 1978

Mr. William J. Murtagh
Keeper of the National Register
National Park Service
Washington, D.C. 20240

*Del + Hudson Canal Co.
gave
Sept. 13, 1978
re*

Reference: Application of the Waymart Gravity Depot for placement
on the National Register

Dear Sir:

The Members of the Waymart Area Bicentennial Committee wish to
make inquiry into the status of the above referenced application.

After receiving your correspondence of March 29, 1978, we were
hopeful of 1978 recognition.

The Committee is still intact and remains interested in restor-
ing the Depot to present day usefulness as well as retaining its
historic significance.

We will appreciate your frank appraisal of our application and
welcome comments and suggestions.

Sincerely yours,

Waymart Area Bicentennial Committee

Barbara Holmes

Barbara Holmes, Co-Chairman

464 Honesdale Road

Waymart, Penna. 18472

(717) 488-6134

Call back 4 pm

*Delaware & Hudson Canal Co. Gravity Railroad Depot, Waymart Pa.
Sept. 13, 1978 listed.*

Braxton 11/4
Shull
Murtagh
Rogers (acting)
7 Wood
11/4
Wharton 1/5

H34-PR
SS-24211

NOV 5 1974

October 21, 1974

Buckles to

Honorable Hugh Scott
United States Senate
Washington, D.C.

Dear Senator Scott:

Thank you for your inquiry on behalf of Mrs. Wilbur S. Forrest concerning the Delaware Canal which extends from Easton to Bristol, Pennsylvania.

We are pleased to advise you that the Delaware Canal was nominated by the Pennsylvania State Historic Preservation Officer and entered in the National Register on October 29, 1974. Enclosed is a leaflet which describes the National Register program.

We are including a leaflet describing the National Historic Landmarks program. National historic landmarks are selected from a series of historic theme studies conducted by the National Survey of Historic Sites and Buildings. Each theme study treats a distinct aspect of American history such as the War for Independence, commerce, industry, and political affairs. To be eligible for landmark status, a site must possess national significance in commemorating or illustrating an event, personality, or development in American history. Data concerning the Delaware Canal may be sent to Mr. Cornelius Heine, Chief, Division of Historic and Architectural Surveys, National Park Service, Department of the Interior, Washington, D.C. 20240.

We appreciate your interest in historic preservation.

Sincerely yours,

Ernest Allen Connally

Associate
Director

Enclosures (Constituent's letter returned)

bcc: Mr. William J. Wewer
Executive Director
Pennsylvania Historical and
Museum Commission
Box 1026
Harrisburg, Pennsylvania 17120) w/c of inc.w
CL

(BASIC RETAINED IN PR)

Regional Director-Mid-Atlantic)
D-Reading File / DI / P / PH
PR)
LS)
FNP:CSHull:crb:11-4-74

United States Senate

EX-35, 1974
J 3711 74

October 21, 1974

OCT 21 1974

Respectfully referred for such
Honorably Hugh Scott
United States Senate
Washington, D.C.
communication may warrant, and
Dear Senator Scott:

I am pleased to acknowledge your inquiry in **Office of Mrs. Wilbur S. Forrester concerning the Delaware Canal.**

We appreciate your interest in this matter and will provide you a reply at our earliest opportunity.

Sincerely yours,

Hugh Scott

United States **Ronald E. Walker**
Director

LS (2) w/incoming
FNP:CRBraxton:crb:10-21-74

from you to a dear
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Wilderness Seashore
the first of its kind

...to speak to these gentlemen in
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Whatever endorsement you can add to our application would be very
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in this endeavor.

Indeed it is a pleasure to write about a non-controversial
matter, for I have many letters backing this project, in the
course of preparing the initial submission of papers to Mr.
Wewer and Dr. Murray Kelligan in the state offices in Harrisburg.
I have also been in consultation with Mr. Bond of the National

United States Senate
WASHINGTON, D.C.

Oct 5 1974
3371174

OCT 11 1974

Respectfully referred for such
consideration as the attached
communication may warrant, and
for a report in duplicate to
accompany return of enclosure.

By direction of

Hugh Scott

United States Senator

from you to a dear
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I have also been in consultation with Mr. Bond of the National

October 5 1974
33 11 74

The Honorable Hugh Scott
Senate Office Building
Washington, D. C. 20510

My dear Senator Scott:

In my personal file there is a letter from you to a dear friend of mine, Mr. Robert Haynes of Florida, and his letter to you about a problem which faced us in that state. I am a former vice-president of the Florida Audubon Society with its 42 chapters, and am now an advisor to the Bucks County Conservation Alliance, an organization including 24 member groups with a combined representation of some 20,000 people in Bucks County, Pennsylvania. I am also chairman of the Historical Committee for the Delaware Canal (also known as the Theodore Roosevelt Park) which extends sixty miles from Easton to Bristol. This committee has initiated an application to have the canal area designated a National Historic Landmark.

Knowing of your interest in the New Hope area and your knowledge of the historic structures associated with the canal along the Delaware River, it is my hope that you agree with our efforts to obtain such a designation; also, that you would endorse our ambition to have this designation granted in advance of the Bicentennial Celebration in this historic area.

Having seen to it that the necessary application procedures for the Landmark were expedited through the Pennsylvania Historic & Museum Commission in Harrisburg, I have also communicated with Nathaniel P. Reed, Assistant Secretary of the Interior, and with Mr. Russell Train of the Environmental Protection Agency. Mr. Train and I took part in dedicating the Reed Wilderness Seashore in Florida as a National Historic Landmark, the first of its kind in that state.

Would you be willing to write or speak to these gentlemen in behalf of our Landmark application for the Delaware Canal? Whatever endorsement you can add to our application would be very greatly appreciated by your many constituents who have taken part in this endeavor.

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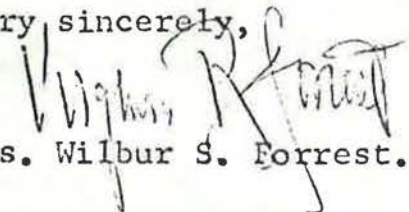
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Perhaps my age of seventy-eight years makes me a bit
impatient to see that this canal--which has been called the
finest in the country today--is soon accorded the protection of
Landmark status.

Enclosed is a letter which was addressed to my husband
thirty years ago--he was president of the Society of Newspaper
Editors and also for fourteen years Assistant Editor and
Executive Director of the New York Herald Tribune. The letter,
which is sent to you with his permission, is from Admiral H. E.
Yarnell; and I think you will be interested in reading his
prediction (written in 1944). He foresaw a period of danger to
the nation that would occur some 30 years after the close of
World War II--that is, at about the present time when most of the
defense equipment would have become obsolete. I would hope that
perhaps you would like this document for your records.

Trusting that I may hear from you concerning your interest
in this Historic Landmark project, I am,

Very sincerely,


(Mrs. Wilbur S. Forrest.)

In Reply Refer To:
H34-PR

OCT 21 1974

The Honorable Nathaniel P. Reed
Dear Mrs. Forrest: Drive, N.W.
Washington, D. C. 20008

Thank you for your recent letter concerning the nomination of the
Delaware Canal in Pennsylvania to the National Register of Historic
Places. Nathaniel:

The nomination for the Delaware Canal has been returned to the State
for technical revision. The nomination was returned on July 15,
1974, and it has not yet been resubmitted. As soon as the revised
forms are resubmitted to us by the State Historic Preservation
Officer, we will expedite the review of the nomination and publish
a formal notice when a determination is made on the property.

Thank you for keeping us informed on this matter.

the present time that I am hesitant about what further steps to
pursue about the canal. Our papers have been approved in Harris-
burg by Mr. Waver and Dr. Murray Nelligan (who used to be in Mr.
Brooks' office in Philadelphia.) I have been dealing with
Mr. Bond in the Park Service, who was recently at our Bucks
County Conservation Alliance about the procedures to be followed.

Sincerely yours,
(sgd) Nathaniel P. Reed
Assistant Secretary for
Fish and Wildlife and Parks

Perhaps you could find out about how long the process of
the application may take, and advise me its status. This canal
has tremendous historical value, and many of the original taverns,
Mrs. Wilbur S. Forresther structures are still in place--as you know
"The Birches" read the book by C. P. Bill Yoder. If you have any
New Hope, R.D., Pennsylvania 18938 action that should be taken by the
Historical Committee of our Alliance (which represents organizations
numbering 20,000 members,) please have Nora, your delightful secre-
tary, Mr. William J. Waver that effect.

Executive Director
Pennsylvania Historical and
Museum Commission
Box 1026
Harrisburg, Pennsylvania 17120 w/cy inc

bcc: Secretary's Reading File (2)
FW [] w/cy inc
Regional Director, Mid-Atlantic (2)]
Manager, Denver Service Center to] your family, I am,
Director's Reading File
DI

P- w/cy inc
PH - w/cy inc
PR - w/cy inc

LS- w/cy inc
P.S. I send this to your home for fear that it might be buried
in the Bicentennial activity. the correspondence you must receive at your office.
We do so hope that your effort on the canal will be included

BASIC FILE RETAINED IN PR

10-16-74

FNP:KH Cole:lmw

September 30, 1974

The Honorable Nathaniel P. Reed
2900 Woodland Drive, N.W.
Washington, D. C. 20008

Dear Nathaniel:

Last year during the winter months you suggested that we have a few minutes together to reach some position on having the sixty-mile-long Delaware Canal put on the Historic Register. I presume that after that was done a request for either Landmark or Site Status would be put forward.

Our country seems to be in such a topsy-turvy condition at the present time that I am hesitant about what further steps to pursue about the canal. Our papers have been approved in Harrisburg by Mr. Wewer and Dr. Murray Nelligan (who used to be in Mr. Brooks' office in Philadelphia.) I have been dealing with Mr. Bond in the Park Service, who spoke recently at our Bucks County Conservation Alliance about the procedures to be followed.

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I understand you are going to be in Florida in October-- I certainly regret that I shall miss having a glimpse of you then. I trust that you and your family have been happy in Washington, in spite of the tremendous pressures that must be upon you as the watchdog over all of the parks (including our Theodore Roosevelt Park, the designation given by Governor Pinchot to the Delaware River canal.

With affectionate regards to your family, I am,

Sincerely,

P.S. I send this to your home for fear that it might be buried in all of the correspondence you must receive at your office. We do so hope that ~~your~~ effort on the canal will be included in the Bicentennial activity.



OFFICE OF THE
ASSISTANT SECRETARY

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

October 4, 1974

PH
OCT 8 REC'D

PR

→ Dr. Connelly

ENC
10-7

for a/s
signature

Action Memorandum

To: Deputy Director Dickenson, NPS

From: Assistant Secretary for
Fish and Wildlife and Parks

Please give this letter priority for reply.

(Sgd) N. P. R.

N. P. Reed

Attachment



P.C.

RECEIVED at your office.



OFFICE OF THE
ASSISTANT SECRETARY

UNITED STATES
DEPARTMENT OF THE INTERIOR
WASHINGTON

October 4, 1974

PH
OCT 8 REC'D
PR

→ Dr. Connelly
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for A/S
signature

Action Memorandum

To: Deputy Director Dickenson, NPS

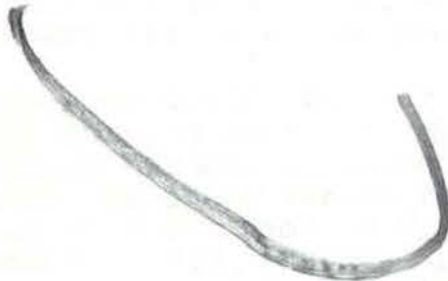
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N. P. Reed

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

WASHINGTON, D.C. 20460

4 NOV 1974

OFFICE OF THE
ADMINISTRATOR

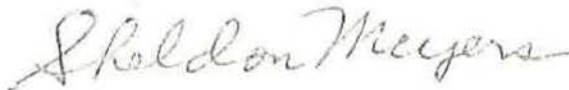
The Honorable Hugh Scott
United States Senate
Washington, D.C. 20510

Dear Senator Scott:

In response to your inquiry regarding the enclosed letter from Mrs. Wilbur S. Forrest concerning the Delaware Canal, we checked with the Department of Interior and learned that the application has been approved. The Canal went on the National Register of Historic Places October 29. The Department is investigating to see if it can further qualify for National Landmark status.

Thank you for this opportunity to be of service. If you have any further questions, please contact Richard Ford of my staff, telephone 245-3006.

Sincerely yours,



Sheldon Meyers
Director
Office of Federal Activities

Enclosure

October 5 1974
33 PM 74

The Honorable Hugh Scott
Senate Office Building
Washington, D. C. 20510

My dear Senator Scott:

In my personal file there is a letter from you to a dear friend of mine, Mr. Robert Haynes of Florida, and his letter to you about a problem which faced us in that state. I am a former vice-president of the Florida Audubon Society with its 42 chapters, and am now an advisor to the Bucks County Conservation Alliance, an organization including 24 member groups with a combined representation of some 20,000 people in Bucks County, Pennsylvania. I am also chairman of the Historical Committee for the Delaware Canal (also known as the Theodore Roosevelt Park) which extends sixty miles from Easton to Bristol. This committee has initiated an application to have the canal area designated a National Historic Landmark.

Knowing of your interest in the New Hope area and your knowledge of the historic structures associated with the canal along the Delaware River, it is my hope that you agree with our efforts to obtain such a designation; also, that you would endorse our ambition to have this designation granted in advance of the Bicentennial Celebration in this historic area.

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Would you be willing to write or speak to these gentlemen in behalf of our Landmark application for the Delaware Canal? Whatever endorsement you can add to our application would be very greatly appreciated by your many constituents who have taken part in this endeavor.

Indeed it is a pleasure to write about a non-controversial matter, for I have many letters backing this project, in the course of preparing the initial submission of papers to Mr. Wewer and Dr. Murray Nelligan in the state offices in Harrisburg. I have also been in consultation with Mr. Bond of the National

~~Service in Philadelphia and with Mr. Harrington of the~~
~~ional Historic Register.~~

Perhaps my age of seventy-eight years makes me a bit impatient to see that this canal--which has been called the finest in the country today--is soon accorded the protection of Landmark status.

Enclosed is a letter which was addressed to my husband thirty years ago--he was president of the Society of Newspaper Editors and also for fourteen years Assistant Editor and Executive Director of the New York Herald Tribune. The letter, which is sent to you with his permission, is from Admiral W. E. Yarnell; and I think you will be interested in reading his prediction (written in 1944). He foresaw a period of danger to the nation that would occur some 30 years after the close of World War II--that is, at about the present time when most of the defense equipment would have become obsolete. I would hope that perhaps you would like this document for your records.

Trusting that I may hear from you concerning your interest in this Historic Landmark project, I am,

Very sincerely,


(Mrs. Wilbur S. Forrest.)

added to NR, 10/29/74

Bucks County Conservation Alliance

Advisors: Mrs. Wilbur Forrest, Mrs. Lefferts Hutton, Mrs. Robert Batchelder

"The Birches", R. D. 2
New Hope, Pa. 18938

October 24, 1974

Mr. Charles Harrington
The National Register of Historic Places
18th and C Streets, N.W.
Washington, D.C.

Dear Mr. Harrington:

Thank you for your assistance regarding the registering of
the Delaware Canal in Pennsylvania.

It was most embarrassing for me to learn that the papers had
been returned to Harrisburg on July 7th for some technical revision.
I am enclosing a copy of Mr. Yoder's letter, for your information,
which tells me that Mr. Watson of the Pennsylvania Historic &
Museum Commission will be sending the information that you had
requested by the end of this week.

May I request the privilege of your informing me should your
department not receive this application back from Harrisburg this
month? I had asked the support of Mr. Nathaniel P. Reed, Senator
Hugh Scott, Congressman Biester, and Mr. Russell Train in this
matter, and was most chagrined to learn that the file had been
held up in Harrisburg for three months.

Thank you for your past assistance in this matter.

Very sincerely,


(Mrs. Wilbur S. Forrest)
Chairman, Historical Committee
on the Delaware Canal.



Assn. of American University Women
Bowman's Hill State Wildflower Preserve
Buckingham Civic Assn.
Bucks County Audubon Society
Bucks County Council League of Women Voters
Bucks County Federation of Sportsmen's Clubs
Bucks County Federation of Women's Clubs
Bucks County S.P.C.A.
Delaware Valley Protective Assn.

Historic Carversville Society
Hutton Recycling Circle
Lower Bucks Canal Conservation Committee
Neshaminy Valley Watershed Assn.
New Hope Chamber of Commerce
New Hope Historical Society
Open Space
Paunacussing Watershed
Planned Parenthood
Village Improvement Assn.



A PROJECT TO OBTAIN LISTING OF THE DELAWARE CANAL
IN THE NATIONAL REGISTER AS A NATIONAL HISTORIC SITE

Under sponsorship of the

Delaware Valley Protective Association
Bucks County Conservation Alliance and
Pennsylvania Canal Society

a special committee, chaired by Mrs. Wilbur S. Forrest of New Hope, R.D., Pa. 18938, is preparing the specified forms necessary to obtain listing of the Delaware Canal in the National Register as a National Historic Site or Landmark.

The Delaware Canal, officially designated as the Delaware Division of the Pennsylvania Canal, extends from Easton, Pa. to Bristol, Pa., a distance of approximately sixty miles and forms a connecting link between the Lehigh Canal and the Delaware River below tidewater. Throughout its course it closely parallels the western bank of the Delaware River.

The Delaware Canal is of national historic significance as it is the only remaining intact remnant of the great towpath canals that formed the first great transportation system in the United States. By means of a conveniently adjacent state highway visitors to the canal area have access to its chief points of interest from which they may visualize the process of commerce in the more leisurely era of the 19th century. For nearly one hundred years millions of tons of anthracite coal were transported over this waterway to Philadelphia and New York markets, as well as lesser quantities of other commodities to and from communities along its course. With the exception of the last 0.7 mile in Bristol, the canal remains today as it was in the heyday of its commercial activities, including locks, aqueducts, the famous camel back bridges and long stretches of the placid waterway. A stroll along its towpath is a stroll into history.

By good fortune, when in 1940 the canal was returned to the Commonwealth from private ownership, the canal and adjacent property, was designated as Roosevelt State Park and placed under the jurisdiction of the Department of Environmental Resources for use as a recreational area. The countryside adjacent to the canal is rich in historic lore including one of the first iron furnaces in the Colonies at Derham Furnace together with the adjacent Durham Cave, many ancient stone buildings and famous inns, the Thompson-Neely House of Revolutionary fame and the complex of Washington Crossing State Park memorializing Washington's great victory at Trenton, to mention a few. In accepting return of the canal to Commonwealth jurisdiction Gov. Gifford Pinchot said, "I sign this bill with keen pleasure because it

has resulted in securing for the people of Pennsylvania what is undoubtedly a most unique and lovely park, probably the only park of its kind in the world."

Within the limited annual budgets authorized by the Legislature each year the Department of Environmental Resources attempts to keep the canal in reasonable repair. But the continual enthusiastic cooperation of interested citizens to assure adequate annual budgets is necessary to assure continuity of this historic area.

Listing of the Delaware Canal in the National Register will add significant value to its historical status as well as protection from possible encroachment by government agencies without due process. The National Historical Preservation Act also authorizes Federal grants-in-aid to the States for Historic Preservation on a matching basis. The cooperation of civic and historic minded organizations and citizens will materially assist in securing these important features for the protection and preservation of this historic landmark.

Any organization wishing to sponsor such a plan, would they be kind enough to send a letter to:

Mrs. Wilbur S. Forrest, Chairman
"The Birches"
New Hope, R.D., Penna. 18938

ber 16, 1974

1/15 Underland

Mrs. Wilbur S. Forrest
The Birches
New Hope, RD, Pa. 18938

Dear Mrs. Forrest,

This letter refers to the status of the application for entry of the Delaware Canal on the National Register of Historic Places and the long delay which has occurred since the original application was submitted to Harrisburg.

Yesterday, Oct. 15, I had a conversation with William K. Watson, Historic Sites Survey, for the Commonwealth of Pennsylvania, from whom I obtained some of the reasons for the delay. Before the application was sent to Washington it was submitted to the Bureau of State Parks, the present supervisor of the Delaware Canal and Roosevelt State Park. As Mr. Nelligan said in his covering letter to the Bureau, "Although it is not necessary for the ... administrator to give his permission...it is our practice to give them advance notice that their property is being considered for inclusion on the National Register." Considerable delay occurred before authorization was obtained from the Bureau, which was desirable before the application was submitted to Washington.

After receipt at Washington the application was handled by the Review Staff, reorganized within the past year with an entirely new staff, according to Mr. Watson, headed by Charles Harrington. This staff criticized the definition of the property as presented in the application. It was stated that a series of rectangles must be provided, each defined by coordinates of longitude and latitude and each specifying the extent of land owned by the State on each side of the canal. Due to the curvature of the canal this will require somewhere in the neighborhood of 40 to 50 rectangles, according to Mr. Watson. When he applied to the Bureau of State Parks for information on land ownership he was told it is not available in the Bureau. That was the status of the application when I phoned Mr. Watson yesterday.

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Mr. Watson said he will use the figures I submitted to prepare the rectangles demanded by the Review Staff and resubmit the application to Washington. He requested that a week, from Oct. 15, be allowed for the application to clear his office. I gained the impression that there is a general opinion that the Review Staff is being arbitrary and capricious in their demands regarding property specifications, particularly as they apply to a 60 mile canal, that have no significant merit with respect to the National Register.

Please understand, Mrs. Forrest, that the above is my personal evaluation of the information I obtained.

Cordially yours,



C. P. Yoder

46 So. Elm St.
Nazareth, Pa. 18064

NOV 12 1974

JT
11/11/74
Cole
11/11/74

H34-PR

Buckles

Mrs. Wilbur S. Forrest
Chairman, Historical Committee
The Birchess, R. D. 2
New Hope, Pennsylvania 18938

Dear Mrs. Forrest:

Thank you for your recent letter concerning the nomination of the Delaware Canal to the National Register of Historic Places. We are pleased to advise you that this property was entered in the National Register on October 29, 1974.

We appreciate your interest in historic preservation.

Sincerely yours,

15/

Charles A. Harrington
Acting, Keeper of the National
Register

cc: Mr. William J. Weaver
Executive Director
Pennsylvania Historical
and Museum Commission
Box 1026
Harrisburg, Pennsylvania 17120

FNP:J Thorman:bsh 11/11/74

bcc: Regional Director, Mid-Atlantic Region)
Director's Reading File
DI
PR)

BASIC FILE RETAINED IN PR

NOV 5 1974

H34-PR
SS-24211

Honorable Hugh Scott
United States Senate
Washington, D.C.

Dear Senator Scott:

Thank you for your inquiry on behalf of Mrs. Wilbur S. Forrest concerning the Delaware Canal which extends from Easton to Bristol, Pennsylvania.

We are pleased to advise you that the Delaware Canal was nominated by the Pennsylvania State Historic Preservation Officer and entered in the National Register on October 29, 1974. Enclosed is a leaflet which describes the National Register program.

We are including a leaflet describing the National Historic Landmarks program. National historic landmarks are selected from a series of historic theme studies conducted by the National Survey of Historic Sites and Buildings. Each theme study treats a distinct aspect of American history such as the War for Independence, commerce, industry, and political affairs. To be eligible for landmark status, a site must possess national significance in commemorating or illustrating an event, personality, or development in American history. Data concerning the Delaware Canal may be sent to Mr. Cornelius Heine, Chief, Division of Historic and Architectural Surveys, National Park Service, Department of the Interior, Washington, D.C. 20240.

We appreciate your interest in historic preservation.

Sincerely yours,

/S/ Ernest Allen Connally

Associate Director

(Constituent's letter returned)

Enclosures

bcc: Mr. William J. Wewer
Executive Director
Pennsylvania Historical and
Museum Commission
Box 1026
Harrisburg, Pennsylvania 17120) w/c of inc.w
CL

(BASIC RETAINED IN PR)

Regional Director-Mid-Atlantic)
D-Reading File / DI / P / PH
PR)

FNP:CSHull:crb:11-4-74

5
• HUGH SCOTT
PENNSYLVANIA

United States Senate

WASHINGTON, D.C.

OCT 11 1974

Respectfully referred for such
consideration as the attached
communication may warrant, and
for a report in duplicate to
accompany return of enclosure.

By direction of



United States Senator

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1026
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October 5 1974
33 11 74

The Honorable Hugh Scott
Senate Office Building
Washington, D. C. 20510

My dear Senator Scott:

In my personal file there is a letter from you to a dear friend of mine, Mr. Robert Haynes of Florida, and his letter to you about a problem which faced us in that state. I am a former vice-president of the Florida Audubon Society with its 42 chapters, and am now an advisor to the Bucks County Conservation Alliance, an organization including 24 member groups with a combined representation of some 20,000 people in Bucks County, Pennsylvania. I am also chairman of the Historical Committee for the Delaware Canal (also known as the Theodore Roosevelt Park) which extends sixty miles from Easton to Bristol. This committee has initiated an application to have the canal area designated a National Historic Landmark.

Knowing of your interest in the New Hope area and your knowledge of the historic structures associated with the canal along the Delaware River, it is my hope that you agree with our efforts to obtain such a designation; also, that you would endorse our ambition to have this designation granted in advance of the Bicentennial Celebration in this historic area.

Having seen to it that the necessary application procedures for the Landmark were expedited through the Pennsylvania Historic & Museum Commission in Harrisburg, I have also communicated with Nathaniel P. Reed, Assistant Secretary of the Interior, and with Mr. Russell Train of the Environmental Protection Agency. Mr. Train and I took part in dedicating the Reed Wilderness Seashore in Florida as a National Historic Landmark, the first of its kind in that state.

Would you be willing to write or speak to these gentlemen in behalf of our Landmark application for the Delaware Canal? Whatever endorsement you can add to our application would be very greatly appreciated by your many constituents who have taken part in this endeavor.

Indeed it is a pleasure to write about a non-controversial matter, for I have many letters backing this project, in the course of preparing the initial submission of papers to Mr. Wewer and Dr. Murray Nelligan in the state offices in Harrisburg. I have also been in consultation with Mr. Bond of the National

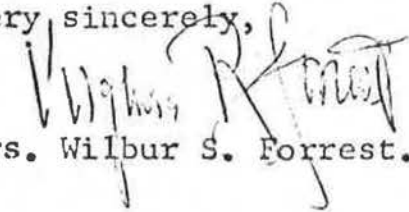
Park Service in Philadelphia and with Mr. Harrington of the National Historic Register.

Perhaps my age of seventy-eight years makes me a bit impatient to see that this canal--which has been called the finest in the country today--is soon accorded the protection of Landmark status.

Enclosed is a letter which was addressed to my husband thirty years ago--he was president of the Society of Newspaper Editors and also for fourteen years Assistant Editor and Executive Director of the New York Herald Tribune. The letter, which is sent to you with his permission, is from Admiral H. E. Yarnell; and I think you will be interested in reading his prediction (written in 1944). He foresaw a period of danger to the nation that would occur some 30 years after the close of World War II--that is, at about the present time when most of the defense equipment would have become obsolete. I would hope that perhaps you would like this document for your records.

Trusting that I may hear from you concerning your interest in this Historic Landmark project, I am,

Very sincerely,


(Mrs. Wilbur S. Forrest.)

Bucks County Conservation Alliance

NOV 12 1974

Secretary: Mrs. Wilbur Forrest, Mrs. Lefferts Hutton, Mrs. Robert Batchelder

B24-PR

"The Birches", R. D. 2
New Hope, Pa. 18938

October 24, 1974

Mrs. Wilbur S. Forrest
Chairman, Historical Committee
The Birches, R. D. 2
New Hope, Pennsylvania 18938

Mr. Charles W. Yoder
The National Register of Historic Places
16th and C Streets, N.W.
Washington, D.C.

*Bucks Co.
Pa
Wayne Co*

Thank you for your recent letter concerning the nomination of the Delaware Canal to the National Register of Historic Places. We are pleased to advise you that this property was entered in the National Register on October 29, 1974.

Thank you for your assistance regarding the registering of the Delaware Canal in interest in historic preservation.

It was most embarrassing for me to learn that the papers had been returned to Harrisburg on July 7th for some technical revision. I am enclosing a copy of Mr. Yoder's letter for your information, which tells me that Mr. Watson Charles A. Harrington, Pennsylvania Historic & Museum Commission will be sending the information that you had requested by the end of this week.

May I request the privilege of your informing me should your department not return this application back from Harrisburg this month? I have the support of Mr. Nathaniel P. Reed, Senator Hugh Scott, Pennsylvania Historical and Museum Commission matter, and was surprised to learn that the file had been held up in Harrisburg for three months.

Harrisburg, Pennsylvania 17120
Thank you for your assistance in this matter.
Mr. J. Thorman:bsh 11/11/74

cc: Regional Director, Mid-Atlantic Region)
Director's Reading File

DI
(PR)

*Very sincerely,
[Signature]*

BASIC FILE RETAINED IN PR

(Mrs. Wilbur S. Forrest)
Chairman, Historical Committee
on the Delaware Canal.

Asm. of American University Women
Bowman's Hill State Wildflower Preserve
Buckingham Club Asm.
Bucks County Audubon Society
Bucks County Chapter League of Women Voters
Bucks County Federation of Sportsmen's Clubs
Bucks County Federation of Women's Clubs
Bucks County S.R.C.A.
Delaware Valley Protective Assn.

Historic Carversville Society
Hutton Recycling Circle
Lower Bucks Canal Conservation Committee
Neshaminy Valley Watershed Asm.
New Hope Chamber of Commerce
New Hope Historical Society
Open Space
Pauncefussing Watershed
Planned Parenthood
Village Improvement Assn.

added to NR, 10/29/74

Bucks County Conservation Alliance

Advisors: Mrs. Wilbur Forrest, Mrs. Lefferts Hutton, Mrs. Robert Batchelder

"The Birches", R. D. 2
New Hope, Pa. 18938

October 24, 1974

Mr. Charles Harrington
The National Register of Historic Places
18th and C Streets, N.W.
Washington, D.C.

Dear Mr. Harrington:

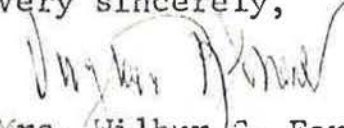
Thank you for your assistance regarding the registering of the Delaware Canal in Pennsylvania.

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May I request the privilege of your informing me should your department not receive this application back from Harrisburg this month? I had asked the support of Mr. Nathaniel P. Reed, Senator Hugh Scott, Congressman Biester, and Mr. Russell Train in this matter, and was most chagrined to learn that the file had been held up in Harrisburg for three months.

Thank you for your past assistance in this matter.

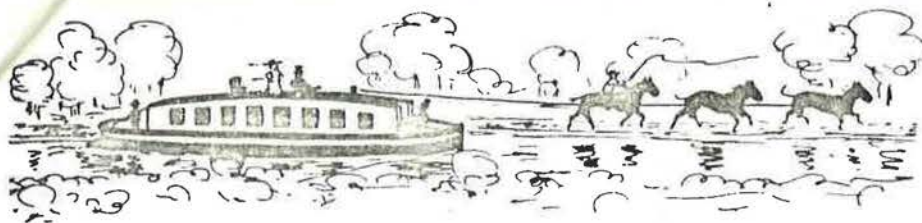
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(Mrs. Wilbur S. Forrest)
Chairman, Historical Committee
on the Delaware Canal.



Assn. of American University Women
Bowman's Hill State Wildflower Preserve
Buckingham Civic Assn.
Bucks County Audubon Society
Bucks County Council League of Women Voters
Bucks County Federation of Sportsmen's Clubs
Bucks County Federation of Women's Clubs
Bucks County S.P.C.A.
Delaware Valley Protective Assn.

Historic Carversville Society
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Neshaminy Valley Watershed Assn.
New Hope Chamber of Commerce
New Hope Historical Society
Open Space
Paunacussing Watershed
Planned Parenthood
Village Improvement Assn.



Mr. Hartington

A PROJECT TO OBTAIN LISTING OF THE DELAWARE CANAL
IN THE NATIONAL REGISTER AS A NATIONAL HISTORIC SITE

Under sponsorship of the

Delaware Valley Protective Association
Bucks County Conservation Alliance and
Pennsylvania Canal Society

a special committee, chaired by Mrs. Wilbur S. Forrest of New Hope, R.D., Pa. 18938, is preparing the specified forms necessary to obtain listing of the Delaware Canal in the National Register as a National Historic Site or Landmark.

The Delaware Canal, officially designated as the Delaware Division of the Pennsylvania Canal, extends from Easton, Pa. to Bristol, Pa., a distance of approximately sixty miles and forms a connecting link between the Lehigh Canal and the Delaware River below tidewater. Throughout its course it closely parallels the western bank of the Delaware River.

The Delaware Canal is of national historic significance as it is the only remaining intact remnant of the great towpath canals that formed the first great transportation system in the United States. By means of a conveniently adjacent state highway visitors to the canal area have access to its chief points of interest from which they may visualize the process of commerce in the more leisurely era of the 19th century. For nearly one hundred years millions of tons of anthracite coal were transported over this waterway to Philadelphia and New York markets, as well as lesser quantities of other commodities to and from communities along its course. With the exception of the last 0.7 mile in Bristol, the canal remains today as it was in the heyday of its commercial activities, including locks, aqueducts, the famous camel back bridges and long stretches of the placid waterway. A stroll along its towpath is a stroll into history.

By good fortune, when in 1940 the canal was returned to the Commonwealth from private ownership, the canal and adjacent property, was designated as Roosevelt State Park and placed under the jurisdiction of the Department of Environmental Resources for use as a recreational area. The countryside adjacent to the canal is rich in historic lore including one of the first iron furnaces in the Colonies at Derham Furnace together with the adjacent Durham Cave, many ancient stone buildings and famous inns, the Thompson-Neely House of Revolutionary fame and the complex of Washington Crossing State Park memorializing Washington's great victory at Trenton, to mention a few. In accepting return of the canal to Commonwealth jurisdiction Gov. Gifford Pinchot said, "I sign this bill with keen pleasure because it

resulted in securing for the people of Pennsylvania what is undoubtedly a most unique and lovely park, probably the only park of its kind in the world."

Within the limited annual budgets authorized by the Legislature each year the Department of Environmental Resources attempts to keep the canal in reasonable repair. But the continual enthusiastic cooperation of interested citizens to assure adequate annual budgets is necessary to assure continuity of this historic area.

Listing of the Delaware Canal in the National Register will add significant value to its historical status as well as protection from possible encroachment by government agencies without due process. The National Historical Preservation Act also authorizes Federal grants-in-aid to the States for Historic Preservation on a matching basis. The cooperation of civic and historic minded organizations and citizens will materially assist in securing these important features for the protection and preservation of this historic landmark.

Any organization wishing to sponsor such a plan, would they be kind enough to send a letter to:

Mrs. Wilbur S. Forrest, Chairman
"The Birches"
New Hope, R.D., Penna. 18938

16, 1974

11/15 Underland

Wilbur S. Forrest
Birches
w Hope, RD, Pa. 18938

Dear Mrs. Forrest,

This letter refers to the status of the application for entry of the Delaware Canal on the National Register of Historic Places and the long delay which has occurred since the original application was submitted to Harrisburg.

Yesterday, Oct. 15, I had a conversation with William K. Watson, Historic Sites Survey, for the Commonwealth of Pennsylvania, from whom I obtained some of the reasons for the delay. Before the application was sent to Washington it was submitted to the Bureau of State Parks, the present supervisor of the Delaware Canal and Roosevelt State Park. As Mr. Nelligan said in his covering letter to the Bureau, "Although it is not necessary for the ... administrator to give his permission...it is our practice to give them advance notice that their property is being considered for inclusion on the National Register." Considerable delay occurred before authorization was obtained from the Bureau, which was desirable before the application was submitted to Washington.

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Please understand, Mrs. Forrest, that the above is my personal evaluation of the information I obtained.

Cordially yours,



C. P. Yoder

46 So. Elm St.
Nazareth, Pa. 18064

Notes taken
by J. McD
on July 13, 1968
on D + H Canal
Lunenburg

6/11/68

Donald G. Ross

Picture Lock No. 2
at community of
Creek Locks

D + H Canal Historical
Society, P.O. address
in High Falls, N.Y.

Rt 213 - center of
High Falls -
Admission to

① Building Inspection
② 1797 DePuy
Tower

Would like to
acquire Tanager
- mentioned military
grant to them

Society own 7
ins 1826 looks
newly

Peter Davis Basin
Allgermill, N.Y.

5,000 ft section
with water
+ around 3,000
meters water
+ on the 1/2
mile with few
engineering problems

Cuddelback mill
2 mile section
with water
(built by Newcomb)

Part east of 209
Part west of 209

Malcolm Bath
M. D. Thieson
Canal

Restoration and
develop - by
Orange County
Park Commission
or some other
group proposed
Plan adopted 1..

Area ~~is~~ bounded
on east by Highway
209

Prospect Hill
~~North of Prospect Hill~~

→ Road on the south
west

~~North~~ - a line
perpendicular to
the feeder that
runs from the
Newmark River
to the canal

~~West~~ -

Oakland Valley
North - ~~Oakland~~
Rd and the
Rd around
the boat basin

Considerably altered

Simon Berman's
General Store
(now Town clerk's
office) —

Hoag's 13 year and
Garage (only bake shop "fine
store")
(exterior look good)

Blacksmith's House
(pretty good)

De Witt Clinton
birthplace — one
of houses there

Aguelust — supporting

Mr. Booth will send
map

Raebling Bridge
1948

Oldest surviving
suspension bridge
in the western
hemisphere

2 designed 3
suspension
acq. Libor
the one the
3 ~~for~~
had disappeared
of the 4 bridges
he did for ~~and~~

251
Principally owned
Crossed Delaware
as in manuscript
Landing N. Y.
and Hackwaxen,
Penn.

Nearby Lane Grey
house where
he wrote Riders
of the Purple Sage
— ~~is~~ ~~now~~
open to public

P. Budy - toll
bridge The
Aqueduct part
of bridge zone
rest of it is

ms. Carol Crosby, Sec.
Honesdale

D+H Canal
Company Office

Bldg. 1860 -
business office

Today filled with
exhibits

~~How owned by~~
Wayne County
Historical Society
leased - By
D+H Canal Co.
in
1898

Exhibit rebate
to community

Admission 25¢

children under 12 free

Everyday in

10-12 + 1-4

Tues. Wed., Fri

+ Sat. in

with Oct-May

~~or~~
About 2,000

imitations