

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Saltsburg Historic District
other names/site number N/A

2. Location

street & number roughly west of Plum & Walnut Alleys
city, town Saltsburg N/A not for publication
state Pennsylvania code _____ county Indiana N/A vicinity
code 063 zip code 15681

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>116</u>	<u>32</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>1</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u>0</u> structures
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>15</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>135</u>	<u>32</u> Total
Name of related multiple property listing: <u>N/A</u>		Number of contributing resources previously listed in the National Register <u>0</u>	

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official _____ Date _____
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. _____
 See continuation sheet.
- determined eligible for the National Register. See continuation sheet. _____
- determined not eligible for the National Register. _____
- removed from the National Register. _____
- other, (explain): _____

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic/single dwelling _____
 Domestic/hotel _____
 Commerce/specialty store _____
 Transportation/water-related _____
 Transportation/rail-related _____

Current Functions (enter categories from instructions)

Domestic/single dwelling _____
 Domestic/multiple dwelling _____
 Commerce/restaurant _____
 Religion/religious structures _____
 Landscape/park _____

7. DescriptionArchitectural Classification
(enter categories from instructions)

Early Republican/Federal _____
 Other/Canal Vernacular _____
 Late Victorian/Italianate _____

Materials (enter categories from instructions)

foundation _____ stone _____
 walls _____ wood _____
 _____ brick _____
 roof _____ asphalt _____
 other _____ stone _____

Describe present and historic physical appearance.

Saltsburg is a small town situated at the confluence of the Kiskiminetas and Conemaugh Rivers. The proposed district, which represents the oldest part of the Borough and is significant for the period of 1820-1941, includes most of the properties fronting on or west of Salt Street. This crescent-shaped area of approximately 48 acres contains 118 contributing and 32 non-contributing buildings. The district may best be characterized as a nineteenth and early twentieth century residential community with a small commercial district and several church buildings, a community where vernacular architectural styles predominate. The 118 contributing buildings represent all twelve decades of the district's period of significance: 1820's (1), 1830's(16), 1840's (18), 1850's(12), 1860's (10), 1870's (8), 1880's (14), 1890's (4), 1900's (8), 1910's (8), 1920's (4), and 1930's (3); 12 of the 118, mostly garages, are of undetermined date, but pre-date 1941. Almost all of the 32 non-contributing buildings post-date 1941, and the majority of those do not significantly detract from the district's visual quality. The district also contains one contributing structure (retaining walls of the former Western Pennsylvania Railroad), one contributing site (the former canal/railroad bed and Lock #8), and fifteen contributing objects (canal marker stones). While the town's focus has changed over the years with respect to the major canal, rail, and road routes that pass through it , its fundamental fabric remains largely intact. Changes to individual buildings are, for the most part, reversible. If systematically and accurately restored, therefore, Saltsburg has the potential to represent the evolution of a western Pennsylvania canal town well into the twentieth century.

The district, itself rather flat, is clearly delineated topographically. In addition to the high river banks to the west and south, the district is somewhat confined by the stone retaining walls of the former Western Pennsylvania Railroad which ran along Plum and Walnut Alleys parallel to and between Salt Street and High Street and turned eastward just north of Pine Alley. The original stone retaining walls survive between Ash Alley and Basin Street.

Except where the canal/railroad right-of-way passes through the town, the streets and alleys maintain a fairly even grid pattern. Sidewalks are present on Salt, Washington,

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Architectural Classification (continued)

Late Victorian/Queen Anne/Eastlake

Late 19th & 20th Century Revivals/Classical Revival

Late 19th & Early 20th Century Movements/Commercial Style

Late 19th & Early 20th Century Movements/Bungalow

Other/Late 19th & Early 20th Century Vernacular

Description (continued)

Point, and Market, and the buildings are generally sited directly on the sidewalks; only at the southern end of Salt are there any setbacks, and they are minimal, never exceeding about fifteen feet. Lots range in width from 18 feet to 100 feet and generally run the full depth of the blocks.

The district is both commercial and residential in nature, but with residential properties far outnumbering commercial. Commercial uses are concentrated along Salt and Point Streets. At the intersection of Salt and Point, traditionally the hub of the commercial activity and once lined with Victorian commercial buildings, fires and development pressures have resulted in modern commercial intrusions (i.e. a strip shopping center to the northeast and a drive-through bank to the northwest) which are omitted from the district.

The district contains 150 buildings, about half of which date to the nineteenth century, but which clearly set the tone for much of the later development to follow. A consistency of scale, density, rhythm, and materials is evident throughout. Most structures maintain a two story, three bay rhythm; exceptions, where heights rise to three stories or widths to six bays, nonetheless fit compatibly into the overall fabric. The majority of the buildings are of wood frame, with sidings varying from the original wood to asphalt shingle, aluminum siding, and insulbrick. In many cases, original wood trim survives despite subsequent alterations. Few have been altered beyond restoration. Twenty-two of the buildings are brick, generally set in common bond. Five of the buildings are stone, set in rough-cut ashlar blocks. Most of the buildings have stone foundations. The district contains 26 garages and carriage houses, as well as a number of small sheds, which have not been accounted for in the contributing and non-contributing building tally.

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The former canal/railroad bed, which runs parallel to the river about 150 feet inland, has been maintained by the Borough as Canal Park, an open, grassy space. Focussing on the areas from the northern end of the district south to Point Street, interpretive materials and landscape amenities have been added to enhance its recreational value. Archaeological excavations completed in November 1990 for the National Park Service uncovered significant remnants of Lock #8, running approximately 100 feet north of Chestnut Alley along the right of way. The excavations located a long entryway at the northern end, approximately 30 feet long and 15 feet wide, as well as a wooden lock gate lying flat on the wooden floor of the lock. The majority of the cut stone had been removed, but the rubble backing was intact, as were the lowest two or three courses of cut stone and the partially dismantled wing walls. At the south end, the rubble backing and the lowest two or three courses of cut stone are also intact, as well as the stone sill for the lock gates and the horizontal arch stone which served as a buttress behind it. The area was backfilled following the testing. The archaeological team plans to return in Spring of 1992 for additional testing along the canal prism. In addition, the canal boat turning basin at the northern end of the lock, shown on both the Peelor map of 1856 and the Beers map of 1871 as the site of the current Exxon station, should be explored. Finally, of the approximately 32 marker stones placed by canal surveyors in 1828-1829 to delineate the canal's 62 foot wide swath through the town, 15 have been located within the district.

During the canal era (1829-1864), Saltsburg's development was concentrated within the area proposed as the historic district, with additional development extended east along Point Street. If numbers of extant buildings can be taken as any indication, construction within the district occurred at a fairly steady pace, with 16 extant buildings dating to the 1830's, 18 to the 1840's, and 12 to the 1850's. Commercial uses were well integrated with residential along the canal and to the east of it, and numerous industrial concerns - including tanneries, foundries, grist and saw mills -- developed between the canal and the river. No visible remnants of the industrial concerns survive. The commercial and residential buildings along the Canal were generally oriented toward it, creating a second "Main Street" to supplement Salt Street.

The earliest buildings of this period were Federal style dwellings of brick and stone. Most notable among them are William McIlwaine House and Store at 212 Washington Street (36-01-204-5; HABS No. PA-5424), a five-bay stone dwelling of 1820-29; the Dr. James Crawford House at 105 Point Street (36-02-201-3; HABS No. PA-5419), a five-bay

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stone dwelling of 1830-39; the William Stewart House at 215 Point Street (36-01-212-10; HABS No. PA-5420), a five-bay brick dwelling with a central cross gable, dating to 1836; Dr. McFarland's Drug Store and Office at 216 Washington Street (36-01-203-06; HABS No. PA-5425), a four-bay attached brick building of 1840; and the Andrew A. Taylor House at 413 Salt Street (36-01-400-110), a three-bay brick dwelling of 1830-39.

In addition to the early Federal dwellings, a "Canal Vernacular" developed which was somewhat derivative of the Greek Revival in form and which incorporated frame construction, a broad gable end facade of two stories and three bays, often with returns and an inset tympanum panel, squarely proportioned windows, and a one or two story porch. Examples include the Absalom Woodward House and Store at 506 Salt Street (36-01-227-31) of 1841; 221-223 Point Street (36-01-216-12) of 1840-49; and the William Stewart House at 230 Point Street (36-01-300-27; HABS No. PA-5416) of 1830-39.

Along the canal itself, the surviving houses illustrate the focal emphasis that the canal drew. Even where the houses have been re-oriented to face onto Water Street, remnants of their original facades survive, as seen in the five houses between 707 Water Street (36-03-102-106) and 803-805 Water Street (36-03-106-120; HABS No. PA-5429.). Also notable on the canal is the former mule barn, now converted to accommodate apartments, at 208 Point Street (36-01-308-16).

The two surviving canal-era churches within the district both stood out against the town's predominantly frame vernacular fabric by virtue of their brick Gothic Revival design: the Free Gospel Church at 806 Salt Street (36-03-213-83) of 1843 and the Methodist Church at 809 Salt Street (36-03-311-69) of 1850-59.

During the period of significance characterized as the early Railroad Era (1863-c.1900), tracks for the Western Pennsylvania Railroad were introduced through Saltsburg along Plum and Walnut Alleys parallel to and between Salt Street and High Street, and growth of the town slowed somewhat for two decades, with just ten extant buildings dating to the 1860's and eight to the 1870's. With the purchase of the Western Pennsylvania Railroad by the Pennsylvania Railroad in 1882 came a relocation of the tracks to the old canal towpath and a subsequent building boom during the 1880's, from which 14 buildings survive. Map analysis would suggest that this boom did not significantly increase the density of the town's core, but rather replaced some of the canal-era construction with Victorian buildings which maintained the size, scale, and

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materials that had come to characterize Saltsburg. The extant buildings dating to this 1880's boom period are generally also vernacular in style; many differ from the canal vernacular only slightly in their proportions and in minimal wood detailing such as Eastlake bargeboards and Italianate window casings. Typical examples include the Samuel S. Moore House and Store at 222-220 Point Street (36-01-302-25; HABS No. PA-5421); 218 Point Street (36-01-303-24); and 414-416 Salt Street at Chestnut Alley (36-01-108-60).

The higher styles of the early Railroad Era are represented by the William McIlwain House, later the Saltsburg Hotel, at 109 Point Street (36-01-207-19), a Second Empire frame building of the 1870's; the Dr. Benjamin F. Sterett House and Office at 801 Salt Street and Coal Alley (36-03-308-70), a canal-era frame house that was updated in a Second Empire mode c.1869; and the P. D. Shupe Hardware Store at 210 Point Street at Marble Alley (36-01-307-17; HABS No. PA-5432), a high Italianate frame commercial building of the 1860's. The former Western Pennsylvania Railroad Station on Point Street at Plum Alley (36-01-500-54), dating to 1864, was in the Italianate style as well; although subsequent alterations and fire damage have obliterated much of its original detailing, it is restorable. Two churches within the district date to this era: Saltsburg Presbyterian Church at 517 Salt Street and Washington (36-01-406-55), a brick Gothic Revival building of 1874, and the Sons of Zebedee Evangelical Lutheran Church at 422 Salt Street (36-01-107-58; HABS No. PA-5435), also of brick Gothic Revival design and dating to 1878.

The most notable resource of the early Railroad Era, particularly in the context of America's Industrial Heritage Project, is the Altman Feed Mill at 111 Point Street (36-01-309-23), a four-story frame building featuring a substantial portion of its original 1893 equipment, including belt-driven wood machinery and shutes. This property has been documented by HABS.

During the first half of the twentieth century, residential construction in Saltsburg continued to build upon the wood frame and brick vernacular of the town with more complex rooflines, larger plate glass windows, and detailing more typical of the period: examples appear at 817 Salt Street and Pine Alley (36-03-312-75) and 710 Salt Street (36-03-219-47), both dating to the first two decades of the century. A bungalow of the same period survives at 224 Market Street (36-03-223-96). Commercial construction of this period is represented by the high-styled Classical limestone First National Bank

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Building at Salt and Point Streets (36-01-316-28) of 1927 and the brick DeLisi Theater at 524 Salt Street and Ash Alley of 1923.

Minimal new construction totalling 29 buildings has occurred since the early 1950's, the seven most prominent buildings being the Post Office on Point Street at Marble Alley (36-01-210), the Senior Center at 212 Point Street (36-01-305), the Fire Hall at Salt and Market Streets (36-01-317), the Exxon Station on Salt Street (36-01-111) at the extreme northern edge of the district, the two McGregor Manor developments on Salt (36-01-62) and 117 Washington Street (36-02-211), and the Sewage Treatment Plant by the river at the southern end of the district. All of these must be considered to be non-contributing resources, not only because they post-date the district's period of significance, but also due to their incompatible massing and fenestration.

In addition, the late twentieth century has seen numerous incompatible alterations to older buildings within the district, ranging from new siding and porch removals to complete new facades. Where these changes destroy the original integrity of the building -- such as complete changes in the fenestration pattern of the main facade or the removal of an entire story -- the buildings are classified as non-contributing. If the basic design of the building is evident and the alterations are reversible, however, the building is classified as contributing. Of the district's 32 non-contributing buildings, only 3 of those classifications are attributable to severe, irreversible alterations to buildings which pre-date 1941: 510 Salt Street (36-01-226-32), 502 Salt Street (36-01-200-116), and 715 Salt Street (36-03-306). Most of the non-contributing buildings are newer garages, and a few are newer houses or small commercial buildings. Saltsburg nonetheless retains sufficient integrity of density, scale, rhythm, materials, and detailing to make gradual restoration of the town both feasible and advisable.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation
 Architecture
 Commerce
 Archaeology

Period of Significance
 1829-1941

Significant Dates
 1829

Cultural Affiliation
 N/A

Significant Person

N/A

Architect/Builder

Various

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The proposed Saltsburg Historic District is significant in the areas of transportation, , architecture, commerce, and archaeology. The district offers an important example of small town development stimulated by the Pennsylvania Canal and Railroad. It was also important as a commercial center for the local area. In addition, it is significant as the embodiment of a sequence of vernacular building types that characterized a western Pennsylvania canal/railroad town which has survived as a commercial center into the twentieth century. Finally, it has been shown to hold important archaeological remains which can be instructive in the area of canal history. The district's period of significance, 1829-1941, may be divided into three eras. During each of the first two successive eras -- the Canal and Salt era (c.1829-1864) and the early Railroad and Coal era (c.1863-1900) -- the town responded to concurrent advancements in transportation and industry and developed physical characteristics which clearly associate it with each era. The late Railroad and Commercial era (c.1900-1941) brought its own development, but has nonetheless left Saltsburg as a remarkably intact document of a nineteenth century town.

The first settlers in the Saltsburg area appeared as early as 1769, when a new law encouraged large-scale settlement of the region and an application for the land that would become Saltsburg was submitted by Hugh and Thomas Wilson. As with much of western Pennsylvania, however, settlement was slow and sporadic due to Indian uprisings and the turmoil of the French and Indian War. Not until the Treaty of 1795 did the climate for new settlement improve sufficiently for significant new community development. The Wilsons eventually sold a portion of their tract to William Johns(t)on, one of the first to prosper in the salt industry, and he sold a portion to his sister, Jane Boggs. It was Andrew Boggs, her husband, who laid out the settlement in 1816-17 that would grow into Saltsburg and become incorporated as a Borough in 1838.

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Some time earlier, between 1795 and 1798, salt was discovered by a local black woman, Sarah Deemer, along the banks of the Conemaugh River near Saltsburg, triggering the area's first industry. The abundance of salt in the low lands along the Conemaugh

River, coupled with the rise in price as the War of 1812 blocked salt-shipping routes from New York west, encouraged local entrepreneurs and new settlers to bore salt wells in the region near Saltsburg known as the Great Conemaugh Salt Works. By 1830, at least 21 salt manufacturing establishments were in successful operation. (One source suggests that 35 salt works were in operation along the Conemaugh and Kiskiminetas Rivers as early as 1826.) The salt industry continued to thrive until the 1860's, when a Conemaugh River flood destroyed a number of the saltworks and increasing competition from western states rendered reconstruction infeasible.

With the salt industry thriving, an additional impetus for growth was introduced in 1829. The Western Division of Pennsylvania Canal opened through Saltsburg that year, with Lock No. 8 located at the end of the Salt Street where it met the Conemaugh River. The canal caused little disruption in the street pattern of Saltsburg. It did, however, spark the first major building boom in town, when a number of dwellings and a variety of businesses -- hotels, boat making and repair works, warehouses, mills, stores, etc. -- were established on or near the channel. The town's growth continued through the 1830's, 1840's, and 1860's.

In the early 1850's, it became apparent that the Pennsylvania Canal would be closed due to financial difficulties. The Saltsburg Borough Council approved the right of way across Plum and Walnut Alleys for construction of tracks by the North Western Pennsylvania Railroad (succeeded by the Western Pennsylvania Railroad in 1860) through the Borough in 1854, and the canal and the railroad co-existed in town for ten years before the canal was abandoned and filled in beginning in 1866, with removal of Lock No. 8 occurring in 1872. The Railroad subsequently experienced financial troubles of its own, and was purchased by the Pennsylvania Railroad, which relocated the tracks to the former canal towpath in 1882.

The 1880's saw renewed growth of the town as the railroad replaced the canal and the industrial base shifted from salt to coal. Small amounts of coal sufficient to fuel the salt industry had been mined during the Salt Era. As early as 1866, the Fairbanks Coal Company was organized to extract bituminous coal, employing over 100 laborers in

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1875. By 1891, that number had more than tripled, as at least 325 Saltsburg residents were employed as miners by Fairbanks and the Foster Coal Company, both near the rail line within one-and-a-half miles of town.

By the first decade of the twentieth century, Saltsburg had reached its peak in terms of population and new construction. It did continue, however, as a commercial center of Indiana County, with slow, steady growth into the 1940's and a wide range of regional attractions: a car dealer, at least one theater, a roller rink, a hospital, and dances, in addition to Kiski and other local industries and retail businesses. The impact of this continued modest growth on the built environment of the town is still reflected in such extant buildings as the Saltsburg National Bank and the Delisi Theater. Since that time, the town's fabric has suffered somewhat from economic decline, the departure of the railroad in 1954, fire, and incompatible alterations, but the majority of the nineteenth century building stock survives.

It is against this historical backdrop that each area of Saltsburg's significance can be evaluated. Most important is its documentation of small town development attendant upon the development of transportation systems. The town figures prominently as the only remaining canal and railroad town in Indiana and Westmoreland Counties through which the canal actually passed, which retains the physical environment of its mid-nineteenth century canal heritage as well as its subsequent development. Not only do the canal right of way and related canal remnants survive, but the architecture that accompanied its development remains in form and orientation as a document of that era. The subsequent railroad era left its mark on the town as well, while not obliterating the canal-era townscape. The canal and railroad did not actually pass through most communities, whereas in Saltsburg it not only passed through, but also served as an alternative "Main Street," with commercial concerns clustered around it and dwellings spatially oriented around it. Saltsburg stands in marked contrast to the only other major town on the Western Division, Blairsville, where the canal did not actually pass through and the town's Federal building stock has been largely destroyed by redevelopment activities.

Architecturally, Saltsburg stands out among surrounding Indiana County communities as one of the most intact displays of nineteenth century vernacular architecture, highlighted by the higher styles which began to appear in the 1870's. Other comparable collections, such as Cookport or Pine Flats, both logging communities, have lost

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sufficient integrity over the past 15-20 years to destroy their instructive or documentary value. Saltsburg, on the other hand, retains several examples from each of the twelve decades represented in the period of significance. And, while most have suffered alterations over the years, very few could be described as irreversible. More specifically, Saltsburg features a "Canal Vernacular," derivative of the Greek Revival, which continued to influence the architecture of the town into the twentieth century.

Saltsburg served as a commercial hub throughout all three eras within its period of significance. Businesses which thrived as a consequence of canal and rail traffic -- hotels, general and specialty stores, and banks, among others -- were augmented by industries which located along the river -- salt mines, saw mills, grist mills, tanneries, slaughterhouses, and foundries. Even into the twentieth century, Saltsburg retained its importance as a commercial center which continued to draw motor traffic even after the decline of the railroad.

Archaeological excavations within the district have already identified significant remains of Lock #8 sufficient to suggest that further investigation is likely to yield useful information about the construction and technology of the canal. Based on this evaluation and in anticipation of restoring a portion of the canal and the lock, the National Park Service has tentatively scheduled additional archaeological testing of the canal bed during the Spring of 1992.

Preservation efforts over the past ten years by Historic Saltsburg, Inc. have attempted to further this nomination in addition to encouraging sensitive treatment of historic structures. The nomination is currently supported by both HSI and the Borough Council as an integral part of the larger America's Industrial Heritage Project. The Saltsburg Canal Park Project has attempted to enhance the canal right-of-way with landscape amenities and interpretive materials. In addition, the Downtown Saltsburg Design Review Commission was established in October 1991 to review exterior renovation design proposals by downtown residents, as well as businesses participating in a five-year, \$450,000 low-interest loan program. The commitment to preserving and interpreting Saltsburg, from the federal to the local level, coupled with the relatively intact nature of the majority of the resources, suggests that the town could be restored as a significant interpretive site.

9. Major Bibliographical References

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 45

UTM References

A 17 631250 4482090
 Zone Easting Northing

C 17 631250 4482050

B 17 631670 4481970
 Zone Easting Northing

D 17 630960 4482420

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Eliza Smith Brown / Director of Historical Research

organization Landmarks Design Associates Architects date January 27, 1992

street & number One Station Square, Suite 400 telephone (412) 391-7640

city or town Pittsburgh state PA zip code 15203

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Gloria Berringer & George Johnson, Saltsburg Borough Historic District, Pennsylvania Historical and Museum Commission Inventory of Historic Places form, April 1981.

Indiana County Historic Sites Survey, Gloria Berringer, Director, 1980. On file at Indiana County Historical and Genealogical Society.

George Johnson, Western Division of the Pennsylvania Canal: Indiana & Westmoreland Counties, National Register Inventory-Nomination form, Undated.

George B. Johnson & Ann Palmer, *Saltsburg The Way It Was* (Indiana: A. G. Halldin Publishing Co., Inc., 1986).

Management Summary, Archaeological Investigation of Lock 8, Western Division of Pennsylvania Canal, Saltsburg Canal Park, Borough of Saltsburg, Indiana County, PA. Prepared for the National Park Service by the Cultural Resource Group of Louis Berger & Assoc., Inc., January 1991.

C. D. Stephenson, *The Pennsylvania Canal in Indiana and Westmoreland Counties* (Indiana: A. G. Halldin Publishing Co., Inc., 1979).

Two Pennsylvania Canal Towns: Alexandria and Saltsburg. HABS, HAER, 1989.

Maps

David Peelor et al, Saltsburg (North Hector, NY: Wm. J. Barker, 1856).

Atlas of Indiana County, Pennsylvania (New York: F. W. Beers & Co., 1871).

Sanborn Insurance Maps (New York: Sanborn Map Co., 1886, 1891).

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Beginning at a point where the northern Saltsburg Borough line intercepts the Kiskiminetas River, following said riverbank upstream in a generally southerly direction to a point beyond where it becomes the Conemaugh and where it intersects with the southeast Borough line; northward along said Borough line to the northern boundary of the canal right of way; northwestward along said boundary to a line continuing the western boundary of Walnut Alley; northward along the western boundary of Walnut Alley to its intersection with the northern boundary of Market Street; eastward along said northern boundary to the western boundary of Plum Alley; northward along said western boundary to its intersection with Point Street; westward along the southern legal boundary of Point Street to its intersection with the west boundary of Lot 36-01-316; across Point Street to the boundary between Lots 36-01-217-219 and 36-01-216.2 and along said boundary to the southern boundary of Lot 36-01-220; westward along the southern boundary of said Lot 220 to its southwest corner; northward along its western boundary to Lot 36-01-221; westward along the southern boundary of Lot 221 to its southwest corner; northward along the western boundaries of Lots 36-01-221 and 222 to the northern boundary of Ash Alley; eastward along the northern edge of Ash Alley to the northeast corner of Plum and Ash Alleys; northward along the eastern edge of Plum Alley to a line connecting with the northern boundary of Lot 36-02-108; westward along said northern boundary of Lot 108 to and across Salt Street; northeasterly along the western boundary of Salt Street to the Borough line; then northwesterly to the point of beginning.

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The district as nominated contains approximately 48 acres and represents the historic core of the town of Salzburg. As shown on both the Peelor Map of 1856 and the Beers Map of 1871, significant development during both the Canal Era and the early Railroad Era did not occur east of the alleys behind Salt Street; the few exceptions, such as the Academy at High and Point Street and the church across the street, are not contiguous and do not justify extension of the boundaries at this time. To the north, the district includes all of Canal Park, including the Exxon Station on the former site of the canal basin as well as the Lock #8 area excavated by the National Park Service in late 1990. To the south, the district includes Canal Park and the riverfront, which has been largely given over to municipal service activities, but which was historically industrial in nature. The boundaries do not include actual street areas unless resources exist on both sides of the street. In the case of Plum Alley to the north of Ash Alley, the Alley is included to incorporate the remnants of retaining walls from the former Western Pennsylvania Railroad.

The canal right of way as an open visual corridor extends approximately .9 mile beyond the northern Borough line to Blacklegs Creek and 1.5 miles beyond the southern Borough line to Lock #9 near White Station. At White Station, the canal channel reappears intermittently for approximately .5 mile, with .25 mile of that distance filled with water. As the Salzburg Historic District, however, this nomination confines itself to staying within the Borough lines.

The district excludes the incompatible new commercial development along both sides of Salt Street between Ash Alley and Point Street. The residential area beyond the eastern boundary, consisting of buildings which represent all periods of the town's development with no particular emphasis on the Canal and Early Railroad Eras, is architecturally compatible with the district, but does not consistently represent the earliest canal and railroad buildings that are represented within the specified boundaries.

It should be noted that this is a slightly smaller version of the district as currently approved by the Borough Council and that extensions of the boundaries to the east would not be out of order and might be considered as an amendment at a later date.

UTM References

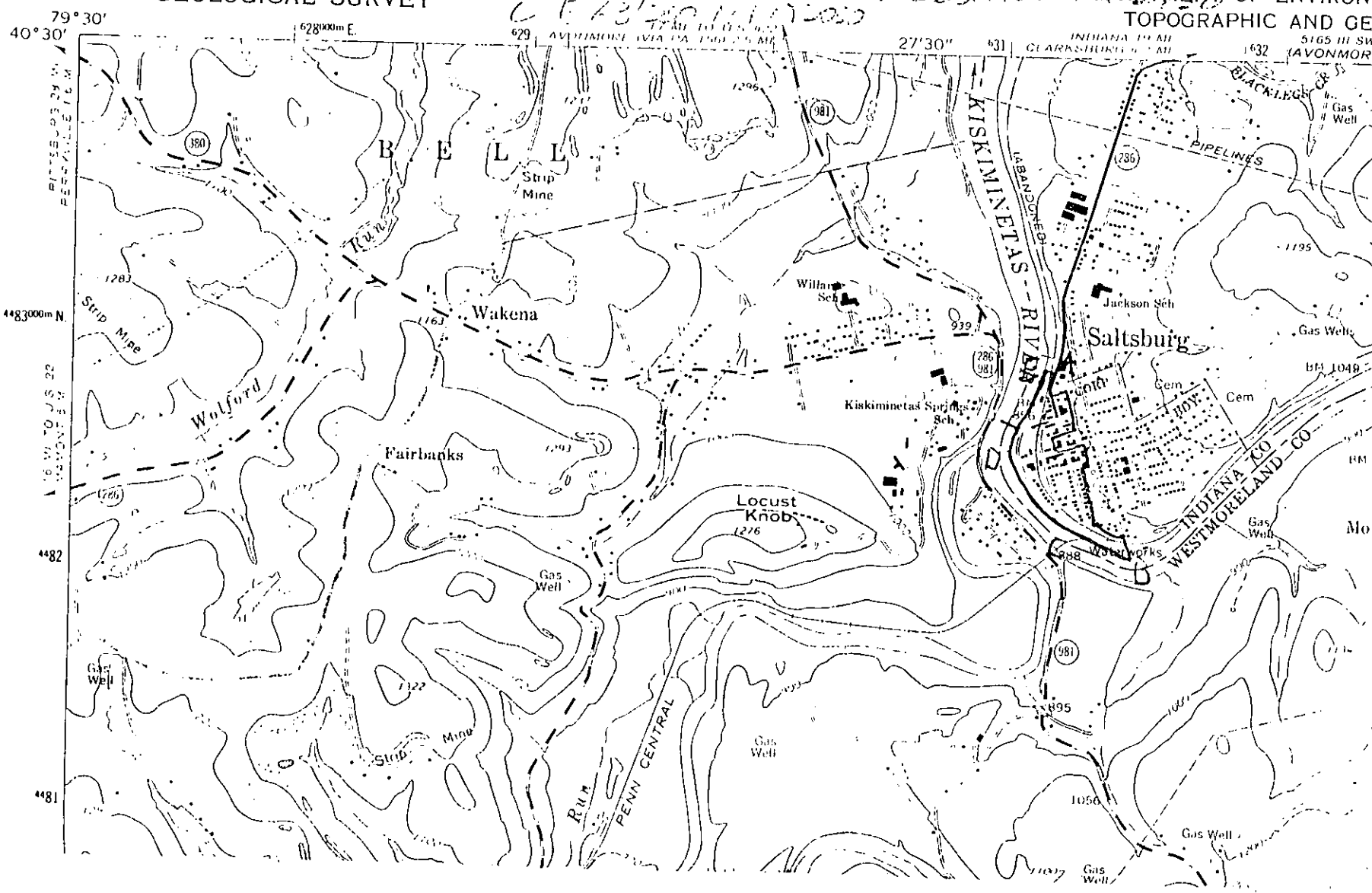
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UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

*Saltsburg topographic map of
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INDIANA CO. MI
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DEPARTMENT OF ENVIRONMENTAL AND GEOLOGICAL PROTECTION
TOPOGRAPHIC AND GEOLOGICAL SURVEY