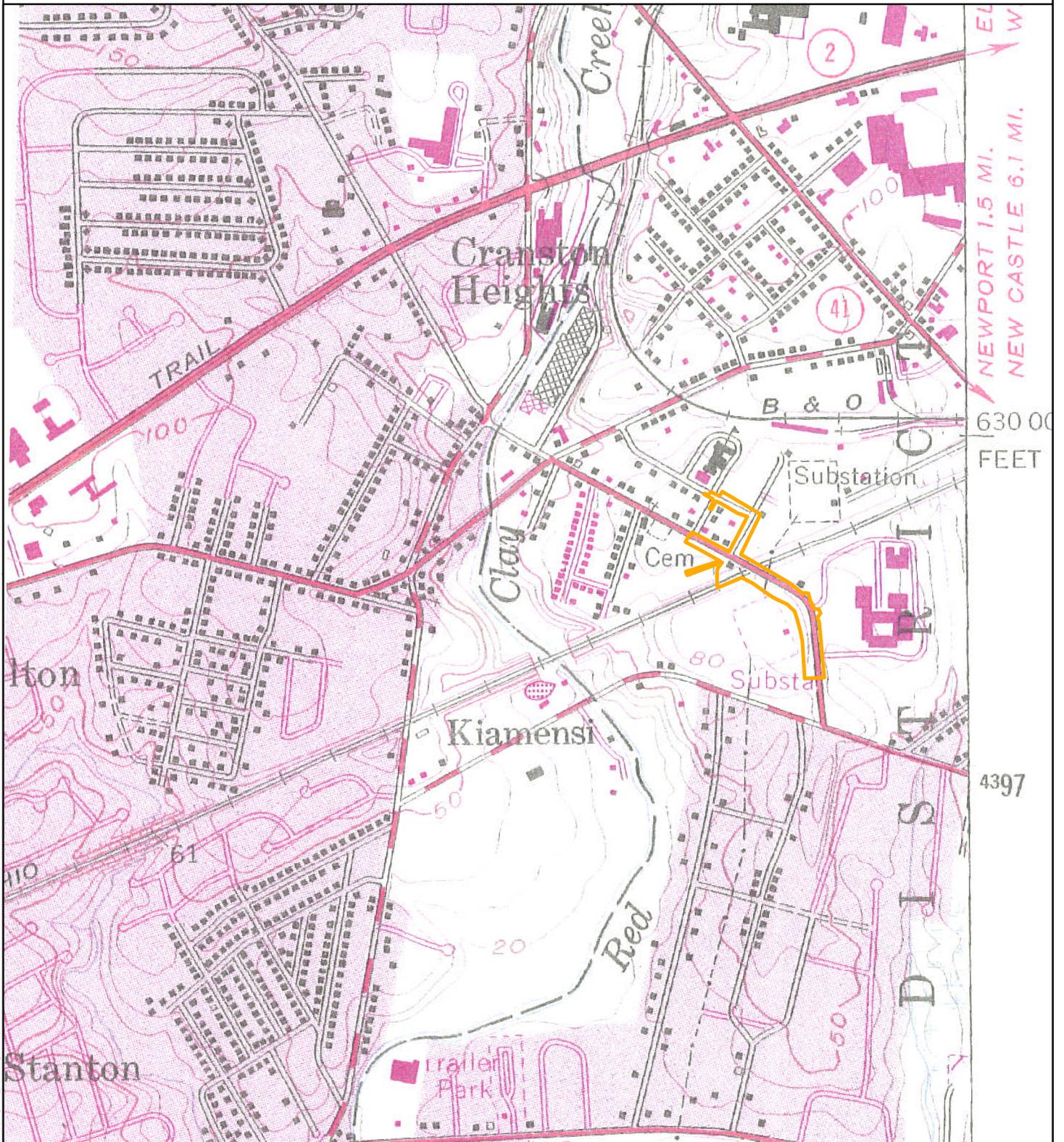


Figure 11
1953 USGS Map
 Bridge I-651 on Newport Road over CSX
 Christiana Hundred, New Castle County, Delaware



Map Document: X:\Projects\1059\Maping\10_1953usgs.mxd



APE

Figure 12
1961 Aerial Map
Bridge I-651 on Newport Road over CSX
Christiana Hundred, New Castle County, Delaware



1961). A local writer described the village of Marshallton as a once “thriving, bustling industrial community...now encircled by modern housing developments (Newman 1961:21). Sometime around 1961 the St. Barnabas Episcopal Church erected a new facility outside of the project area. For over a year, the church building at 3700 Kiamensi Avenue remained vacant until December 1962, when the King’s Pentecostal Church began holding services in this location (Anonymous 1962:n.p.).

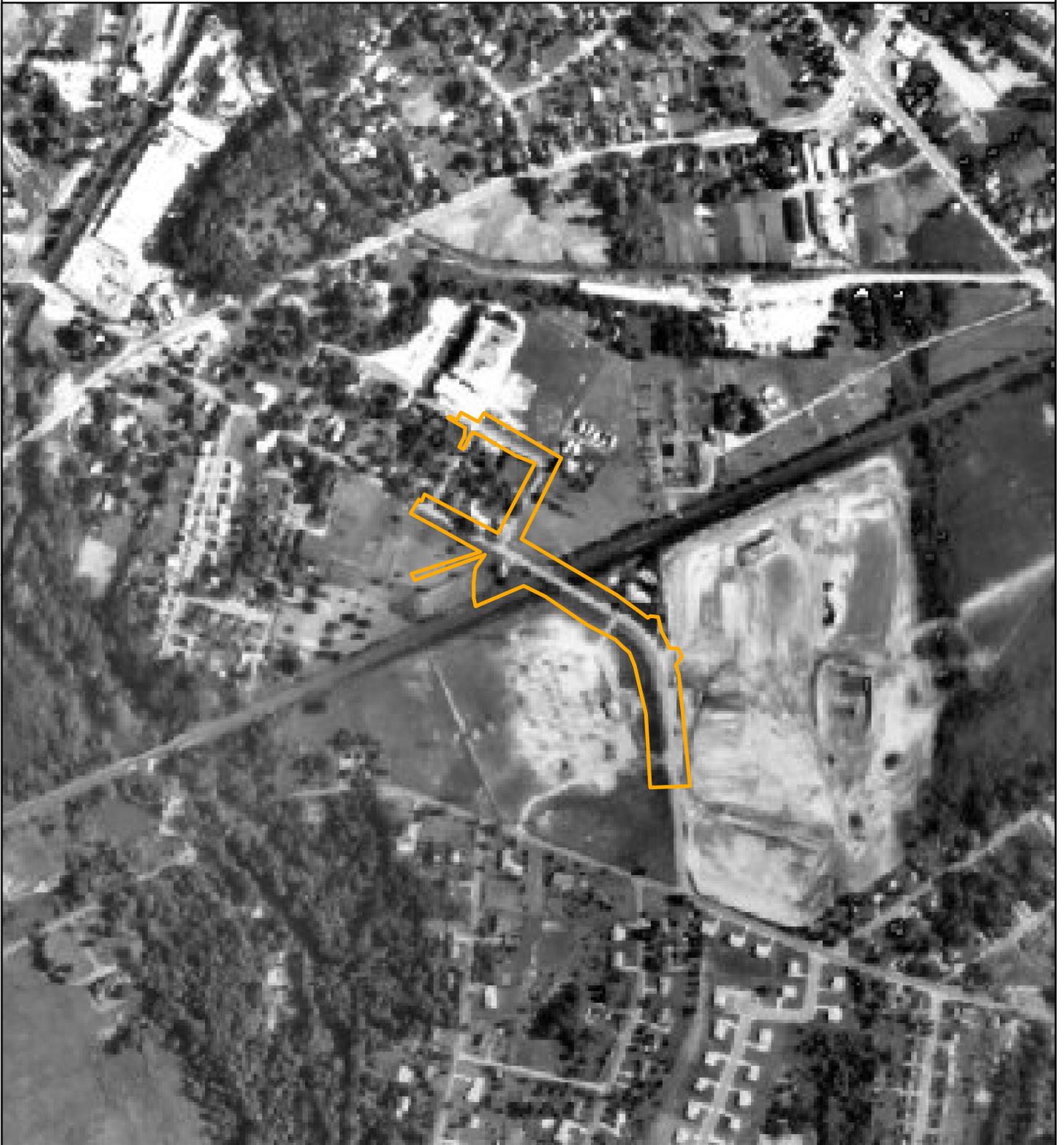
The greatest alterations to the agricultural landscape of the APE came between 1961 and 1968 (Figures 12 and 13; USDA 1961, 1968). By 1968, the Vocational Technical High School was under construction on the former farmlands east of the railroad bridge. Also by this date, the dwelling near the southeastern quadrant of the bridge had been demolished, and a *circa*-1965 dwelling had been constructed in its vicinity (present-day 1419 Newport Road). The Delmarva Power Station was being erected on a formerly vacant parcel of land south of the project bridge between the CSX Railroad and Newport Road to meet growing demands for energy. Land between the cemetery and 1500 Newport Road (CRS No. N-13111) (New Castle County Tax Parcels 0704110091 and 0704110110) as well as land south of the construction site of the Delmarva Power Substation remained vacant and unaltered (New Castle County Tax Parcel 0704120013). Slow residential development continued within Marshallton Heights with the construction of ranch dwellings at 3622 and 3623 James Avenue, as well as at 3625 Kiamensi Street.

In the 1960s, major commercial development expanded along Kirkwood Highway, which had always been a main route between Wilmington and Newark. This commercial development, including the commercial strip mall at Price’s Corner north of the APE, spawned additional residential development along the arterial roads that led to and from Kirkwood Highway. The commercial growth also resulted in the expansion of the roadway into a four-lane highway (Ames et al 1984:10). Although the surrounding area has undergone immense development and transformation in the past few decades, the APE is largely similar to as it was 40 years before. While the east side of Kiamensi Street never developed, a grouping of mobile homes was in this location by the late 1960s.

The B&O eventually consolidated with the Chesapeake & Ohio and the Western Maryland Railroads to form the Chessie System. The Chessie System merged with the the Seaboard Coast Line in 1980, and the two lines retained their names and formally became CSX Transportation in 1987 (www.trains.com, accessed July 9, 2008). CSX still operates the rail line that bisects Newport Road today and owns Bridge 1-651.

Construction continued within Marshallton Heights in the early 1970s, including ranch dwellings at 3625 James Avenue, 1708 School Lane, and 1810 School Lane. More recent construction includes a manufactured home at 1600 School Lane. Small areas of open land can still be found west of 1500 Newport Road (as well as on the north side of the road) and south of the Delmarva Power Station. Modern infill (post-1958) is located along Newport Road west of the APE. Today the roadway serves as a secondary route that provides access to the Delcastle Technical High School and remains of the village of Marshallton.

Figure 13
1968 Aerial Map
Bridge I-65I on Newport Road over CSX
Christiana Hundred, New Castle County, Delaware



Map Document: (X:\Projects\1059\Mapping\12_1968aerial.mxd)

