used to validate stratigraphic information. Vessel count was calculated using all single unique sherds where vessel form could be reliably established and mended fragmentary vessels with known form. In instances where two or more sherds were obviously part of the same vessel but did not mend, they were counted as one non-mending vessel. Greater detail on this is presented later in the report.

## RESULTS OF THE INVESTIGATIONS

### SEGMENT 1

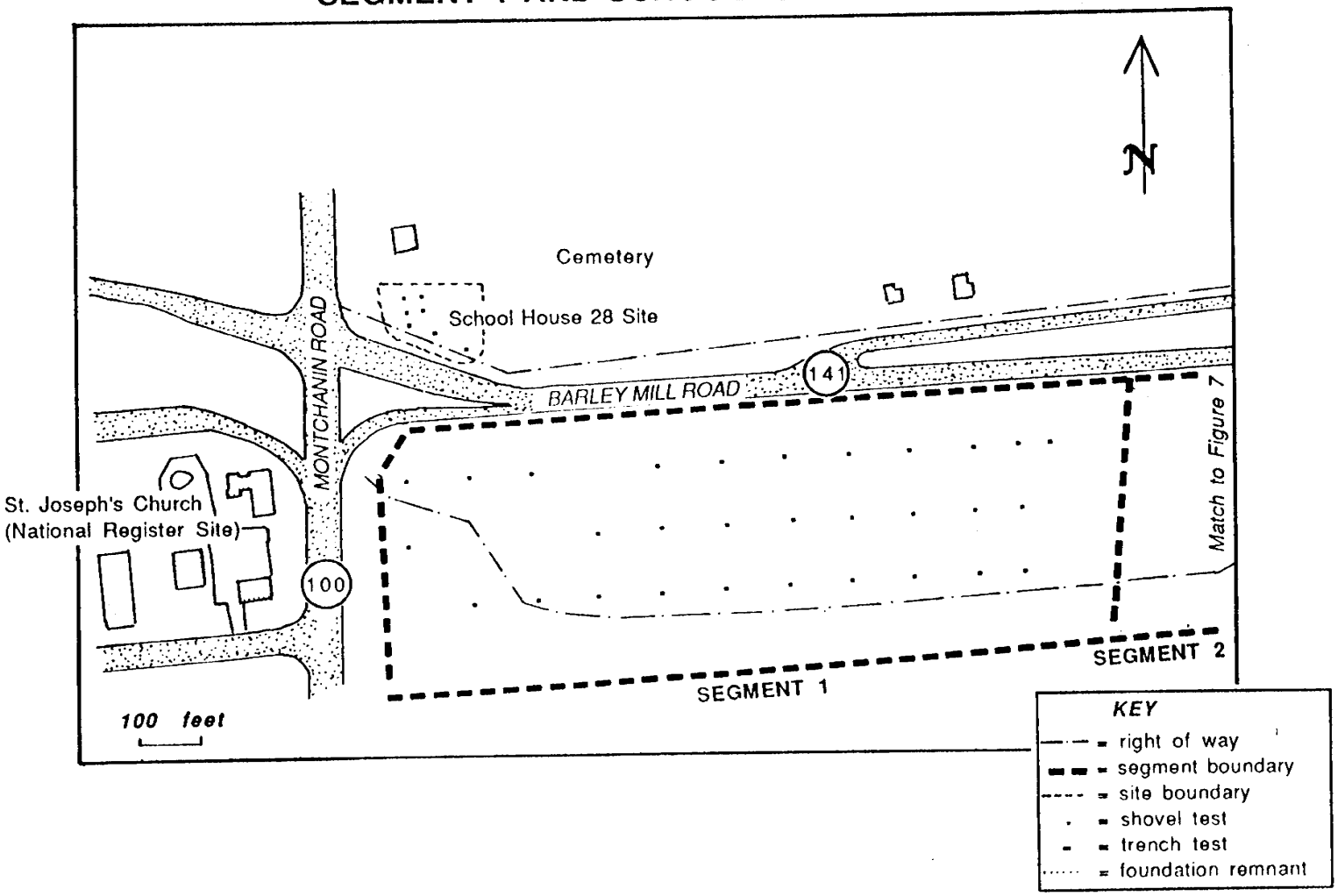
Segment 1 (Figures 2 and 4) is located near the intersection of Route 141 and Route 100 (Montchanin Road). It measures approximately 300 by 1200 feet and is bordered on the south by the Columbia Gas building and on the north by Route 141. There was no indication from the archival investigations for the presence of historic period sites, and the area was considered to have low to moderate probability for containing prehistoric sites. There is a gentle slope to the east towards Brandywine Creek which gradually increases at the eastern end. Ground cover at the time of the survey consisted of mown grass. A fair amount of alteration to the original topography was visually apparent and was indicated in the profiles of the shovel tests. This alteration appears to have consisted of cutting and filling. Thirty shovel tests were placed across the area in three rows, with tests spaced every 100 feet. Each shovel test was excavated to sterile subsoil. The profiles across the area were all very similar and consisted of an Ap (plowzone) or a fill horizon resting on an unweathered silt C horizon (Figure 5). Artifacts were recovered from the Ap and consisted primarily of coal with a lesser amount of ceramics and glass. The presence of the artifacts is felt to represent secondary field scatter and not significant or primary archeological remains. There was no evidence for subsurface features.

No significant archeological remains were recovered from Segment 1 and no further work is recommended.

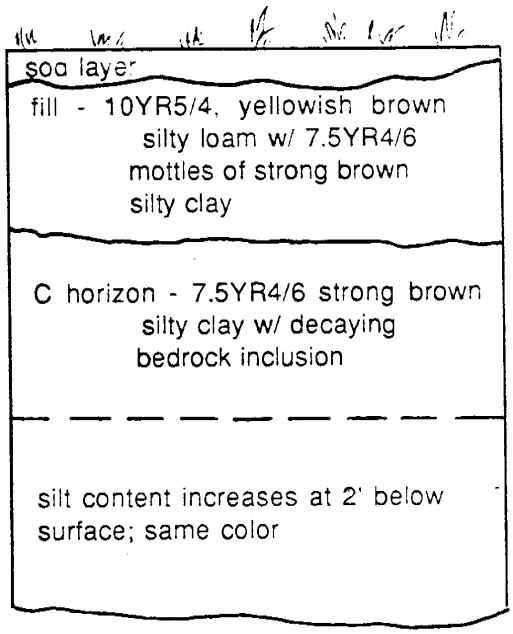
#### School House 28 Site

Archival investigations conducted prior to the preliminary Phase I field investigations revealed a schoolhouse on the other side of Route 141 from Segment 1, between a cemetery and Montchanin Road (Figures 3 and 4). The school is present on the Rea and Price map (1849), the Beers map (1860), the Beers Atlas (1868), the Hopkins Atlas (1881) and the Baist Atlas (1893). These maps indicate that the school building was located mid-way between the west cemetery wall and Montchanin Road, directly adjacent to what is now Route 141. There is currently an abandoned cinder block garage at this location, and the intersection of Montchanin Road and 141 has been extended to the north. Eight 2.5' by 2.5' shovel tests were excavated at the location of the schoolhouse as shown on the historic maps. These excavations indicated several layers

# FIGURE 4
## SEGMENT 1 AND SCHOOLHOUSE 28 SITE



## FIGURE 5
## SEGMENT 1
## Shovel Test 23, Soil Profile




## FIGURE 6
## SCHOOL HOUSE 28
## Shovel Test 1, Soil Profile

C - fill, 10YR3/3, clay silt

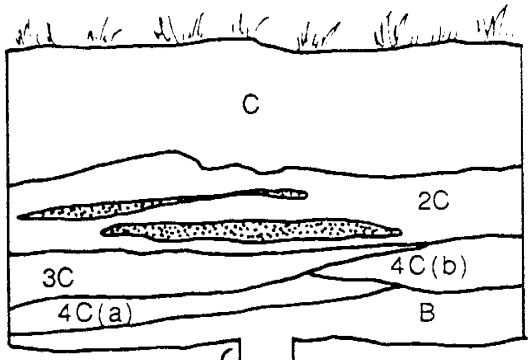
2C - fill, 10YR3/3, clay silt w/ bands of 10YR5/6, clay silt w/ small dark pebbles

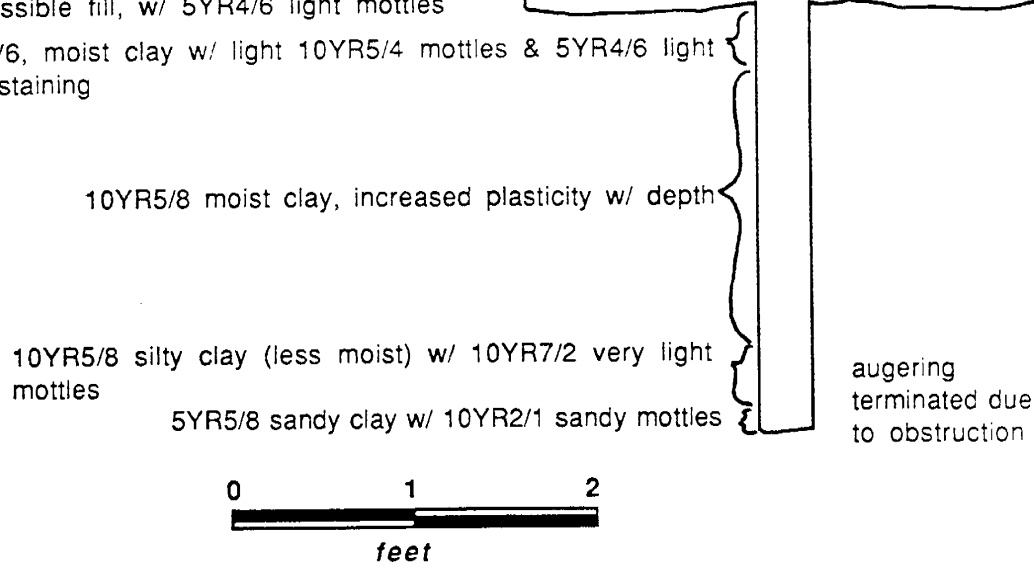
3C - fill, 10YR2/1, charcoal very moist w/ many nails & a tin lid; thins or tapers out towards east

4C(a) - 10YR5/3, ash & sandy loam, very moist lens

4C(b) - 10YR5/4, silty clay w/ light oxide stains of 5YR4/6

B - 10YR5/6, possible fill, w/ 5YR4/6 light mottles



of recent fill resting on sterile subsoil. A representative soil profile is shown on Figure 6. There were no indications of structural remains or features that could be associated with the schoolhouse. It was apparently obliterated by a combination of factors including the expansion of the Route 141 intersection to the north and south and the construction of the cinder block garage on the site. No Phase II testing is recommended for this site.

Artifacts recovered from the site consisted primarily of ceramics and glass. Coarse red earthenware comprised the largest ware type at the site with 57 sherds (35%), followed by whiteware with 43 sherds (27%), pearlware with 28 (17%) and ironstone with 21 sherds (13%). Lesser amounts of stoneware (2), yellowware (3) and porcelain (8) were also recovered. Both bottle and window glass were recovered from the site. All of the diagnostic glass was machine made and dates from 1903 to the present. Metal artifacts recovered primarily include cut (65) and wire (110) nails, nail fragments (138), can fragments (44) and unidentified metal fragments (52). Other artifacts recovered include 5 buttons, a marble, 5 kaolin tobacco pipe fragments and 126 brick fragments. A Mean Ceramic Date of 1839.57 was obtained for the site.

**SEGMENT 2**

Segment 2 (Figures 2 and 7) is a 1000 foot section of woods immediately to the east of Segment 1. Many of the trees are quite large and appear to be greater than 100 years in age. They are predominantly deciduous types including oak and beech. Ground cover consisted of a heavy leaf mat with some heavy underbrush in a few areas. This segment was generally steeply sloping and a walkover survey of the area failed to reveal any significant archeological remains. Archival investigations failed to uncover evidence for potential historic period sites. Extended Phase I archeological investigations are not recommended for Segment 2.

**SEGMENT 3**

Segment 3 (Figures 2 and 7) is a small area on the west bank of the Brandywine, extending 450 feet south from the existing Route 141 bridge, almost to the existing C.I.D. Office (C.I.D. apparently is the abbreviation for Charles I. duPont). From east to west, Segment 3 extends from Brandywine Creek up to and including the old Wilmington and Northern Railroad bed. Archival research revealed at least three no longer standing structures in this area. These include a frame house and two multi-family workers' houses. According to architectural drawings obtained from the Hagley Library (E. I. duPont, 1902), the frame house was located underneath the present Route 141 bridge, and the remains of this house are presumed to have been obliterated during the bridge construction. The frame house is referred to in the subsequent discussions as the Miller's house. The other two structures are shown on the architectural drawings between the present bridge and the C.I.D. office, an area which has suffered considerably less disturbance than the area immediately under the bridge. These two