

Table 3. Results of Architectural Resources Survey.

Name/Address	CRS/ Survey #	Tax Parcel #	Date	NR Eligibility Status
Dwelling, 1605 Newport Road	N-14466	0704120007	ca. 1930	Recommended Not Eligible – Lacks Significance and Integrity
Marshallton Heights	N-14467	Multiple	ca. 1923	Recommended Not Eligible – Lacks Significance and Integrity
Dwelling, 1601 Newport Road	N-13110	0704120008	ca. 1940	Recommended Not Eligible – Lacks Significance and Integrity.
Dwelling, 1500 Newport Road	N-13111	0704120011	ca. 1920	Recommended Not Eligible – Lacks Significance and Integrity.
Marshallton Consolidated School	N-13114	0704120003	ca. 1931	Not Evaluated for National Register Eligibility
Bridge 1-651 on Newport Road over CSX	N-13599	N/A	ca. 1951	Determined Not Eligible – Delaware Historic Bridge Survey; 1997; Continues to Lack Significance and Integrity

Brief architectural descriptions of the resources surveyed follow. Please see the appended survey forms for additional documentation (Appendix D).

CRS No. N-14466

Address: 1605 Newport Road

Date of Construction/Major Alterations: ca. 1930/ca. 1950/ca. 1965/ca. 1980/ca. 1990

Time Period: 1880-1940±, Urbanization and Early Suburbanization

Geographic Zone: Piedmont

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Name: Oland and Clara Jester Dwelling

Tax Parcel: 0704120007

Description

The property at 1605 Newport Road is located on the north side of Newport Road between Kiamensi Street and James Avenue, in Christiana Hundred, New Castle County, Delaware. The property includes a *circa*-1930 one-story, side-gable cottage with *circa*-1950, *circa*-1965, and *circa*-1990 additions and a *circa*-1980 detached garage. The three-bay-wide and two-bay-deep frame structure rests on an obscured foundation and is currently clad in a combination of brick veneer and vinyl siding. The side-gable roof is sheathed in asphalt shingles and is pierced by an interior brick chimney. The core of the dwelling is lit by one-over-one light, double-hung, vinyl sash windows with aluminum surrounds and brick sills. The windows in the south and west elevations feature inoperable, louvered, aluminum shutters. A one-story gable-front porch is attached to the front (south) elevation of the original core. The porch is lit by four-over-four light, double-hung vinyl sash with aluminum surrounds. The porch contains a pane-and-panel door in the west elevation that provides the main entry into the original core. A large *circa*-1950, shed-roof addition is located to the rear (north) elevation of the dwelling. The wood-frame addition rests on an obscured foundation and is clad in vinyl siding. The addition is lit by grouped, one-over-one light, double-hung, vinyl sash windows and paired sliding-sash windows. A *circa*-1965 two-story, side-gable addition extends from the east elevation of the core. The first story of the addition is clad in brick veneer while the second story is clad in vinyl siding. The addition features two aluminum garage doors located in the front (south) elevation. The addition is lit by a two-over-two, double-hung, vinyl sash and Chicago-style windows flanked by inoperable, louvered, aluminum shutters. Sliding patio doors in the second story of the north elevation open up onto a modern wood deck that is located above a *circa*-1990, one-story, vinyl-clad, shed-roof addition that extends from the north elevation of the *circa*-1965 addition. Single-light, casement windows light the interior, and a paneled steel door provides access to the interior. A small concrete driveway provides access from Newport Road to the *circa*-1965 addition, while an asphalt driveway is located to the west of the dwellings core and provides access to the rear of the dwelling as well as to the detached one-car, gable-front garage. The property features a manicured lawn with deciduous trees and shrubs located throughout.

Historical Narrative

In 1922, Ella F. Cranston subdivided her property on the northeast side of Newport Road, west of the B&O Railroad, into "Marshallton Heights." The subdivision consisted of eight sections comprising approximately 170 lots measuring 25 feet wide by 125 feet deep. By a deed dated July 14, 1928, Ella F. Cranston conveyed two of these lots fronting Newport Road to Oland and Clara Jester in consideration of \$300 (New Castle County Deed Book S35:298). The Jesters likely built the one-story, side-gable dwelling on the property soon thereafter. Aerial photography of the area taken in 1937 confirms a dwelling was in place by this date. The following year, the Jesters acquired two additional unseated lots to the east from Ambrose and

Gertrude Moritz. This deed, bearing the date of August 6, 1938, was conveyed in consideration of \$150 (New Castle County Deed Book A41:354). Road plans from 1949 indicate the property included a one-story frame bungalow and a garage (no longer extant). On April 19, 1956, widow Clara Jester conveyed the four lots and dwelling to Hezekiah and Nellie Harmon (New Castle County Deed Book O57:422). According to aerial photography, the Harmons built a large addition extending from the east elevation of their dwelling between 1961 and 1968. This addition may have been erected after July 2, 1964, when the Harmons conveyed the property to their son, Hezekiah, Junior, and his wife, Janet (New Castle County Deed Book G73:588). Hezekiah Harmon, Junior and his wife, Janet, still own the property today.

National Register Evaluation

The property at 1605 Newport Road was evaluated as a Residential Resource. The property is a heavily modified example of an early to-mid-twentieth-century, side-gable cottage. Side-gable cottages are common property types in the area and are generally not eligible for listing in the National Register unless they retain an exceptionally high degree of integrity.

Based on a review of the history of the area and the lack of cohesiveness and integrity of the Marshallton Heights subdivision, the property does not appear to be significant for its association with early twentieth-century residential suburban development outside of Wilmington, and is recommended not eligible under Criterion A for residential development. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. Due to the application of modern siding and the replacement of original doors and windows, as well as the construction of large-scale additions, the dwelling is an altered example of a common early-twentieth-century form. The dwelling is not architecturally significant and lacks integrity; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the Oland and Clara Jester Dwelling is not eligible for listing in the National Register.

CRS No. N-14466



N-14466. Photograph 1: Property overview, south and west elevations, view to northeast. The original core of the dwelling represents a highly altered example of an early twentieth-century side-gable cottage. Note the large addition attached to the east elevation of the original dwelling.



N-14466. Photograph 2: Dwelling, east and north elevations, view looking southwest. This portion of the dwelling has been heavily modified through multiple additions; the east and north elevations of the original core of the dwelling is not visible due to the multiple additions.

CRS NO. N-14466



N-14466. Photograph 3: Garage, west and south elevations, view looking north. Note the attached gable-front storage shed located on the west elevation.

CRS No. N-14467

Name: Marshallton Heights

Address: Roughly bounded by Newport Road on the south, CSX Railroad on the southeast, Delmarva Power West Substation property on the east, the former B&O branch line to the north, the rear property lines of dwellings fronting the east side of Old Capitol Trail and Old Capitol Trail on the northwest, the rear property lines of dwelling fronting the south side of School Lane on the southwest, and James Avenue on the west

Tax Parcel: Multiple

Date of Construction/Major Alterations: ca.1923 – ca. 1970; ca. 1987

Time Period: 1880-1940±, Urbanization and Early Suburbanization; 1940-1960±, Suburbanization and Early Ex-urbanization; 1960-2000±, Deurbanization and Sprawl

Geographic Zone: Piedmont

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Description

Marshallton Heights is a residential subdivision that was laid out *circa*-1923 in Christiana Hundred, New Castle County. The subdivision is located east of the unincorporated village of Marshallton and is part of the greater suburban area of Wilmington. The subdivision encompasses approximately 16.7 acres, the majority of which is occupied by the Marshallton Consolidated School constructed in 1932. As described in *Suburbanization in the Vicinity of Wilmington* historic context, Marshallton Heights is a typical example of a common subdivision with multiple straight streets, multiple access points, and moderate architectural variety (Chase et al 1992:33).

The subdivision includes dwellings located along Newport Road, Kiamensi Street, School Lane (former Cranston Avenue), and James Avenue. Portions of James Avenue and Railroad Street as well as all of Marshall and Newlin Streets were never developed due to the construction of the Marshallton Consolidated School. Current tax-parcels are much larger than originally laid out and feature a variety of mid-twentieth-century building styles, including Foursquare, Ranch, Minimal Traditional, Front-Gable Cottage, and Side Gable Cottage. The dwellings are common examples of their type and have been altered through modern additions and the replacement of original materials including: windows, doors and cladding. The majority of the properties feature ancillary structures including detached garages and tool sheds. The dwellings are orientated towards the street and are setback from the edge of pavement at random distances. A number of the lots have been infilled with modern dwellings. No sidewalks are located in the subdivision and the dwelling lots are minimally landscaped.

Historical Narrative

The rise of the automobile and improved roads in the early 1920s allowed Wilmington's residents to move outside of its urban boundaries and still retain easy access to work in the city center. Between 1920 and 1930, the population within Christiana Hundred increased 127% as former farmlands were subdivided (Chase et al 1992:68). In the early 1920s, Ella F. Cranston subdivided a portion of her family farm on the north side of Newport Road and west of the B&O Railroad. Known as "Marshallton Heights," the subdivision's 16.7 acres primarily consisted of 25 foot by 125 foot lots, although those lots on the east side of Kiamensi Street were laid out in 0.5-acre portions. As planned, the subdivision included approximately 170 lots in a rectangular

grid pattern. Cranston conveyed the first of these subdivided lots in 1925 (New Castle County Deed Book H33:399). The lots were generally sold in multiples for about \$100 per lot and the majority of the transactions took place prior to 1930. However, new homes were not necessarily erected immediately after the purchase of the lots. While the dwelling at 1605 Newport Road (CRS No. N-14466) was erected ca. 1930, the dwelling at 1601 Newport Road (CRS No. N-13110) was not erected for another decade.

The Marshallton Heights subdivision, however, would never fully develop as the result of the State Board of Education purchasing Sections 4, 5, 6, and part of 8 for the construction of a new consolidated school in 1930 (New Castle County Deed Book Z36:363). This purchase limited the development of the subdivision to the north side of Newport Road and the south side of Cranston Avenue (present-day School Lane). The slow development of Marshallton Heights is depicted on a 1937 aerial photograph of the subdivision. Only a few scattered dwellings are located along School Lane, Newport Road, and Kiamensi Street (USDA 1937). By 1953, the subdivision included six dwellings along School Lane, one along Railroad Avenue, one along Kiamensi Street, one along James Avenue, and two along Newport Road. By 1965, several additional dwellings had been constructed in the subdivision at 3622 and 3623 James Avenue and 3625 Kiamensi Street (USGS 1953, photorevised 1970). Circa-1970 construction includes ranch dwellings at 3625 James Avenue, 1708 School Lane, and 1810 School Lane, as well as a mobile home park along the east side of Kiamensi Street, north of its intersection with School Lane. More recent construction includes a manufactured home at 1600 School Lane.

National Register Evaluation

Marshallton Heights was evaluated as a Residential Subdivision as identified in the *Suburbanization in the Vicinity of Wilmington* historic context (Chase et al 1992) and the *Historic Residential Suburbs National Register Bulletin* (National Park Service 2002). While Marshallton Heights is an example of the common trend of suburbanization in the vicinity of Wilmington, it does not represent an important event or particular association; thus, Marshallton Heights is not eligible for National Register listing under Criterion A. Although erected upon lands formerly owned by Ella Cranston, she does not appear to have made an important contribution to the local history; thus, Marshallton Heights is not eligible under Criterion B. The architecture in Marshallton Heights is not a collection of buildings that represents a distinctive period of construction, nor does it reflect principles of design that are important in community planning or landscape architecture. Further, with its varying setbacks and periods of construction, as well as the only partially developed layout, Marshallton Heights does not represent a significant and distinguishable entity whose components may lack individual distinction. Thus, Marshallton Heights is not eligible for listing under Criterion C. Finally, Marshallton Heights is unlikely to yield important information about dwelling types, design, or patterns of domestic life; thus, the subdivision is not eligible for listing under Criterion D. Due to a lack of significance and integrity, Marshallton Heights is recommended not eligible for listing in the National Register.

CRS NO. N-14467



N-14467. Photograph 1: View looking northwest along Newport Road from its intersection with Kiamensi Street. The subdivision of Marshallton Heights is located along the right side of the photograph.



N-14467. Photograph 2: View looking north along Kiamensi Street from its intersection with Newport Road. The subdivision of Marshallton Heights is located along the left side of the photograph. The vacant land on the right side of the photograph was never developed.

CRS NO. N-14467



N-14467. Photograph 3: View looking north along Kiamensi Street towards 1601 Railroad Avenue (CRS No. N-13113). Note the circa-1965 mobile home on the right hand side of Kiamensi Street.



N-14467. Photograph 4: View looking northwest along School Lane from its intersection with Kiamensi Street. The Marshallton School is located on the right side of the photograph. The circa-1987 dwelling at 1600 School Lane is just visible to the left side of the photograph.

CRS NO. N-14467



N-14467. Photograph 5: View looking southeast along School Lane from its intersection with Old Capitol Trail. Dwellings associated with the Marshallton Heights subdivision are located along the right side of the photograph.



N-14467. Photograph 6: 1606 School Lane. View looking southeast of a typical dwelling in the Marshallton Height subdivision. Note the altered front porch and the replacement windows. This dwelling is located at the southeast corner of the intersection of School Lane and James Avenue.

CRS NO. N-14467



N-14467. Photograph 7: View looking east at 3620 Kiamensi Street (CRS No. N-13112). This Foursquare dwelling is one of the earliest constructed in the subdivision.



N-14467. Photograph 8: Marshallton Consolidated School, west elevation, view looking northeast. Constructed in 1932, the school occupies the northern half of the Marshallton Heights subdivision as originally planned.

CRS NO. N-14467



N-14467. Photograph 9: 3622 James Avenue, west elevation, view looking east. Typical ca. 1965 residence with more recent additions.



N-14467. Photograph 10: 1814 School Lane, east and north elevations, view looking southwest. Typical *circa*-1930 front-gable cottage in the Marshallton Heights subdivision. Note the altered front porch.

CRS No. N-13110

Address: 1601 Newport Road

Date of Construction/Major Alterations: ca. 1940; ca. 1980

Time Period: 1880-1940±, Urbanization and Early Suburbanization

Geographic Zone: Piedmont

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture); Settlement Patterns and Demographic Changes (Residential Development)

Name: Vincent and Bertha DiMatteo Dwelling

Tax Parcel: 0704120008

Description

This property at 1601 Newport Road is located at the northwestern intersection of Newport Road and Kiamensi Street, in Christiana Hundred, New Castle County, Delaware. This one-and-one-half-story gable-front cottage measures three bays wide and three bays deep. The wood-frame structure rests on a concrete block foundation and is clad in aluminum siding; vertical, standing seam, aluminum siding covers the gables. The gable-front roof of the dwelling is sheathed in asphalt shingles with the roofline being pierced by an interior brick chimney. A one-story, gable-front enclosed porch is attached to the front (south) elevation. The porch was enclosed, likely clad in vertical, standing seam, aluminum siding ca. 1980, and is lit by two tripartite windows. The windows feature a center one-over-one light, double-hung, vinyl sash flanked by two one-light casement windows. The primary entry into the dwelling is situated in the center bay of the enclosed porch and consists of a wood pane-and-panel door protected by an aluminum awning. The dwelling is lit by one-over-one light, double-hung, vinyl sash windows with aluminum surrounds, hung singly or in pairs. A secondary entrance, located in the rear (north) elevation features a wood pane-and-panel door with aluminum storm door. The entrance is protected by a shed roof hood. A concrete walkway as well as a gravel driveway/parking area provides access to the property. A gable-front, one-car, wood frame garage is located to the rear (north) of the dwelling and faces east towards Kiamensi Street. The asbestos shingle-clad garage features an aluminum garage door. The gable-front roof is sheathed with asphalt shingles. Mature trees and plantings are located throughout the property.

Historical Narrative

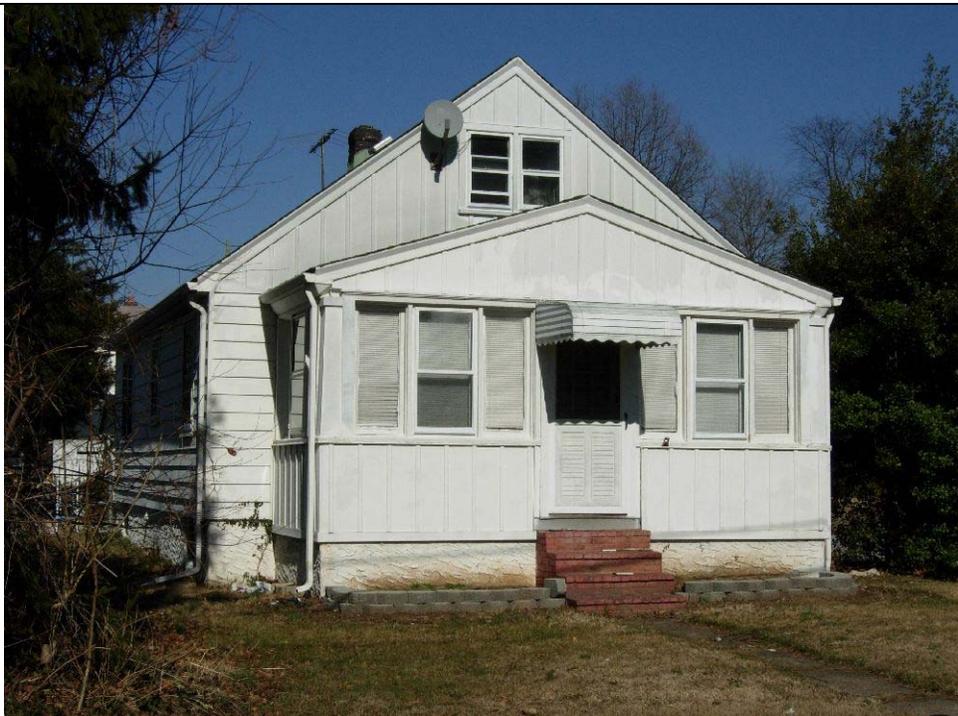
In 1922, Ella F. Cranston subdivided her property on the northeast side of Newport Road, west of the B&O Railroad, into "Marshallton Heights." The subdivision consisted of eight sections comprising approximately 170 lots measuring 25 feet wide by 125 feet deep. By a deed dated October 3, 1929, Ella F. Cranston conveyed two lots at the corner of Newport Road and Kiamensi Street to Nicola and Theresa DiMatteo in consideration of \$300 (New Castle County Deed Book P36:560). The DiMatteos, already the owners of a property on the opposite side of the road at 1500 Newport Road (CRS No. N-13111), likely purchased the two lots for the purposes of erecting a dwelling for one of their nine children. The corner lot appears to be vacant on a 1937 aerial of the area. Thus, the gable-front dwelling was likely erected about the time that the DiMatteos conveyed the corner lot to their son and daughter-in-law, Vincent and Bertha DiMatteo, on April 23, 1940 (New Castle County Deed Book W41:367). Road plans from 1949 confirm the property included a one-and-one-half-story dwelling with a full-width porch by this date. Although Bertha DiMatteo died in 1976, Vincent retained ownership of the property until his death in 1994. Upon his death, the property was vested to his daughters, Carole Jean Lattomus and Joan D. Hackman (recited in New Castle County Deed Book 1925:54). The

daughters conveyed the property to the present-day owners, Steven and Daphne Jensen, on May 23, 1995 (New Castle County Deed Book 1925:54).

National Register Evaluation

The property at 1601 Newport Road was evaluated as a Residential Resource. The property is a typical example of an early to-mid-twentieth-century gable-front cottage. Gable-front cottages are common property types in the vicinity and are generally not eligible for listing in the National Register unless they retain an exceptionally high degree of integrity. Based on a review of the history of the area and the lack of cohesiveness and integrity of the Marshallton Heights subdivision, the property does not appear to be significant for its association with early twentieth-century residential suburban development outside of Wilmington, and is recommended not eligible under Criterion A for residential development. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. Due to the application of modern siding and the replacement of original doors and windows, the dwelling is an altered example of a common early twentieth-century form. The dwelling is not architecturally significant and lacks integrity; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the Vincent and Bertha DiMatteo Dwelling is not eligible for listing in the National Register.

CRS NO. N-13110



N-13110. Photograph 1: Dwelling, south and west elevations, view looking northeast. This property represents a typical early to-mid-twentieth-century gable-front cottage. Note the enclosed gable-front porch and aluminum siding.

CRS NO. N-13110



N-13110. Photograph 2: Dwelling, north and east elevations, view looking southwest. Note the replacement windows and vinyl storm door.



N-13110. Photograph 3: Garage, east and north elevations, view looking southwest. The garage is located to the rear (north) of the dwelling. A gravel parking area provides access.

CRS No. N-13111

Address: 1500 Newport Road

Name: Nicola and Theresa DiMatteo Dwelling

Tax Parcel: 0704120011

Date of Construction/Major Alterations: ca. 1920/ca. 1970/ca. 1990

Time Period: 1880-1940±, Urbanization and Early Suburbanization

Geographic Zone: Piedmont

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Residential Architecture) and Settlement Patterns and Demographic Changes (Residential Development)

Description

The property located at 1500 Newport Road is situated on the south side of Newport Road in Christiana Hundred, New Castle County, Delaware. An asphalt driveway leads from Newport Road to the rear of the *circa*-1920 American Foursquare dwelling that occupies the property. The two-story, three-bay dwelling rests on a concrete block foundation and features an enclosed one-story, hipped-roof, front porch. The dwelling is capped by a hipped roof, sheathed in asphalt shingles and pierced by an interior brick chimney located in the rear (south) elevation. Two gable dormers pierce the roofline. The dormers are located in the front (north) and rear (south) elevations. Each dormer contains a single one-over-one light, double-hung wood sash window. The dormers are clad with asbestos shingle and feature open eaves. The *circa*-1970 enclosed porch is lit by tripartite one-over-one, double hung, wood sash windows with aluminum storms. The windows are encased in a wood surround and topped by an arched brick lintel. The primary entrance into the dwelling consists of a wood, pane-and-panel door situated in the center bay of the enclosed porch and featuring a two-light aluminum storm and topped by an arched brick lintel. The dwelling is primarily lit by one-over-one, double-hung, wood sash windows with aluminum storms. The window bays feature wood surrounds and sills and are capped by arched brick lintels. The windows in the north, east, and west elevations feature inoperable louvered, aluminum shutters. A *circa*-1990, one-story, shed-roof addition, clad in vinyl siding and resting atop a concrete block and poured-concrete foundation, is attached to the south elevation of the dwelling. A small wood deck is attached to the south elevation of the rear addition. Two modern storage sheds are situated to the southwest of the dwelling. Mature trees and plantings are located throughout the property.

Historical Narrative

By a deed dated June 3, 1918, Mary E. C. Flinn conveyed a one-acre parcel of her late husbands' 153-acre farm to Nicola DiMatteo in consideration of \$200 (New Castle County Deed Book R27:303). Nicola DiMatteo and his wife, Theresa, likely erected the two-story, American Foursquare dwelling on the property soon thereafter. The dwelling is depicted on a 1937 aerial photograph, and road plans from 1949 indicate the property included the two-story dwelling and a shed (no longer extant). The DiMatteos likely resided on the property until their deaths in 1955 (Nicola) and 1964 (Theresa) (recited in New Castle County Deed Book O78:181). The one-acre property was subsequently vested to their son and daughter-in-law, Nathan and Priscilla DiMatteo, by a deed dated February 23, 1967 (New Castle County Deed Book O78:181). The couple sold the property to George and Hilda Pointdexter on October 1, 1971 in consideration of \$14,700 (New Castle County Deed Book L85:888). Hilda Pointdexter died on July 3, 2000. Several months later, on October 29, widower George Pointdexter conveyed the

property to present-day owners Giwallace and Flora Pointdexter (relationship unknown) on October 29, 2000 (New Castle County Deed 200208280083391).

National Register Evaluation

The property at 1500 Newport Road was evaluated as a Residential Resource. The property is a typical example of an early twentieth-century American Foursquare dwelling commonly found in suburban areas (Lanier and Herman 1991:171). Typical characteristics of the American Foursquare include a two-story dwelling with a square footprint topped by a pyramidal or hipped roof; a one-story, full-width porch; and dormer windows.

Based on a review of the history of the area, the property is an example of development of isolated residential at the edge of a farm adjacent to the roadway. It does not appear to be significant for its association with early twentieth-century residential suburban development outside of Wilmington, and is recommended not eligible under Criterion A. Based on the background research conducted for this project, the property does not appear to be associated with an individual of historic importance; therefore, the property is not eligible under Criterion B. With the enclosure of the front porch and the construction of the rear addition, the dwelling is an altered example of a common early twentieth-century form. The dwelling is not architecturally significant; therefore, the property is not eligible for National Register listing under Criterion C. The property does not appear to possess the potential to yield information on building practices or methods of construction; therefore, the property does not appear to be eligible for listing under Criterion D. Due to lack of significance and integrity, the Nicola and Theresa DiMatteo Dwelling is not eligible for listing in the National Register.

CRS NO. N-13111



CRS No. N-13111. Photograph 1: Dwelling, north and east elevations, view looking southwest. This property represents a typical early twentieth-century American Foursquare dwelling. Note the shed-roof addition, clad in vinyl siding, attached to the rear (south) elevation.



N-13111. Photograph 2: Dwelling, south and west elevations, view to northeast. Note the shed-roof addition, clad in vinyl, attached to the rear (south) elevation as well as the small wood deck.

CRS NO. N-13111



N-13111. Photograph 3: Two modern sheds located to the southwest of the dwelling, view to south.

CRS No. N-13114

Address: 1703 School Lane

Date of Construction/Major Alterations: 1932/1951/1954/1963

Time Period: 1880-1940±, Urbanization and Early Suburbanization; 1960-2000±, Deurbanization and Sprawl

Geographic Zone: Piedmont

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts (Architecture); Settlement Patterns and Demographic Changes (Residential Development); and Education

Name: Marshallton Consolidated School

Tax Parcel: 0704120003

Description

The Marshallton School is located on the north side of School Lane in the Marshallton Heights subdivision, in Christiana Hundred, New Castle County, Delaware. The school sits on a large rectangular lot. A large asphalt parking lot is located to the front (west) of the building with a small wooded lot to the west of the parking lot. A secondary parking lot is located to the south of the building. Multiple sports fields are located to the rear (east) of the building. A majority of the property is enclosed with a chain-link fence. A sidewalk is located along School Lane. Parking areas are located west of the school building. Play areas and sports fields are located to the east.

This two-story school building was constructed following a five-part plan and includes a central block with two flanking hyphens and attached wings. The school is orientated to the west and is an example of institutional architecture with Neoclassical detailing. A one-story rear ell extends from the center of the main block. Ca.-1950s rear, two-story additions are attached to the east elevation of each wing. The Thomas B. Sharp Conference Center, constructed in 1963, is attached to the side (south) elevation of the building. The building and its additions rest on obscured foundations and are clad in brick veneer. The roof of the original building is sheathed with asphalt shingles. The roofline features a decorative brick frieze which runs beneath the boxed, limestone cornice. The building and its additions are lit by multi-pane, aluminum casement windows, hung singly, in pairs, or as tripartites. The building and its additions are accessed by aluminum pane-and-panel entrances. The building's façade features Neoclassical detailing including brick pilasters, a pedimented gable on the center block, and brick/concrete detailing on the north and south wings. The detailing includes decorative brick insets and second-story concrete inscriptions.

Historical Narrative

In the 1920s, the Marshallton school district had an enrollment of 255 and was forced to hold classes in other buildings throughout the village in addition to a four-room brick school along Newport Road (west of the project area area). Following the acquisition of land in "Marshallton Heights" in 1930, the Board of Education erected a new school for grades 1-9 (Brizzolara et al 1993:14). The new Marshallton Consolidated School opened in the fall of 1932 (Anonymous 1957:n.p.). Dramatic increases in population also spurred the need for additional school classrooms. Eight classrooms were added to the school in 1951. Three years later, another classroom was added to the school and a new elementary school was constructed along Kirkwood Highway (Anonymous 1957:n.p.). The Thomas B. Sharp Conference Center was added in 1963. Recent updates have included the replacement of doors and windows

National Register Evaluation

Due to the minor nature of improvements within the vicinity of the school (sidewalk installation within existing right-of-way to connect to existing sidewalk along School Lane) this resource was not evaluated for National Register eligibility. Should the design plans be revised and have the potential to effect the integrity or use of the resource, a National Register eligibility evaluation will be necessary.

CRS NO. N-13114



N-13114. Photograph 1: Property overview, south and west elevations, view to northeast. The Thomas B. Sharp Conference Center (1963) is located to the right of the photograph..

CRS NO. N-13114



N-13114. Photograph 2: Property overview, north and east elevations, view to southwest. The east elevation features an original rear ell in the center bay as well as ca.-1950s rear ell additions located to the rear of the north and south wings.



N-13114. Photograph 3: View looking northeast towards the Thomas B. Sharp Conference Center. The 1963 addition is attached to the side (south) elevation of the building.

CRS No. N-13599

Name: Bridge 1-651

Address: Newport Road over CSX Railroad

Tax Parcel: N/A

Date of Construction/Major Alterations: 1951/1990s/2002

Time Period: 1940-1960±, Suburbanization and Early Ex-urbanization

Geographic Zone: Piedmont

Historic Period Theme(s): Transportation

Description

Bridge 1-651 carries two-lanes of traffic on Newport Road over a one-track rail line under the ownership of CSX. This crossing has been present since the time of the construction of the rail line in 1886. The current bridge dates to 1951 and is composed of five spans with a steel center span with two timber spans at each end. There are concrete abutments at each approach and wooden bent piers between the two timber spans. There are concrete piers located between the timber and steel spans. Portions of the concrete abutments may be associated with an earlier structure that occupied this crossing.

The bridge measures approximately 144' long with a roadway width of 22'. The western spans include 15 timber beams and the eastern spans include 16 timbers beams. The beams have a cross-sectional width of 8" and a length of 16'. The center span consists of nine steel beams that are 43' long.

Throughout its history there have been recorded deficiencies associated with the structure, including decayed timber deck and pier caps, split or burned timber supports, deteriorated timber railings, and steel beams in need of cleaning and painting. More recent repairs include the replacement of the timber deck planks in the early 1990s and the replacement of the steel beams of the main span and deck in 2002 (Reader 2003).

The bridge is structurally deficient and does not meet DelDOT requirements for load bearing capacities or the height requirements of CSX.

Historical Narrative

An examination of the history of the railroad reveals a structure was erected in this location in 1886 by the Baltimore & Ohio Railroad (B&O). The structure enabled the maintenance of traffic over the linear depression created when the railroad was constructed. An examination of aerial mapping from the twentieth century reveals that the bridge has remained in the same location. Until the beginning of residential development in the area in the second quarter of the twentieth century, the immediate setting of the resource was largely composed of farmsteads.

DelDOT road plans from 1949 label the structure as a "15' clear roadway plank deck bridge", indicating a narrower structure was formerly present at this location. The 1949 roadway plans also indicate that a proposed bridge with a 22'-0" roadway width was to be built by the B&O. This measurement matches the width of the existing structure and would seem to confirm the 1951 construction date presented in *Delaware's Historic Bridges*. The construction specifications indicate that the B&O were responsible for excavation work, bituminous paving, and the addition of new wire rope guard rails as part of the 1949 improvements (Delaware State Highway Department 1949).

CSX, who acquired the bridge when it took over ownership of the line in 1980, has not always been attentive to the maintenance and repair of the structure. As a result of serious structural deficiencies, the bridge was closed to traffic in October 2002. The subsequent replacement of the steel beams and deck of the main span increased the posted load from 3 to 10 tons, and the bridge was eventually reopened to traffic.

National Register Evaluation

Bridge 1-651 was Determined Not Eligible for listing in the National Register by Lichtenstein following an examination in 1997 as part of Delaware Historic Bridge Survey. *Delaware's Historic Bridges* indicates that the structure is an altered, undistinguished example of its type. The bridge continues to be not eligible as it lacks integrity of materials, design, and workmanship. The only historic fabric that may remain from the earlier pre-1951 structure are the concrete abutments. The current structure may present a similar appearance to the 1951 bridge but only the concrete piers that support the center span meet the National Register 50-year age consideration; the remainder of the fabric was replaced as upgrades were made to the structure to ensure its continued use. In addition, the bridge is not a notable or outstanding example of its type. Due to a lack of significance and integrity, Bridge 1-651 is not eligible for listing in the National Register of Historic Places.

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N-13599. Photograph 1: Bridge 1-651, north elevation looking southeast. Note the bridge's center steel span located in the middle of the photograph and the timber spans in the foreground and background. Note the timber beams that support a timber span in the background.

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N-13599. Photo 2. Bridge 1-651, north elevation looking southeast. Note concrete abutment to the left of photograph.

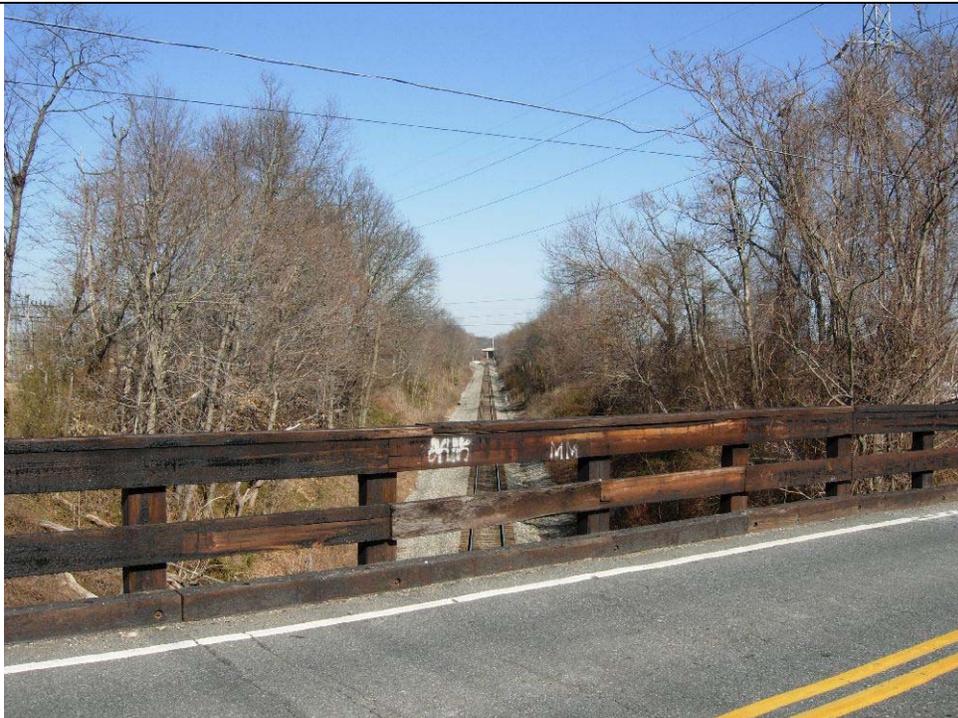


N-13599. Photograph 3: Detail of timber beams supporting the two eastern timber spans. View looking southeast. (February 2008).

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N-13599. Photograph 4: Bridge 1-651, view looking west. Note the continuous asphalt deck over the bridge.



N-13599. Photograph 5: Standing on Bridge 1-651 looking northeast along the CXS rail line. Note the timber guide rails which are recent replacements.

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N-13599. Photograph 6: Detail of timber guide rails flanking the south elevation of the bridge. View looking east along Newport Road.