APPENDIX B

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

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 for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Bear Station Historic District

other names/site number Bear; Bear Crossroads

2. Location

street & number _____ not for publication _____

city or town Bear Vicinity _____

state Delaware Code DE county New Castle code 003 zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant ___ nationally ___ statewide ☐ locally. (___ See continuation sheet for additional comments.)

_____ _____
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 for additional comments.)

_____
Signature of commenting or other official Date

4. National Park Service Certification

I hereby certify that the 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 _____

5. Classification

Ownership of Property (Check as many boxes as apply)

- X Private
- ___ public-local
- ___ public-State
- ___ public-Federal

Category of Property (Check only one box)

- ___ building(s)
- X District
- ___ Site
- ___ Structure
- ___ Object

Number of Resources within Property

Contributing	Noncontributing	
14	13	Buildings
0	0	Sites
0	4	Structures
0	0	Objects
0	0	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

_____

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:		Sub:	
	DOMESTIC		Single-family dwelling
	DOMESTIC		Secondary structures
	COMMERCE		Specialty store
	COMMERCE		Warehouse
	SOCIAL		Meeting hall
	TRANSPORTATION		Rail-related

Current Functions (Enter categories from instructions)

Cat:		Sub:	
	DOMESTIC		Single-family dwelling
	DOMESTIC		Secondary structures

7. Description

Architectural Classification (Enter categories from instructions)

Gothic Revival; Colonial Revival;
Vernacular;

Materials (Enter categories from instructions)

Foundation	concrete; brick; stone: granite
Roof	asphalt; metal: steel
Walls	Wood: weatherboard;
	synthetic: vinyl
Other	

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X **A** Property is associated with events that have made a significant Contribution to the broad patterns of our history.

___ **B** Property is associated with the lives of persons significant in our past.

X **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a Significant and distinguishable entity whose components lack individual distinction.

___ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

___ **A** owned by a religious institution or used for religious purposes.

___ **B** removed from its original location.

___ **C** a birthplace or a grave.

___ **D** a cemetery.

___ **E** a reconstructed building, object, or structure.

___ **F** a commemorative property

___ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation; Agriculture;
Architecture; Commerce

Period of Significance

1893 - 1957

Significant Dates 1830-1831
1838-1957

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheets

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

X 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

X State Historic Preservation Office
X Other State agency
___ Federal agency
X Local government
___ University
___ Other

Name of repository: _____

10. Geographical Data

Acreage of Property _____

UTM References
(place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	443 340	4 386 935	3	18	443 285	4 386 655
2	18	443 520	4 386 810	4			

☐ See continuation sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See Continuation Sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See Continuation Sheet

11. Form Prepared By

name/title Corri Jimenez/Ronald A. Thomas
organization MAAR Associates, Inc. date February 28, 2002
street & number P.O. Box 655 telephone (302) 996-0713
city or town Newark state DE zip code 19715

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series)indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Bear Station, a former railroad community supported by rural agricultural complexes, consists of a 7.2-acre parcel in New Castle Hundred, New Castle County, Delaware. Fourteen of the thirty-one structures in the community contribute to the historic district under Criteria A and C of the National Register of Historic Places. Bear Station is eligible under Criterion A for its association with the 1830 period New Castle and Frenchtown Railroad (sold in 1843 to the Philadelphia, Baltimore & Wilmington Railroad), which supported the rural agricultural production activities in the area. In addition, Bear Station is eligible under Criterion C for its vernacular architecture trends and central cultural landscape constructed between 1893-1957.

LOCATION

Bear Station Historic District lies within a triangular area formed by State Route 7, Old Hamburg Road, and the current railroad tracks in a 7.2-acre parcel in New Castle County, Delaware. The property currently serves as a residential community, located in New Castle Hundred in the Upper Peninsula region of the State of Delaware. The community is represented by 12 single-family residences as well as a diversity of outbuildings. Fourteen of the thirty-one structures in the community contribute to the Bear Station Historic District.

DESCRIPTION

38 Old Hamburg Road

38 Old Hamburg Road (c. 1895) contributes architecturally as well as historically to the Bear Station Historic District, located on a large lot on the corner of Old Hamburg Road and Railroad Alley. The building is a wood-framed, rectangular-shaped two-story and a half, vernacular farmhouse. The house is located on a masonry foundation that is stucco-covered and painted white, and the exterior of the building is sheathed with modern vinyl white siding. The roof has a jerkinhead front with hipped and shed roof additions as well as covered with corrugated sheet metal. There are two chimneys on the house, one located on the south side and a second original stucco-covered, silver painted chimney located on the end gable. The windows are 1/1 and 2/2 wooden double hung sash with aluminum storm windows, vinyl trim, and faux green shutters. Three wood panel doors are located on the south elevation with upper glass panes. Located on the front, there is an enclosed porch with modern vinyl siding and an asphalt-shingled roof. The Bear Station Post Office, operated by Evelyn Burris during the 1930s, was located in this space.

A wooden summer kitchen (c. 1895) contributes to the historic district, and is the most unique outbuilding found within Bear Station. The summer kitchen is wood frame constructed with vertical plank siding. The building has a gable roof covered with corrugated sheet metal and sits on a stone-on-dirt foundation. The building has two 4-lite windows and a wood panel door as well as a silver-painted chimney aside the house, which is located in the gable. A second historic outbuilding is located in the back of the same lot. This outbuilding functions as a garage and dates to around 1940. It also contributes to the Bear Station Historic District. This one-car garage is wood-framed constructed on a poured concrete foundation and has an asphalt shingle roof.

30 Old Hamburg Road

30 Old Hamburg Road (c. 1895) contributes architecturally to the Bear Station Historic Distinct as a rectangular-shaped two story and a half, Gothic Revival farmhouse. This T-shaped building is wood framed and has a stucco-covered masonry foundation that includes a cellar. Modern, white vinyl siding coveres the exterior walls. The roof of the building is a steep-pitched center gable roof sheathed with asphalt shingles. The building has two chimneys: one located on the side gable and a second on the back intersecting gable. The windows are symmetrically spaced and are 1/1 wood double hung with modern vinyl trim. A pentagonal-shaped 5-lite window is located in the front center gable. The front door is a modern replacement 6-panel wood door. An entry porch is located on the front, which has a gable roof with asphalt shingles. The roof is wood paneled and has an arched ceiling that is supported by plain simple wood 4x4 posts.

Located in the back of the house is a modern, newly constructed two-story garage that is non-contributing to the historic district. According to the owner, Dan Huff, this garage was built over a historic outbuilding during the 1980s.

22 Old Hamburg Road

22 Old Hamburg Road (1957), due to its recent construction date, does not appear to contribute historically and architecturally to the Bear Station Historic District within a district that is significantly older. 22 Old Hamburg Road is a fine example of a Moderne-Ranch Style house, and has not been significantly altered since its construction date. The rectangular-shaped house is wood-framed construction with modern, white vinyl siding. The foundation is concrete masonry block and the roof is a low gable with asphalt shingles. A large chimney is located on the west side of the building that is enclosed in a louver windowed sleeping porch. Wide eaves extend over the doorsteps serving as a porch. The windows are paired as wood 6/6 double hung windows, except in the front, which is a triple window with paralleling 6/6 double hung windows and a center 8/8 double hung window. The front door was a modern 6-panel door that was articulated with a vinyl-scalloped border and faux pilaster strips.

In the back of the house is a double-entry garage (1957). The garage is rectangular-shaped and has a low-pitched gable roof covered with asphalt shingles. The windows on the outbuilding are wide 2/2 double hung windows. Both ends of the garage have pull-up doors for vehicle entry.

14 Old Hamburg Road

14 Old Hamburg Road (c. 1895) contributes architecturally to the Bear Station Historic District as an L-shaped, two-story and a half, Gothic Revival with a steep-pitched roof. The building is wood-framed constructed with a masonry foundation, and the roof is covered with corrugated horizontal sheet metal. Modern, white vinyl siding covers the exterior. The original windows were replaced with symmetrical 6/6 modern vinyl windows with imitation muntins. The replacing of the original windows and vinyl appear to be the only modern modifications to the house. In addition, a 6-panel door with modern vinyl trim is located on the front and back of the house.

An outbuilding is located on the lot of 14 Old Hamburg Road but is not visible through the high fence. This building appears to be non-contributing to the historic district as a storage unit, though it could not be surveyed.

1011 State Route 7

1011 State Route 7, otherwise known as the I.O.O.F Hall (1893), contributes both architecturally and historically to the Bear Station Historic District as a vernacular Victorian with gingerbread trim as well as commercially as a fraternal hall, schoolhouse, and general store. A sign hangs on the building with a black silhouette of a bear with the words "BEAR I.O.O.F." In addition, a marble plaque is located in the building's gable that states, "INDUSTRY LODGE #42/ I.O.O.F/ 1914/ INSTITUTED OCT. 22, 1895." This building is illustrated on the 1893 Baist Atlas for New Castle County; it was not originally constructed as a lodge hall.

The rectangular-shaped, two-story building has a corrugated sheet metal roof with a hipped cupola that is covered with a stamped metal, scallop-design roof. A metal bell is housed inside the cupola. The facade of the building has a broken pediment gable, highlighted by cornice returns on the back and front. The foundation of the building is masonry constructed and painted white, and a cellar entrance is visible on the west side. Decorative scrollwork articulates the front balcony on both stories. Blue modern, vinyl siding panels the exterior, though the original wood trim still is

existent around the windows. Large 1/1 store bay windows are located on the first floor, and double hung white symmetrical 1/1 windows are located on the rest of the elevations. A single 9-lite, 2-panel door is located on the front as well as double 1-lite, 1-panel store door is located between the bay windows. Both of these doors are original and articulated with rectangular transom. The steps leading to the front door of the house are granite 16" wide railroad blocks with visible spike holes. These blocks were originally from the 1830 New Castle & Frenchtown Railroad. The only major alteration to the building is the accommodation of a garage on the west side and a balcony on the second floor that is equipped with sliding glass doors.

No outbuildings were connected to this building, though a carport exists between the house and the neighboring alley. A doughboy swimming pool is located in the fenced-in backyard that is non-contributing to the historic district.

1017 State Route 7

1017 State Route 7 (c. 1930) contributes architecturally to the Bear Station Historic District as a fine example of a Colonial Revival. The rectangular-shaped, two-story and a half building has a wing addition on the east and the back, and is wood-framed constructed with a masonry foundation as well as covered with white, modern vinyl siding. The roof is gabled and covered with asphalt shingles and a brick end chimney is located at the northeast corner. The facade of the building is articulated with faux black shutters and the end gables have cornice returns. An entry porch is located also on the front that has a wood arched ceiling, carved posts, and cornice returns. The windows on the building are symmetrical and are 6/1 wooden double hung with aluminum storm windows. The doors on the house are 6-panel doors and are located on the north, west and south elevations. Modern vinyl trim decorates all the doors and windows on the building.

Architecturally contributing to the Bear Station Historic District is a three-bay garage (c. 1930) that is located behind the house with a residence on the upper level. The lower level is constructed with concrete masonry units with a wood-framed upper level that is sheathed in white, modern vinyl siding. The outbuilding has a gable gray asphalt shingle roof as well as a concrete masonry unit chimney located on the north side. Stairs lead up to the residence, which has simple 6/1 double hung windows that matches the house and a regular 6-panel door. A doughboy swimming pool and picnic eating area are also located on the lot of 1017 State Route 7. Both of these two subordinate structures are non-contributing to the Bear Station Historic District.

1025 State Route 7

1025 State Route 7 (c. 1895) is a vernacular Gothic Revival house that has no integrity and is non-contributing architecturally to the historic district. Originally a T-shaped two story and a half building, the residence is now polygonal-shaped with two possible bathroom additions built on the second story. The foundation is masonry constructed and is covered with stucco, and a cellar entrance is visible on the back of the building. The siding of the building is a mixture of brick-designed, asphalt shingles and modern, blue vinyl siding. Decorated on the front are cornice returns that have been removed on the back. In addition, most of the windows and doors on the building are alterations. The original windows were 2/2 double hung windows that are visible on the second story. The first story has 4/4 double hung, modern vinyl bay windows. The doors on the south and west elevations are modern beveled, lead-glass center lite doors with beveled, lead-glass fanlights located above the door lintels. Neither the doors nor windows are appropriate to the historic Gothic Revival style of the house.

A historic garage (c. 1940) is located to the east of the house and fronts a paved alley. The gable-shaped, asphalt-shingled roof garage is wood frame constructed on a concrete foundation. Two vertical plank doors hang from iron rails on the west side of the building and a 6-lite panel door is also located on this side. A double hung 6/6 window is located on the south side of the building.

1033 State Route 7

1033 State Route 7 (c. 1895) was once a T-shaped, two story and a half Gothic Revival farmhouse that is now architecturally non-contributing to the Bear Station Historic District. The building has been significantly altered, as the front of the house is now the back and the second floor is the main entrance from State Route 7. Also, a multitude of additions have been added to the west. The house is a wood-framed structure with a masonry and poured concrete slab foundation, and a cellar entrance is visible on the back of the house. The wood exterior of the house is v-grooved drop siding that is stained with a natural wood preservant. The polygonal-shaped roof of gables is covered with asphalt

shingles. The windows are 1/1 brown modern vinyl double hung windows with aluminum storm coverings. A sliding glass door on the back is the main alley entrance door. All the doors and windows have simple wood trim. A breezeway is located on the east side between the house and a large garage.

Beside the house is a large gabled garage (c. 1970) that is wood constructed with the wood drop siding laid diagonally, and has, like the house, a natural wood preservant. This outbuilding is non-contributing to the historic district, as is a doughboy swimming pool located in the back of the property. This garage is wood framed constructed and sits on a poured concrete foundation and has a gabled asphalt shingle roof.

1041 State Route 7

1041 State Route 7 (c. 1893) is a contributing structure to the Bear Station Historic District both architecturally, as an example of a Gothic Second Empire house ,as well as historically, as being connected to the Harrington family. The T-shaped two and a half story house has a bell-shaped central dormer that is centered between two brick stucco-covered, symmetrical chimneys. The roof is covered with asphalt shingles and cornice returns articulate the gable ends of the building. The building's foundation is masonry constructed and is stucco-covered. White, modern vinyl siding sheathes the exterior of the building. The windows on the house are paired with single 1/1 modern vinyl along with attractive window trim. In the center gable is an arched 5-lite window that has its original panes intact. A 4-lite pointed window is located in the side gables. The front door is a wooden 6-panel modern door that is highlighted by a rectangular transom with side lites. Porches were located on both the front and the side that were supported by scrolled columns that have been rehabilitated on new concrete pads. The only addition that was added to the house is a bathroom on the second floor, which is located on the east side. In addition, located in the yard are approximately seven granite railroad blocks from the 1830 New Castle & Frenchtown Railroad, that were cast aside in the tall grass.

The interior of 1041 State Route 7 was examined and has been remodeled somewhat, but still carries many of its Victorian attributes. The front interior space of the house is divided by a staircase, separating two parlor spaces. Fireplaces heat both parlors, though the west fireplace is sealed. The main staircase is quite elaborate with a large scrolled newel post at the base and slender spindles. The handrail on the staircase beautifully fits the curve of the hand. The doorways are highlighted with wide 6" moldings and bull's-eye blocks are located in each of the door corners. The fireplaces would have heated the upstairs' rooms as well, though they had been sealed when central heating was added. A servant's stairwell is located at the rear of the house that connects the kitchen to the upstairs bedrooms. In the attic, the roof rafters are connected by mortise-and-tenon.

The only outbuilding connected with 1041 State Route 7 is the Blacksmith Shop that was recorded separately because of its integrity and significance.

Blacksmith Shop

Blacksmith Shop (c. 1895), also known as Mr. Harrington's Blacksmith Shop, contributes both architecturally and historically to the Bear Station Historic District. The outbuilding is owned by the property owners of 1041 State Route 7. Historically, the building was constructed by Mr. Harrington as both a blacksmith and wagon repair shop. The outbuilding presently has a lot of integrity, and houses all of its original blacksmithing equipment, such as its leather bellows and forging tools. The Blacksmith Shop is of heavy timber-framed construction, and rests on a hodgepodge foundation of granite 20" blocks, fieldstones, and concrete footings. The granite blocks used for the foundation were originally from the 1830 New Castle & Frenchtown Railroad. Corbels protrude from the board-and-batten and vertical plank siding from the timber bents. The roof is corrugated sheet metal and has a chimney on the west side. Four large window openings are apparent on the east and west elevations, as well as two located on the north. All of these window openings have been covered by sheets of plywood. On the south elevation is a bay door on a rail and a double 5-panel door is located on the east.

31 Railroad Alley

31 Railroad Alley (c. 1895) faces south towards the railroad on a dirt road, and is non-contributing to the Bear Station Historic District due to architectural modifications. This building represents a vernacular Gothic Revival that has two large lean-to additions on the south and west elevations. The L-shaped house is a two and a half story, of wood-framed construction and is located on a brick and poured concrete foundation. A cellar is visible on the back. The roof is gable-

shaped, and has a steep pitch gable in the front that is covered with gray asphalt shingles. Two brick chimneys are located at each of the gable ends on the main portion of the house. A third, concrete masonry block chimney is also located between the original house and a back addition. The exterior is sheathed in white and mustard color, steel siding.

A sliding glass door is located on the west addition and a double 1-pane door is the main door of the house, located on the west side addition. A louver-vented door is located on the front porch. All the windows in the house were replaced by 1/1 double hung modern vinyl windows and louver-vented windows were added to the front porch. The front porch is enclosed and covered with steel siding and has an asphalt shingle roof.

Off to the side under the shrubs is a historic gabled, asphalt-shingled outbuilding (c. 1940) used for storage, which is wood-framed constructed on a poured foundation. Modern vinyl siding sheaths the exterior and a metal shed building abuts the back end of the building. A vertical panel door is located on the front.

35-37 Railroad Alley

35-37 Railroad Alley (c. 1895) faces south towards the railroad on a dirt road, and is non-contributing to the Bear Station Historic District due to architectural modifications. This building also is in the vernacular Gothic Revival style and has been converted into two residences. The white painted facade of the building is divided in half down the steep-pitched gable by articulation, as one side is stucco-covered and the other has modern vinyl siding. The 1/1 windows on each side of the building are also decorated differently, as one side has faux black shutters. Though architecturally creative, this decor is not historic, and therefore non-contributing. The house, in addition, sits on a masonry foundation applied with a cement stucco covering and is painted white. A steep-pitched, asphalt shingled roof highlights the front, and the back is splayed by lean-to roof additions. The small, one-car garage on the east side of the house is connected to 37 Railroad Alley. The house also has three chimneys: the historic original one located in the center steep-pitched gable as well as one brick and one concrete block chimney located on two other additions. Besides the additions that were added to the back of the house and the conversion into two residences, the house was gutted in 2000 due to an electrical fire.

The back of the house has small 10x10 modern shed buildings (c. 1990) that are equipped with circular ventilators, and are non-contributing to the property. A historic 5x10 building is also located behind the house that has a wood panel door and 6-lite window. It is uncertain if this building is a chicken coop, a child's play house, or garden tool shed.

41 Railroad Alley

41 Railroad Alley (c. 1895) is a T-shaped, vernacular farmhouse that is architecturally non-contributing to the Bear Station Historic District due to the amount of alterations. The two-story, wood framed building sits on a concrete foundation and its exterior, vinyl siding is painted yellow. The roof is gable shaped with brown asphalt shingles and has a modern, vinyl cornice trim. The chimney located on the east elevation is covered with vinyl siding as well and protrudes out from the wall. The double hung modern vinyl windows in the house are 1/1 with faux muntins and the front gable of the house has decorative faux shutters. The front door is 8-paneled with side transom lites, while in the rear there is a sliding glass double door.

A historic outbuilding is located behind the house and is non-contributing to the Bear Station Historic District. The building is dilapidated and has lost all of its integrity, though is in the process of being rehabilitated. This structure is of wood-framed construction and sits on a poured-concrete floor. The roof is gabled and has asphalt shingles. A pull-up door is located on the north façade of the building and there is a back door on the south side. A 6-lite window is located on the east and west facades of the building.

Railroad Warehouse Building

Railroad Warehouse Building (c. 1950) is an industrial outbuilding that contributes to the Bear Station Historic District as an industrial outbuilding connected to the supportive railroad industry. The corrugated sheet metal sided building sits at the corner of Old Hamburg Road and Railroad Alley. This building is gable-shaped and is of wood-framed construction with corrugated sheet metal that covers the roof and sides. The sheet metal is flashed along the edges with sheet metal. The foundation of the building is concrete posts supported by wood and metal I-beams. Two docking bays are located on the south side and one is located on the north. Wood stairs lead up to two doors on the north and there is a 6-lite faux muntin window on the west side.

SUMMARY

As a former railroad community, Bear Station Historic District carries architecturally high integrity contributing to the history of the Delaware Upper Peninsula area. Fourteen of the thirty-one structures in the 7.2-acre town contribute to the National Register of Historic Places under Criterion C. Bear Station's architecture is vernacular, and the styles best represented are Gothic Revival, Colonial Revival, Victorian, and Second Empire. Besides Criterion C, Bear Station is also eligible under Criterion A for its involvement with the 1830 New Castle & Frenchtown Railroad and 1843 Philadelphia, Baltimore & Wilmington Railroad. Positioned as a railroad hub in an area of well-developed agricultural farmsteads, Bear Station was the closest township in this area where farmers brought their produce for shipping.

NPS FORM 10-900-A
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Historical Description

Section number 8 Page # 1-5

INTRODUCTION

Bear Station is eligible for the National Register of Historic Places as a National Register of Historic Places District for its association with the 1830 New Castle and Frenchtown Railroad and the 1843 Philadelphia, Wilmington & Baltimore Railroad (Criterion A), as well as for its vernacular architecture and cultural landscape (Criterion C). Since the 1790s, Bear has been a historic landmark in the triangular location formed by State Route 7, Old Hamburg Road and the railroad and can be found visually on most historic maps. Constructed between 1893 and 1957, the settlement was a local hub for the ten to thirteen agricultural farmsteads that resided in the area - a mixed collection of residential and commercial buildings that were supportive by the railroad that abutted it to the south. During the course of its existence, additional buildings existed on roadways adjacent to the triangular hub of the community.

BEAR TAVERN

The namesake of Bear was derived from a Colonial tavern and inn that used to reside at the southeast corner of the intersection of State Route 7 and U.S. Route 40, outside of the district. The old Bear Inn was located on Dr. James Couper's estate and once hosted George Washington on August 10, 1795, en route from Wilmington, Delaware to Mount Vernon, Virginia. A sign hung from the building's facade, depicting a "bear" and was a signal to travelers coming upon the inn. The inn itself was noted as a wood-framed building, and was "heavily patronized before the coming of the railroad by local patrons, farmers taking grain and livestock to the market as well as the occasional visitors of note" (Ward:152-153). Because of this fine establishment, this intersection has historically been known to locals as "Bear Crossroads." The Bear Inn is recorded on the 1849 Rea & Price map, and is last illustrated on the 1868 Beers Atlas for New Castle County.

Besides the Bear Inn, the crossroads that exist in this triangular area are historically significant as well, and are documented on historical maps as early as 1820. State Route 7, also known as the Bear-Corbit Road, was the prime route that connected Christiana to Red Lion during colonial times, with the Bear Inn being a middle stop. Red Lion, located a mile and a half south of Bear, also had a notable inn from Colonial times. Bear-Corbit Road connected the railroad stations of Bear Station with Corbit's Station, located further south on State Route 7 past the community of Red Lion. In addition to State Route 7, Old Hamburg Road also carries historical significance and travels east to Hamburg Cove, located on the Delaware River. Old Hamburg Road once was a continuance road from Bear to the river, though due to a fatal accident involving the railroad and automobile traffic, the road has been segmented. Located just north of Bear, the major route that presently goes through the area is U.S. Route 40, which was the second Turnpike in the state and was known as the 1807-09 Frenchtown Turnpike. As is noted above, each of these transportation corridors had witnessed development in addition to that in the hub of the settlement.

BEAR STATION

Frenchtown & New Castle Railroad

Due in part to already existing roads and development, business entrepreneurs constructed between 1830-1832 a railroad that connected the port towns of Frenchtown, Maryland and New Castle, Delaware. The New Castle and Frenchtown Railroad was the first chartered railroad in Delaware and one of the earliest operating lines in the United States. Horses pulled the stagecoach-shaped cars for the first few months until an English-built, steam-powered locomotive engine could be purchased (Hoffecker: 43). The New Castle & Frenchtown Railroad was an important link towards the metropolitan towns of Philadelphia and Baltimore, though only stretching 16 1/2 miles at a total cost of $450,000, and transporting primarily people and perishable goods. Open for service on February 28, 1832, the railroad had three principal investors, and thirteen directors, as well as six to ten engineers. The chief investors of the railroad studied English railroads as well as other early American railines, "constantly comparing their railroad to others," like the Baltimore & Ohio Railroad (Lankton: 3). One interesting fact is that one of the investors was James Couper, who was Treasurer; there is a "Jas. Couper" who owned the land Bear Station resides on, and he is noted as early as 1849 as having an estate in close vicinity of the New Castle & Frenchtown Railroad

The Chief Engineer for the railroad was John Randel, Jr. from Albany, New York. Randel is credited as being unsuccessful as an engineer because he worked on two railroads simultaneously, in addition to assisting as an engineer on the Chesapeake and Delaware Canal constructed between 1824-1829 (Hoffecker: 40). During crucial parts of the railroad's construction, Randel was absent, and may be one of the primary reasons why the railroad failed early in its history.

The railroad itself was equipped either with double tracks that were individually 26 feet wide, or as a whole 70 feet wide. Wood fencing, hedges and Black or New Castle Thorn trees protected the right-of-way from animals being hit by a passing train (Lankton: 14). Similar to the Baltimore & Ohio Railroad, the New Castle & Frenchtown Railroad bed was composed of granite sill blocks obtained from the companies of Smith & Megredy of Port Deposit, Maryland, and Robinson Carr & Co. of Quarryville, Pennsylvania (Lankton: 14). The blocks came in two different sizes: 20" in length, 12" in width, and 12" in depth, as well as 16" in length, 11" in width, and 7 1/2" in depth (Lankton: 15). Embedded in sand for protection from frost, these granite blocks were connected by thin, iron straps on wood rails fastened by cast iron spikes. Using granite blocks was common in early railroad connection because it provided both strength and durability to the line. On the other side, the granite rails also were too rigid, not flexing, and the iron spikes constantly worked themselves loose from the granite. Due to constant maintenance, the granite sill blocks were replaced with wood ones as early as 1832, which provided a much softer ride for passengers. These granite sill blocks were cast aside and are interestingly littered around Bear Station backyards, reused as building foundations as well as articulated as front steps. The granite railroad sill blocks are one of the few features visible in Bear Station from the early railroad days.

The New Castle & Frenchtown Railroad lasted only a short time before it was sold to the Philadelphia, Wilmington & Baltimore Railroad in 1838 (Lankton: 4). The New Castle & Frenchtown Railroad truly paved the way as the first Delaware railroad building "through territory not already served by a river or canal" (Hoffecker: 24). According to historical maps, the railine was not officially renamed until sometime after 1881.

Philadelphia, Baltimore & Wilmington Railroad

The New Castle & Frenchtown Railroad shifted ownership as early as 1838, which became formal in 1843, as the Philadelphia, Baltimore & Wilmington Railroad. As a competitor, the Philadelphia, Baltimore & Wilmington Railroad consolidated three primary railroad companies in the Mid-Atlantic: the Baltimore and Port Deposit, the Wilmington and Susquehanna, and the Philadelphia and Delaware County Railroads as well as the New Castle & Frenchtown Railroad. In the 1840s and 1850s, railroad systems were revolutionizing the Upper Peninsula of Delaware, while the canal system was still the predominant way to transport goods. Industrialization and transportation were quickly reshaping with prosperity the northern part of New Castle County, while the lower part of the state "suffered from economic blight" (Hoffecker: 43). Successfully, the railroad connected the three urban settlements of Philadelphia, Wilmington and Baltimore, as well as supported many agricultural complexes in the middle that depended on the railroad in shipping their produce from grain products to fruit. Until the development of the highways, the railroad from the 1890s into the 1960s was the

principal way merchandise was collected and sent to urban areas. With the advancement of refrigeration cars used in the railroad industry, the transportation of fruits and vegetables became even more economical for farmers, therefore increasing their demand in rich agricultural areas.

During the ownership of the Philadelphia, Baltimore & Wilmington Railroad, Bear's railroad station was constructed in approximately 1849, and was located at the southwest corner of State Route 7 and the present railroad tracks. A water tank existed beside the station to service steam locomotive engines. With the construction of a railroad station, the area evolved into a transportation hub in shipping produce from agricultural farmsteads to urban communities. The name "Bear Station" exists on historical maps from 1849 to1893, where afterwards it was just shortened to "Bear." The station building itself existed at this corner into the middle of the twentieth-century, before it was destroyed.

Oral histories from former Bear residents support the community as once being a hub for the shipment of produce as well as the receiving of goods, adding color to its railroad history. Located in the center of Bear's historic complex is a cultural green that was used by farmers waiting for merchandise to arrive on the rails as well as to ship their produce. Alleys from State Route 7, Old Hamburg Road and Railroad Alley connected into this space. Besides merchandise that came in on the railroad, mail was also transported on the lines and would be hooked by the tracks for collection. Presently, one railroad auxiliary building still stands that was constructed in the 1950s as a railroad warehouse.

In the 1950s, the railine changed hands and became the Pennsylvania Central Railroad (USGS map: 1953). Presently, the Norfolk Southern Railroad owns the tracks. The railine today does not run as frequently as it has, according to Bear locals, due to railroad-automobile accidents at its major intersections.

Road & Highway Development

All of the main roads that border Bear Station are historically significant and were set in place as early as 1755 (Travers: I8). Many of the major Delaware state roads were once turnpikes, and are currently national or state routes. U.S. Route 40, north of Bear, was once the 1807 Frenchtown Turnpike and preceded its namesake railroad. This particular thoroughfare, the second turnpike in the state, connected the towns of Christiana, Wilmington, and New Castle. State Route 7 was the Bear-Corbit Road that connected Christiana to Red Lion during Colonial times, and later stretched to the railroad station in Corbit. With the development of interstate highways in the 1950s, Interstate 95 was constructed to allow for a more rapid way to get through the state. Roads and highways are an important aspect of the history of Bear. Many of the former residents of the community, according to oral histories, worked on these highway developments.

ARCHITECTURE & AGRICULTURE

Rural Community

The agricultural farm complexes in the area were directly tied into the railroad network in distributing to the urban environments of Philadelphia, Baltimore, and Wilmington. After the construction of the Bear railroad station, farmsteads flowered around the railroad hub, producing predominantly peaches, pears, and grain products. Between 1893-1900, a nucleated settlement had developed to support both the railroad and these agricultural complexes. Historical information about the community of Bear is best understood through oral histories. Helen Weber and George Moore both lived in Bear during the 1930s-50s. The agricultural farm complexes in the area numbered approximately ten to thirteen and were less than 100 acres apiece. Presently, there are approximately three of these farmsteads that still stand.

The first currently extant building in Bear was constructed around 1893 and appears to be the Odd Fellows Hall, or 1011 State Route 7, located at the corner of Old Hamburg Road and State Route 7 (1893 Baist Atlas for New Castle County). After the construction of the lodge, nine residences followed in this triangular area, predominantly in the Gothic Revival style. These buildings were primarily single-family dwellings, though by the early twentieth century, commercial use was mixed in on many of the lots.

As a rural community, Bear was originally constructed on top of artesian water wells that were located in the house's cellars. All of the houses were equipped with wells that have now been sealed up. During the Roosevelt Administration, indoor plumbing was connected to Bear, which tapped into the artesian water system, and therefore drained the wells (Moore, personal communication). Outhouses were located on all of the properties, though none exist to this day within

the community. One modification that is apparent on many of the original buildings in Bear is these indoor bathrooms, which were added to second stories and bud out of the original shape of the buildings.

As early as 1893, a one-room schoolhouse was located at the intersection of U.S. Route 40 and State Route 7, near where the present Wawa convenience store stands, and can be found on both the 1893 Baist's Atlas of New Castle County as well as the 1904 USGS map. Here, six grades equaling approximately 60 students were taught by one teacher. During the 1930s, the schoolhouse burned down and for three years, classes were held in the upstairs of the IOOF Hall (Moore, personal communication).

Two general stores and a blacksmith shop existed within Bear. One general store was farther down on State Route 7 by the railroad tracks, where the other was located on the first floor of the IOOF Hall. Though constructed in 1893, the fraternal organization did not reside in the building until 1895. The general store was located on the first floor and was managed by a Mr. Macy who resided in the back. The second floor was used for the fraternal Order of Red Men Lodge 42. During the 1930-1950s, the Red Men would meet here every Monday night and conduct services (Weber, personal communication). Local farmers probably were patrons of the lodge, and a marble plaque in the building's pediment commemorates it as "Industrial Lodge #42, 1914, Instituted on Oct. 22, 1895." Though the construction of the building is evident in 1893, no research has been found on the significance of these dates.

Farther down at the intersection of the railroad and State Route 7 was located Harrington's general store, the second store in the area. In front of the store was a weight machine for wagons of produce that were brought forward by local farmers before shipment via the railroad. After being weighed, produce-filled wagons would wait for the railroad in the center green landscape of Bear. On a Saturday night, Harrington's general store was a local spot where approximately ten to twelve farmers would gather and exchange agricultural stories of new products on the market to farming techniques. Unfortunately, Harrington's general store no longer exists.

The Harringtons in addition owned a Blacksmith Shop, which still stands in Bear, and is adjacent to the Harringtons' Second-Empire house at 1041 State Route 7. The first story of the shop was for blacksmithing and shoeing horses. The old leather bellows and wrought iron tools are existent in the building. The second story was used to repair wagons in a room lit by large windows, presently all boarded up. In addition to these general stores, eggs, tomatoes and squash could be purchased from 1033 State Route 7 from Jay Leslie Ford, a retired U.S. Marshall. Ford had twenty to thirty chickens on his property and would sell these goods along the side of the road.

As early as 1893, Bear was equipped with a post office that was located in the railroad station. When the station was closed, the post office was relocated to the front porch area of 38 Old Hamburg Road. The postmistress then was Mrs. Evelyn Burris, and the mail would be picked up everyday at 4 P.M. from a mailbag that hung near the railroad tracks of Old Hamburg Road. Evelyn's husband, Howard, worked as a highway superintendent. Henry Eastburn who lived at 1025 State Route 7 and Stanley Howard who lived at 31 Railroad Alley were also both highway workers. Stanley built the 1957 Moderne Ranch House of 22 Old Hamburg, which was the last residence built within Bear. Eastburn owned the center landscape where he grew a big vegetable garden. A barn was set up beside the garden for horses, though it doesn't exist today. In addition, Eastburn is accredited in building 1017 State Route 7, a Colonial Revival house and a 3-bay garage, which were later sold to Helen Weber.

All of the buildings in Bear still stand today, except for Harrington's grocery store, the railroad station, and the schoolhouse.

URBAN DEVELOPMENT

With the development of the U.S. Route 40 corridor in the 1950s and Interstate 95 in the 1960s, suburbanization followed in the area replacing the agricultural farmsteads. The most recent development in the U.S. Route 40 and State Route 7 crossroads has been in the 1990s with the construction of Governor's Square in 1991, Eden Square in 1995, Glendale Plaza in 1998, and Delle Donne Corporate Center in 2001. Besides these large commercial complexes, residential neighborhoods have also been constructed.

SUMMARY

Since the 1950s, Bear Station has changed dramatically from a rural community in agricultural farmland to a "bedroom community" for the larger towns to the north. A major railroad dating from the 1830s traversed the community, which supported the rich agricultural farming that encircled Bear Station.

Bear Station carries high integrity and is eligible to the National Register of Historic Places under Criterion A for its association with the Frenchtown & New Castle Railroad and Philadelphia, Baltimore & Wilmington Railroad. In addition, Bear Station is eligible under Criterion C for its vernacular architectural integrity, as a fine example of a working class community.

NPS FORM 10-900-A
(8-86)

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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MAPS

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1868 "Beers Atlas for New Castle County, Delaware Historical Society, 21. Map

1881 Atlas of New Castle County, GM Hopkins and Company, Delaware Historical Society. Map

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1904 Geologic Atlas of the United States for Delaware and New Jersey, Wilmington 15 min Quad, University of Delaware,

1920 Geologic Atlas of the United States, Folio 211

1953 Geologic Atlas of the United States, Folio

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United States Department of the Interior
National Park Service

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Photograph Log

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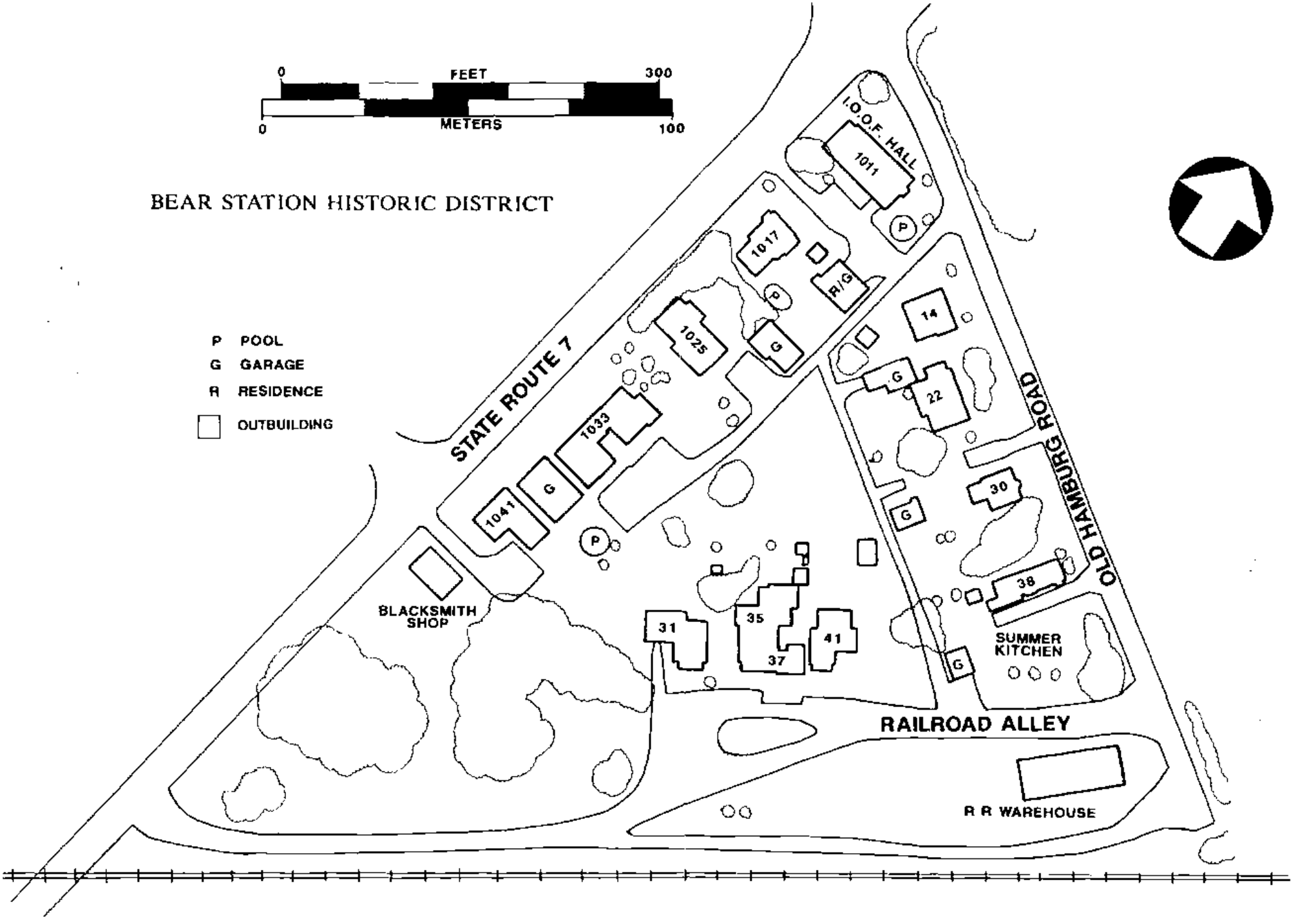
2. 38 Old Hamburg Road, looking north
3. 38 Old Hamburg Road, Summer Kitchen, northeast elevation
4. 38 Old Hamburg Road, Garage, southeast elevation
5. 30 Old Hamburg Road, northwest elevation
6. 30 Old Hamburg Road, Garage, northwest elevation
7. 14 Old Hamburg Road, east elevation
8. IOOF Hall, 1011 State Route 7, northwest elevation
9. IOOF Hall, 1011 State Route 7, west elevation
10. IOOF Hall, 1011 State Route 7, north elevation
11. IOOF Hall, 1011 State Route 7, northwest elevation
12. IOOF Hall, 1011 State Route 7, (back side), south elevation
13. 1017 State Route 7, Garage/Residence, southeast elevation
14. 1017 State Route 7, north elevation
15. 1025 State Route 7, north elevation
16. 1025 State Route 7 (back side), south elevation
17. 1025 State Route 7, Garage, southwest elevation
18. 1033 State Route 7, north elevation
19. 1033 State Route 7 (back side), south elevation
20. 1041 State Route 7, north elevation
21. 1041 State Route 7, southeast elevation
22. 1041 State Route 7 and Blacksmith shop,
23. Blacksmith Shop, 1041 State Route 7, south elevation
24. Blacksmith Shop, 1041 State Route 7, north elevation
25. Blacksmith Shop, 1041 State Route 7, roof detail, northwest elevation
26. 31 Railroad Alley, south elevation
27. 31 Railroad Alley (back side), north elevation
28. 31 Railroad Alley, Garage, east elevation
29. 35-37 Railroad Alley, south elevation
30. 41 Railroad Alley, south elevation
31. 41 Railroad Alley, southwest elevation
32. Railroad Warehouse, southwest elevation
33. Railroad Warehouse, northwest elevation
34. 22 Old Hamburg Road, north elevation
35. 22 Old Hamburg Road (backside), south elevation


BEAR STATION HISTORIC DISTRICT
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BLACKSMITH SHOP
14
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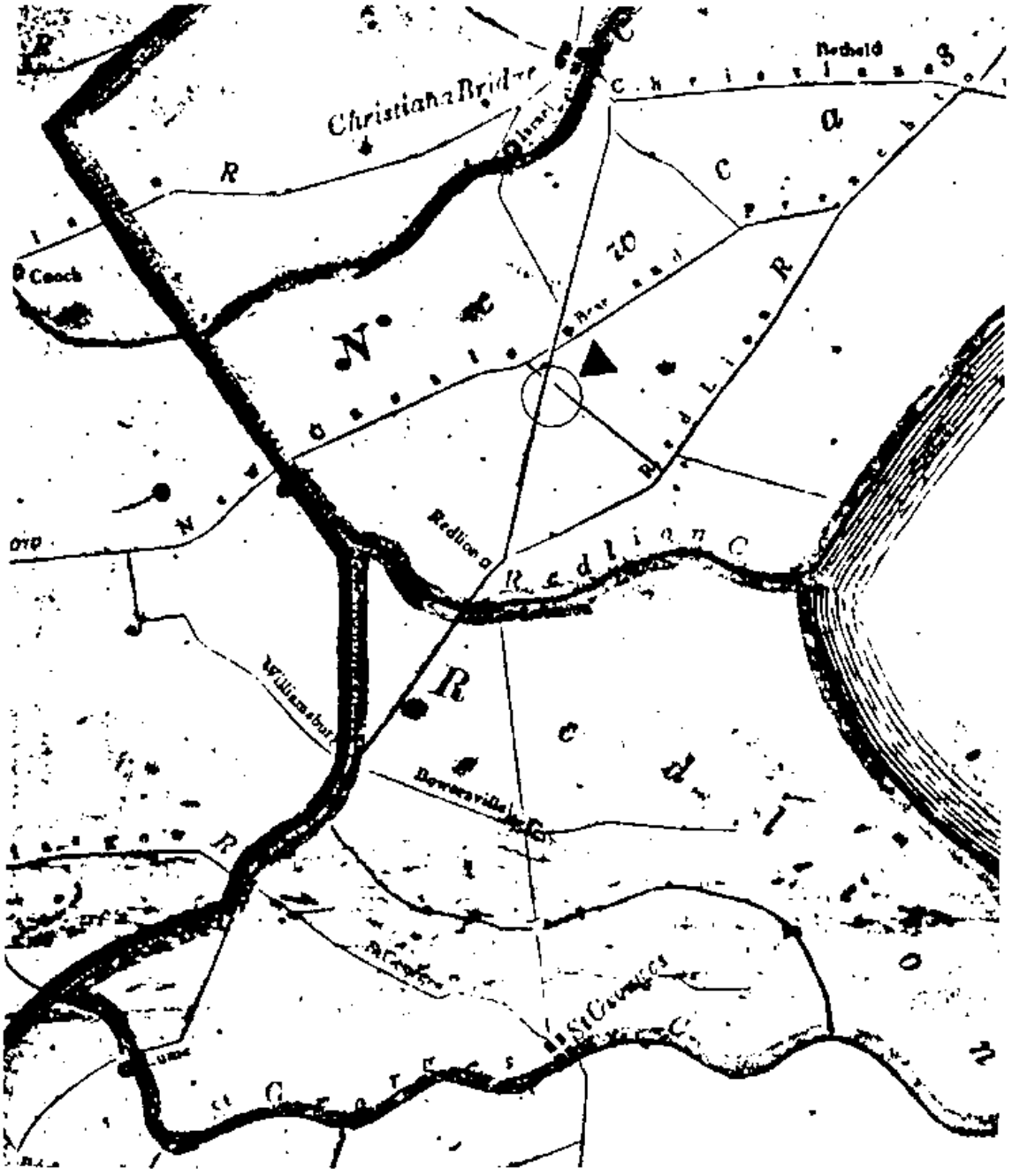
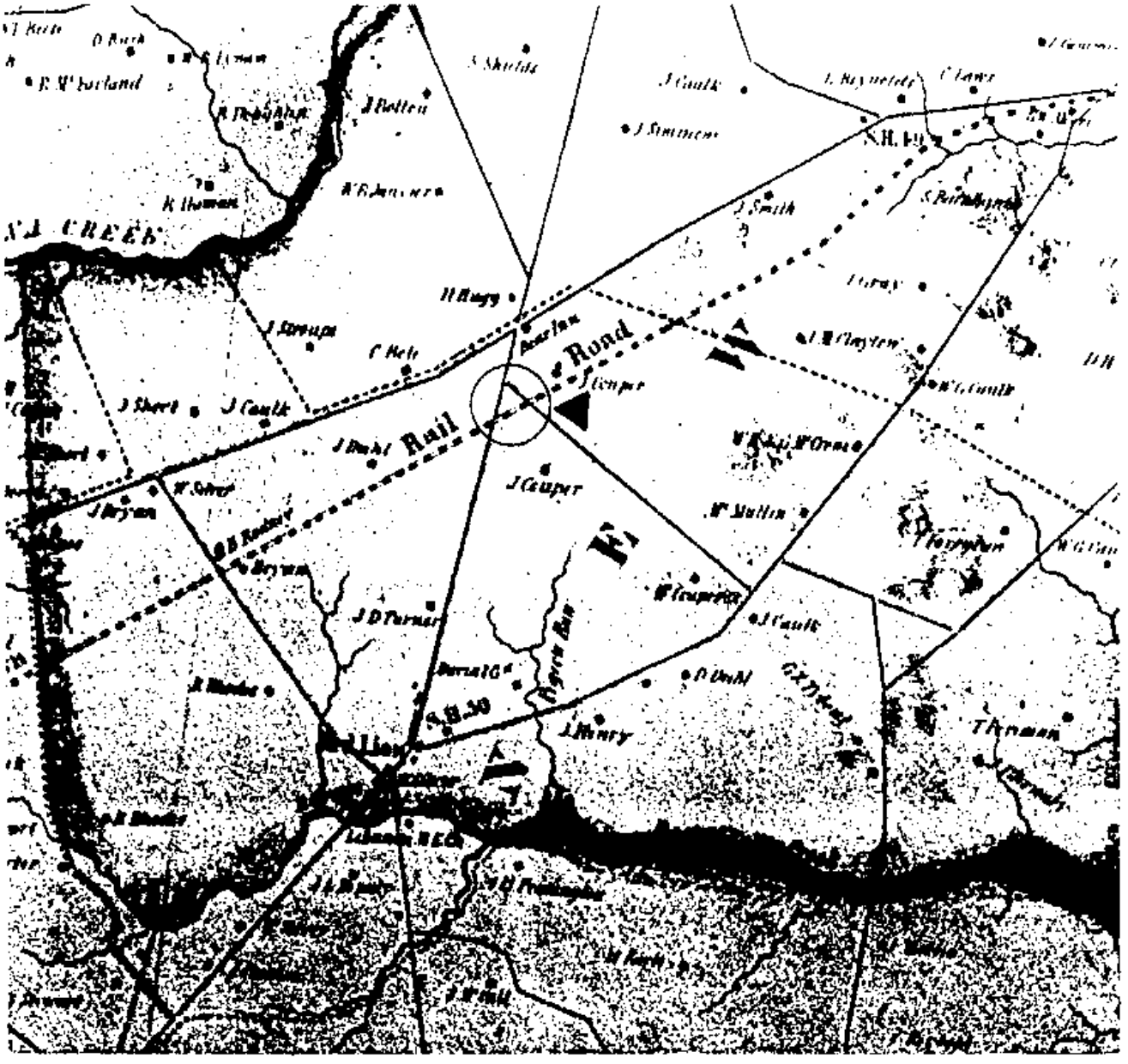
RAILROAD ALLEY
R R WAREHOUSE



ROADS OF NEW CASTLE COUNTY, HENRY HEALD, 1820



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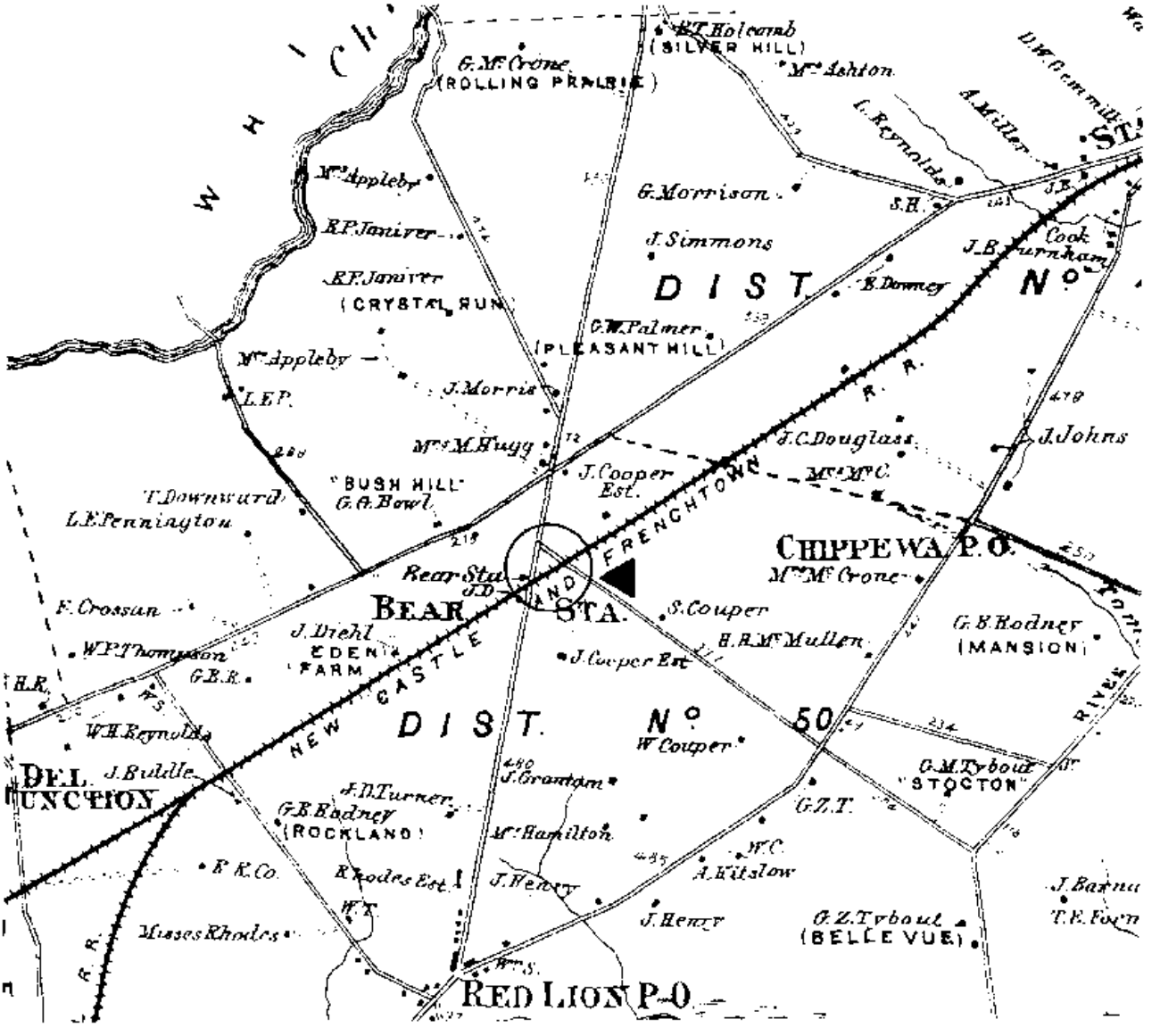
MAP OF NEW CASTLE COUNTY, REA & PRICE, 1849



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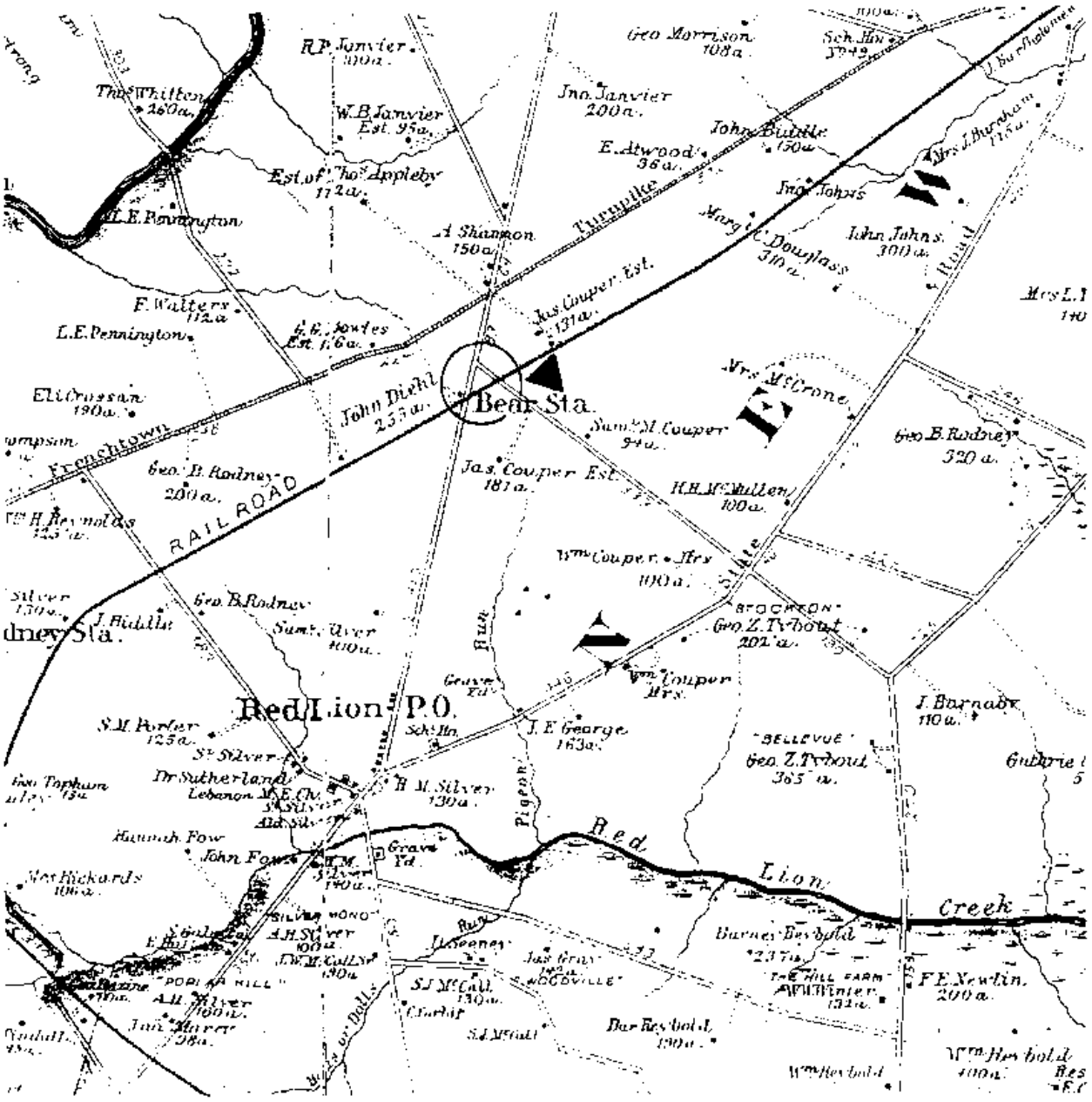
ATLAS OF THE STATE OF DELAWARE, D. G. BEERS, 1868



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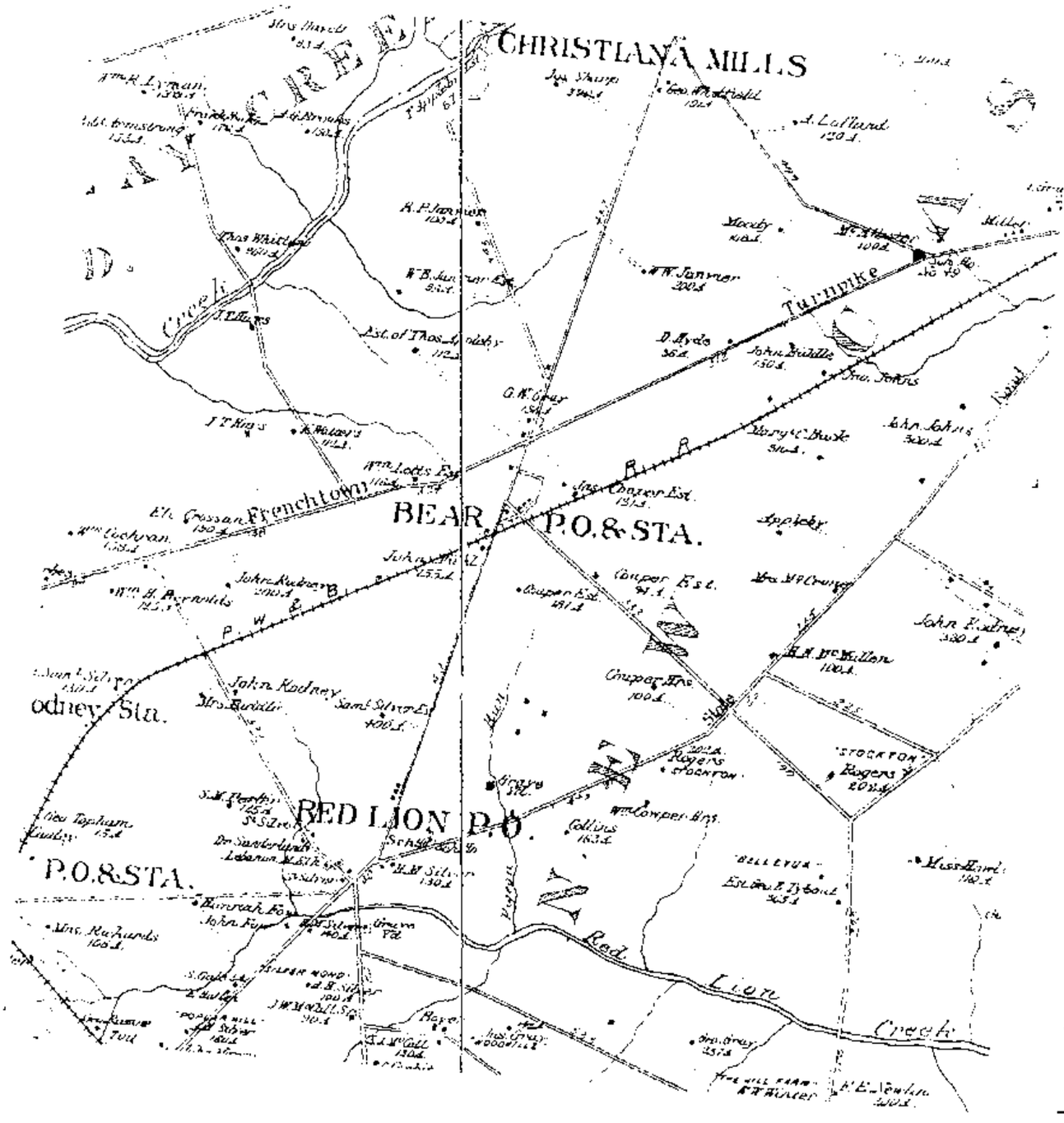
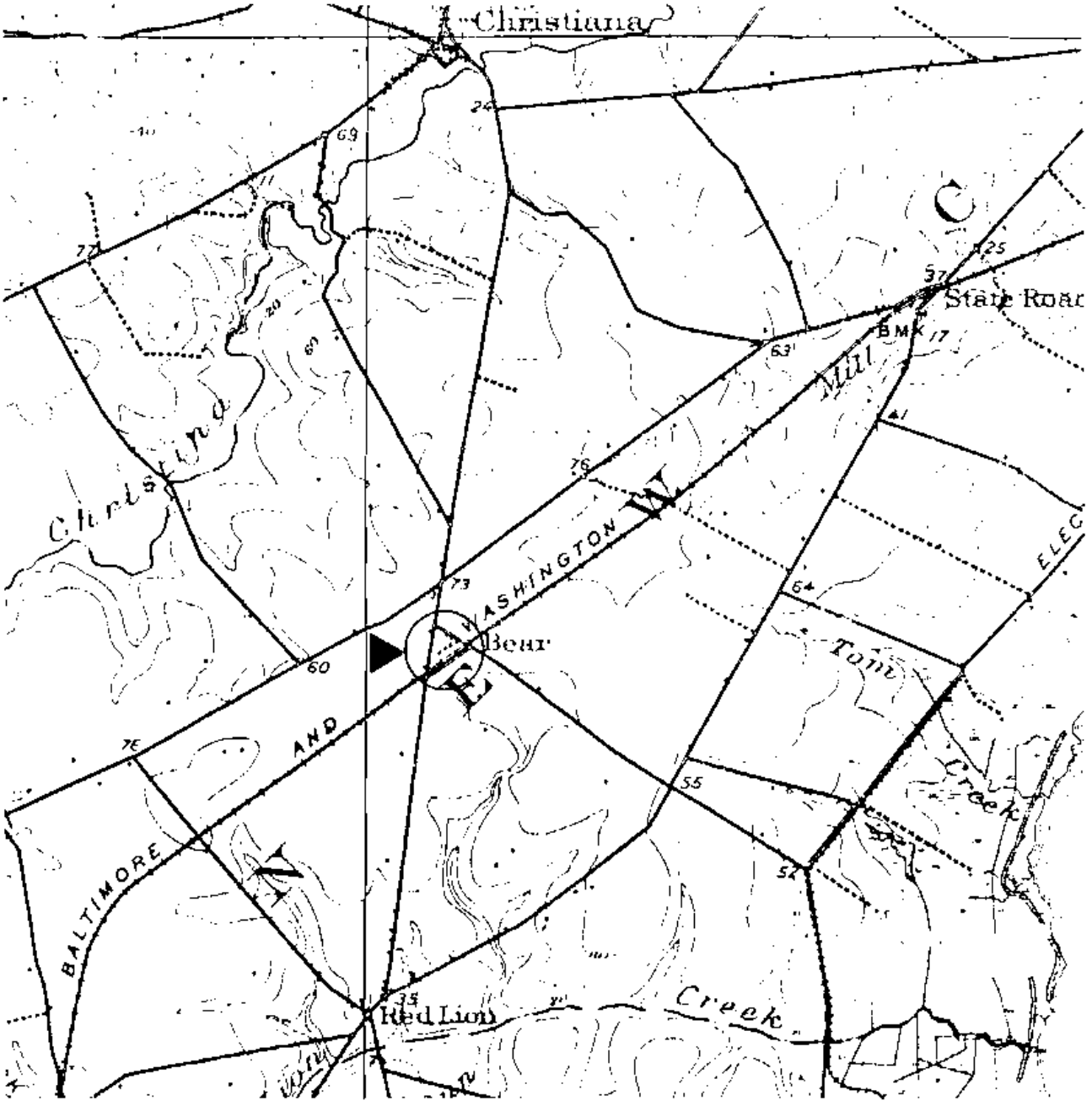
MAP OF NEW CASTLE COUNTY, DELAWARE, G. M. HOPKINS, 1881



ATLAS OF NEW CASTLE COUNTY, DELAWARE, G. M. BAIST, 1893



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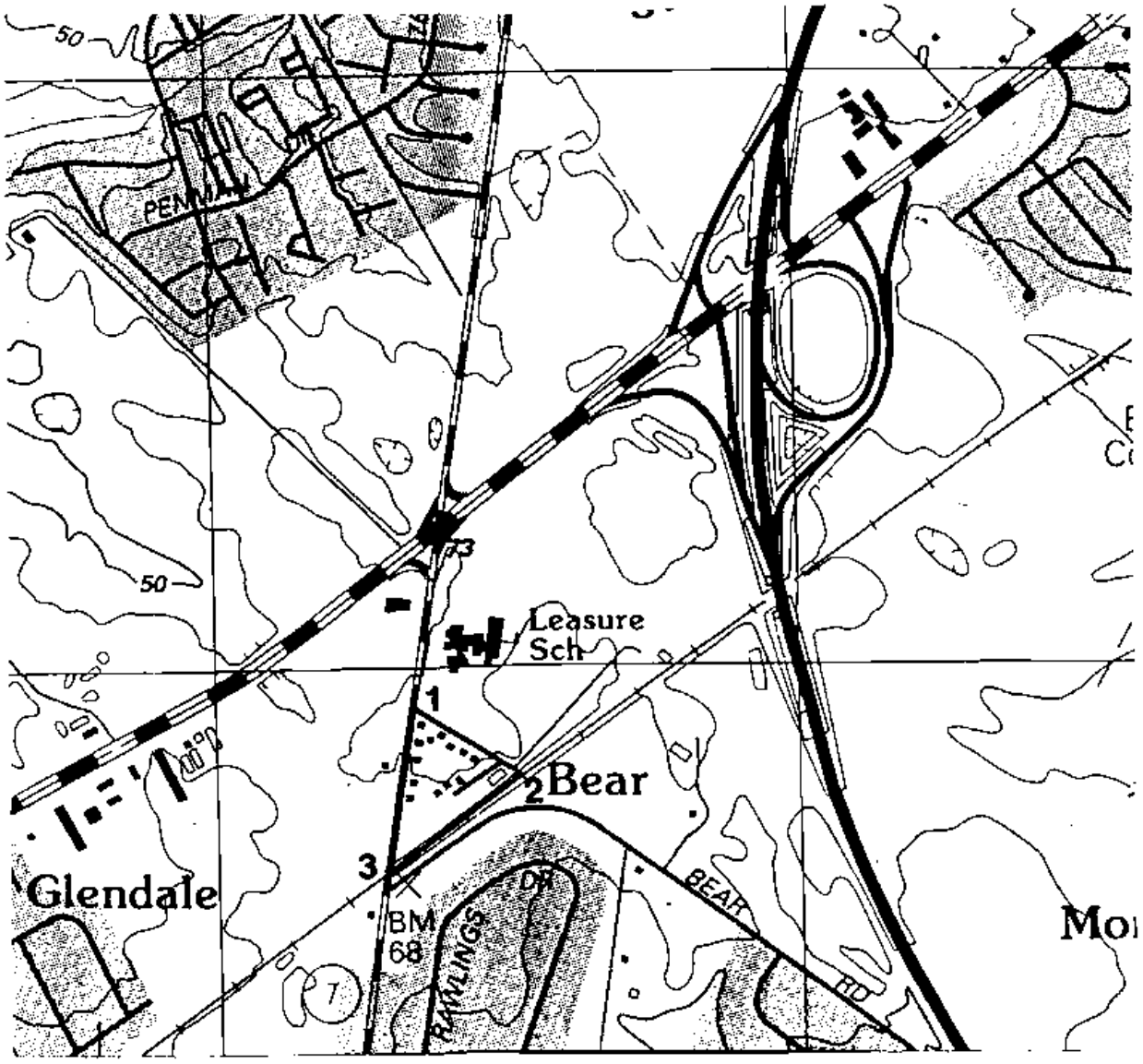
USGS WILMINGTON, DEL-NJ 15 MINUTE QUADRANGLE, 1904



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USGS NEWARK EAST, DEL. QUADRANGLE, 1993

PLATE 1: 38 Old Hamburg Road, northwest elevation

PLATE 2: 38 Old Hamburg Road, looking North

PLATE 3 [illegible] Old Hamburg Road, Summer Kitchen, north east elevation

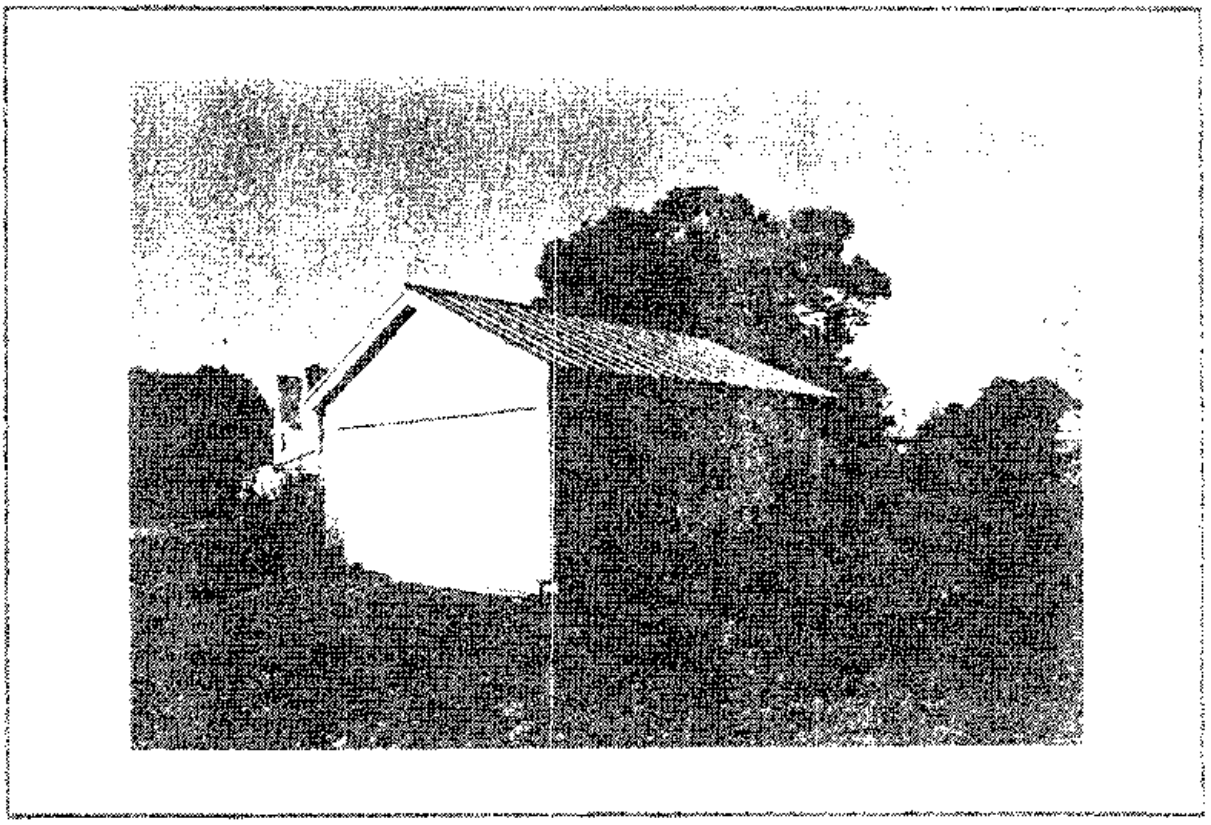


PLATE 4 [illegible] Old Hamburg Road, Cottage, southeast elevation

PLATE 5: 26 Old Hamburg Road, northwest elevation

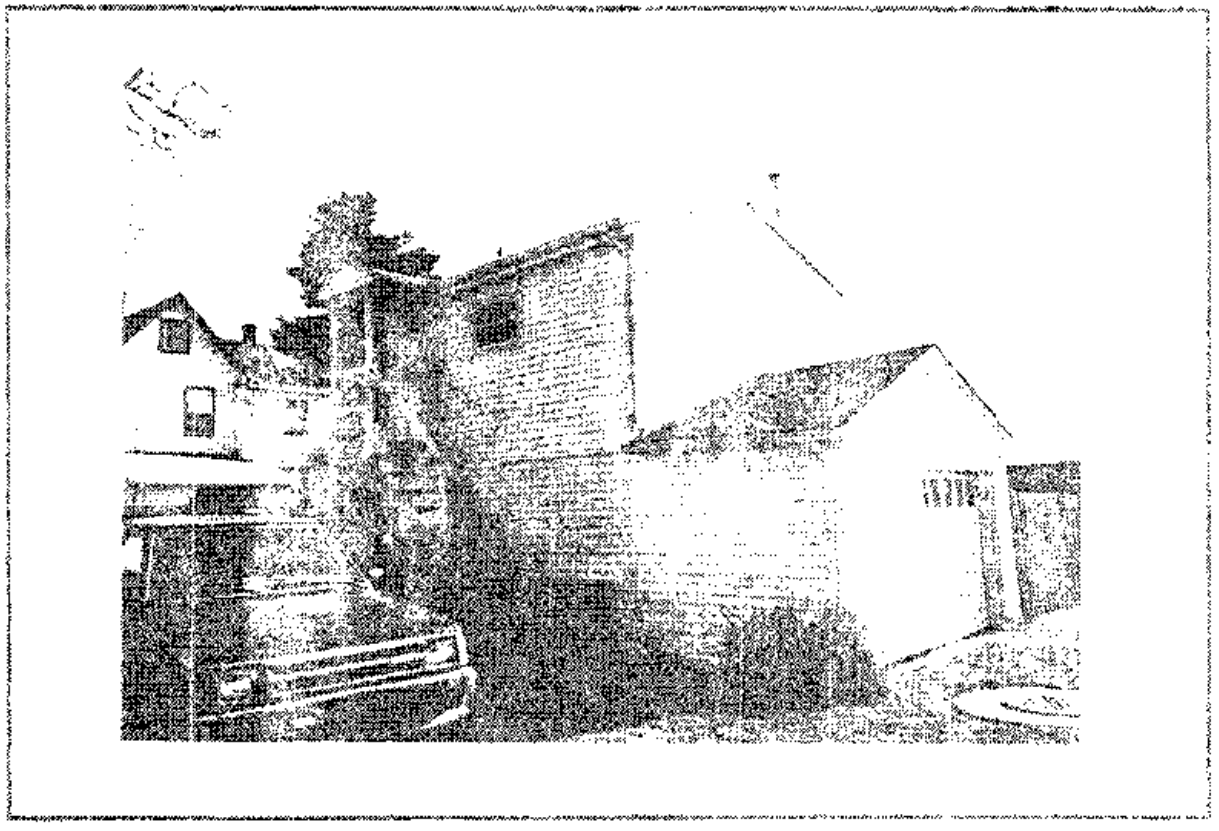


PLATE 6: 30-32 Old Hamburg Road, [illegible]

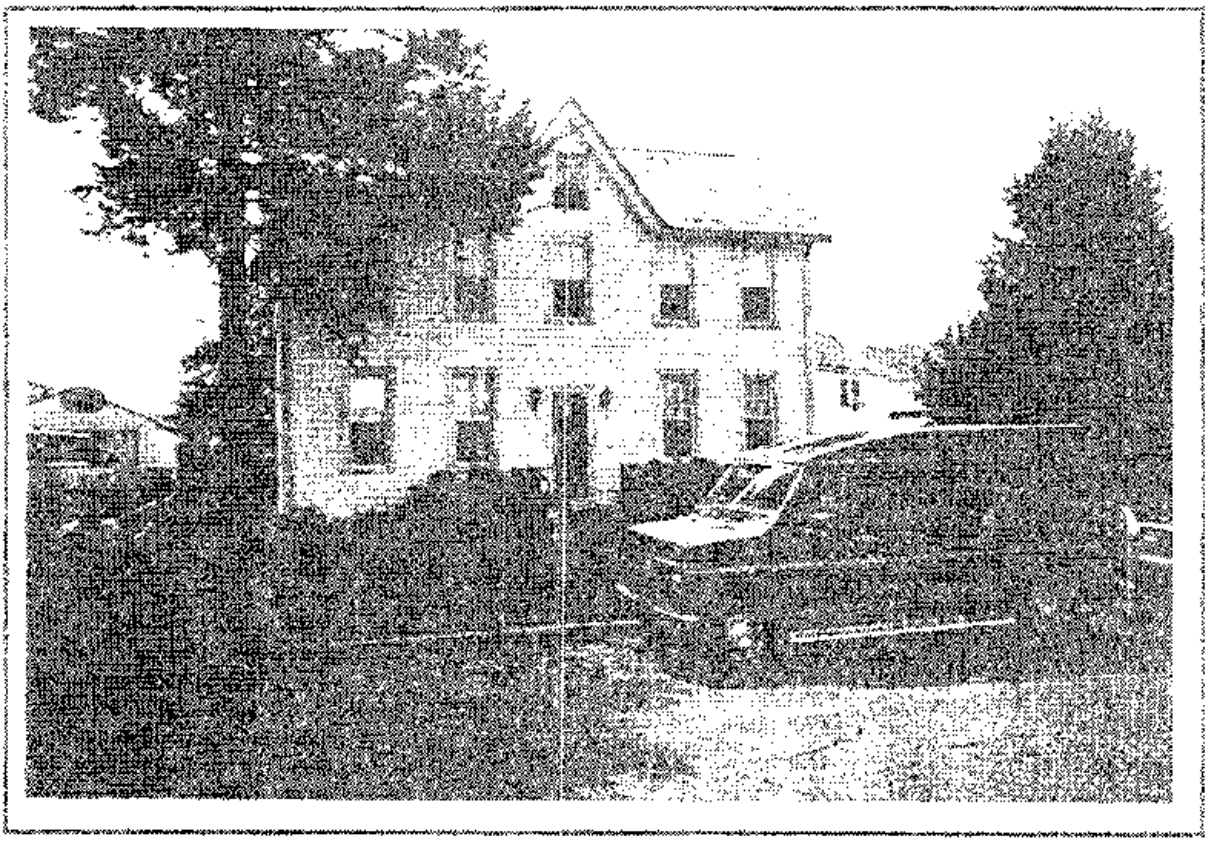


PLATE 7: 14 Old Hamburg Road, east elevation

PLATE 8: 10PS-DLP, 2014 State Route 4 southeast elevation

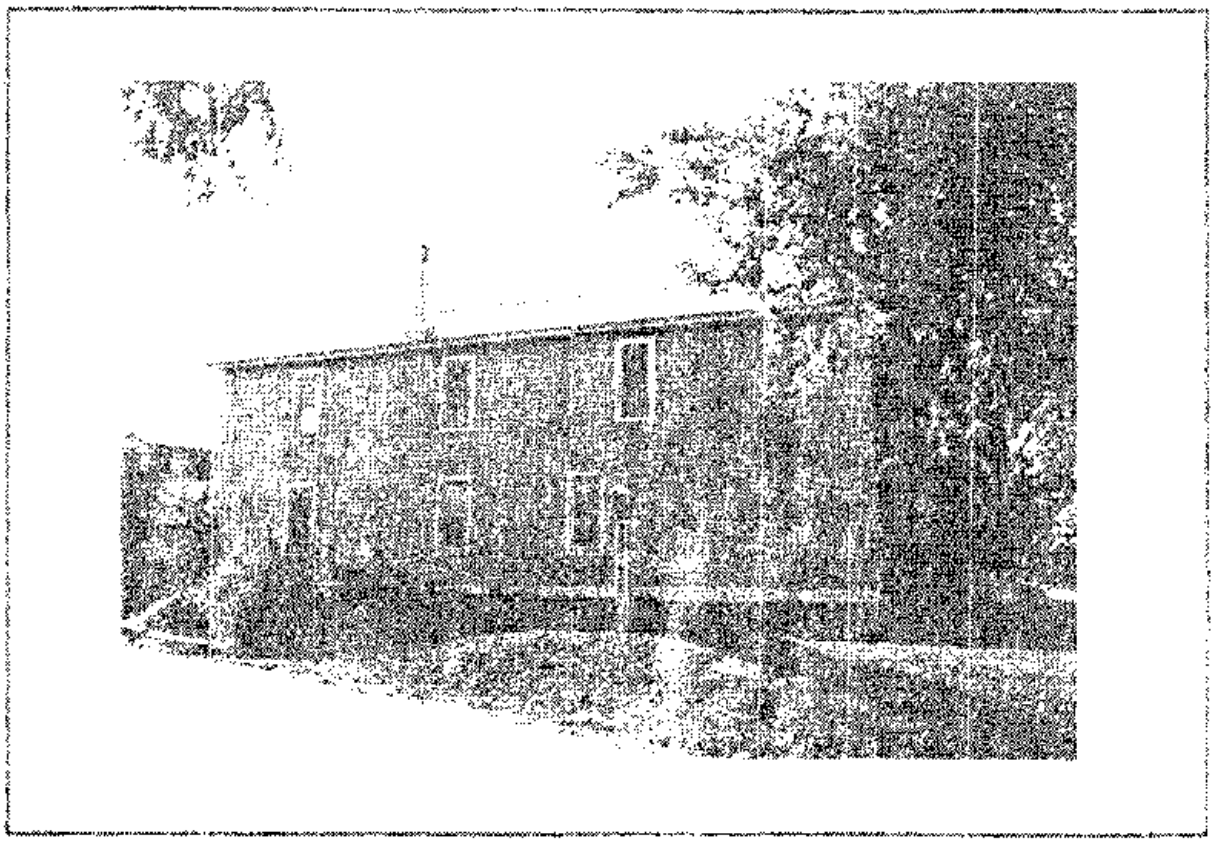


PLATE [illegible] Hall [illegible] Store Room [illegible]

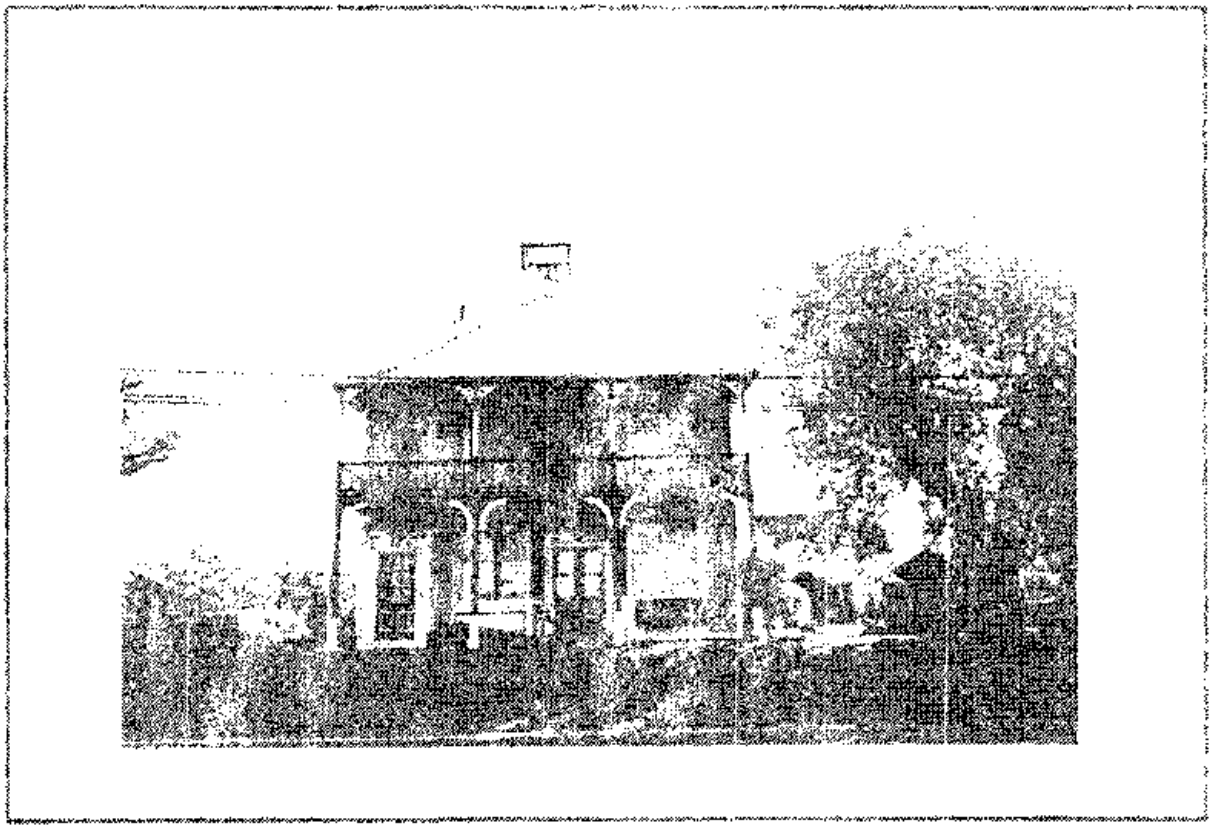


PLATE [illegible] Hall [illegible] Sale Room [illegible]

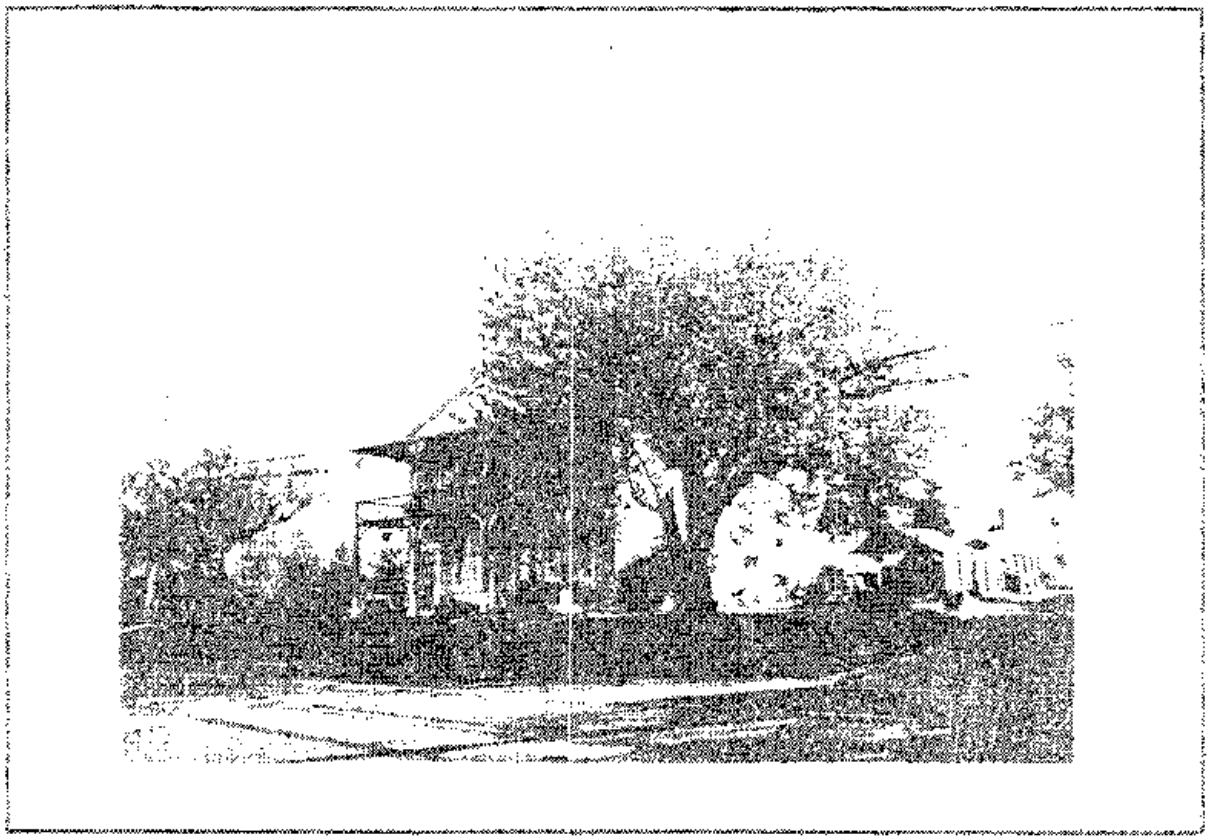


PLATE [illegible] Cap Hall, [illegible] State Route [illegible] north elevation

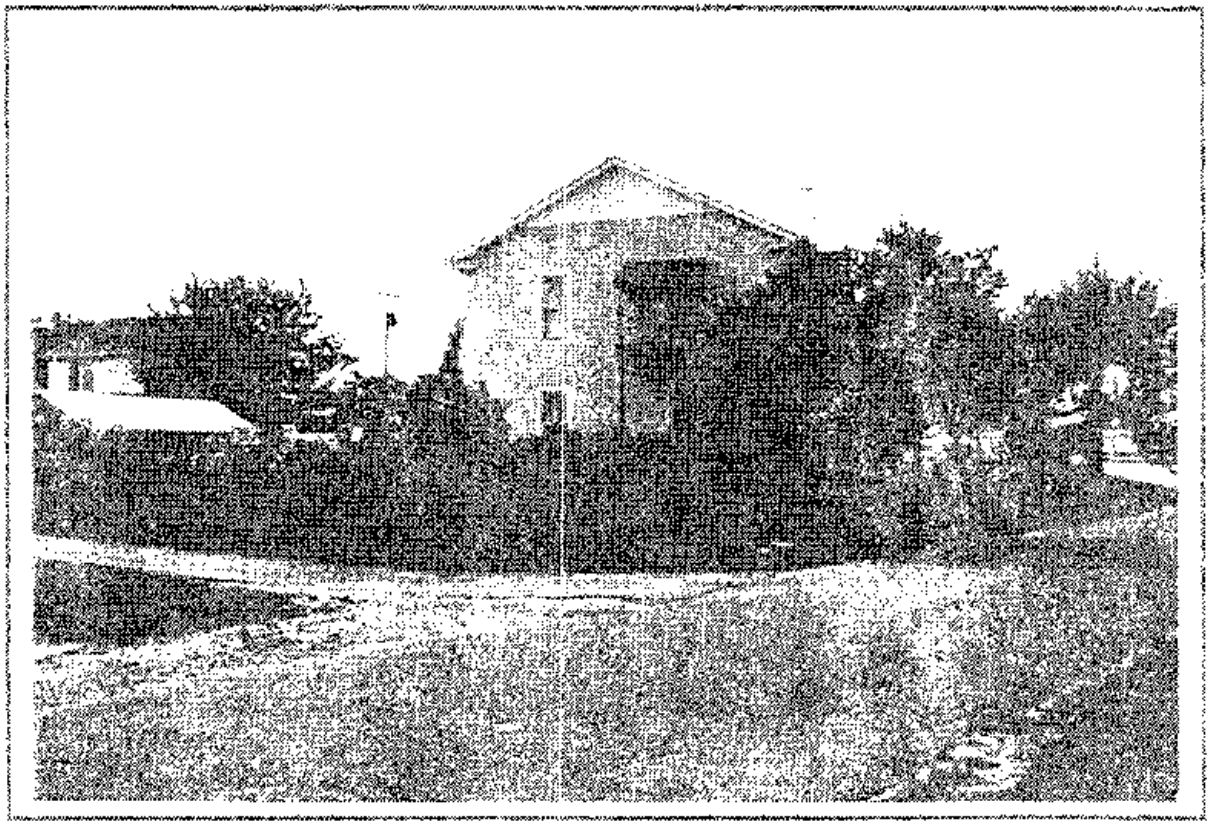


PLATE 12 BAGPIPE [illegible] State Route [illegible] south elevation

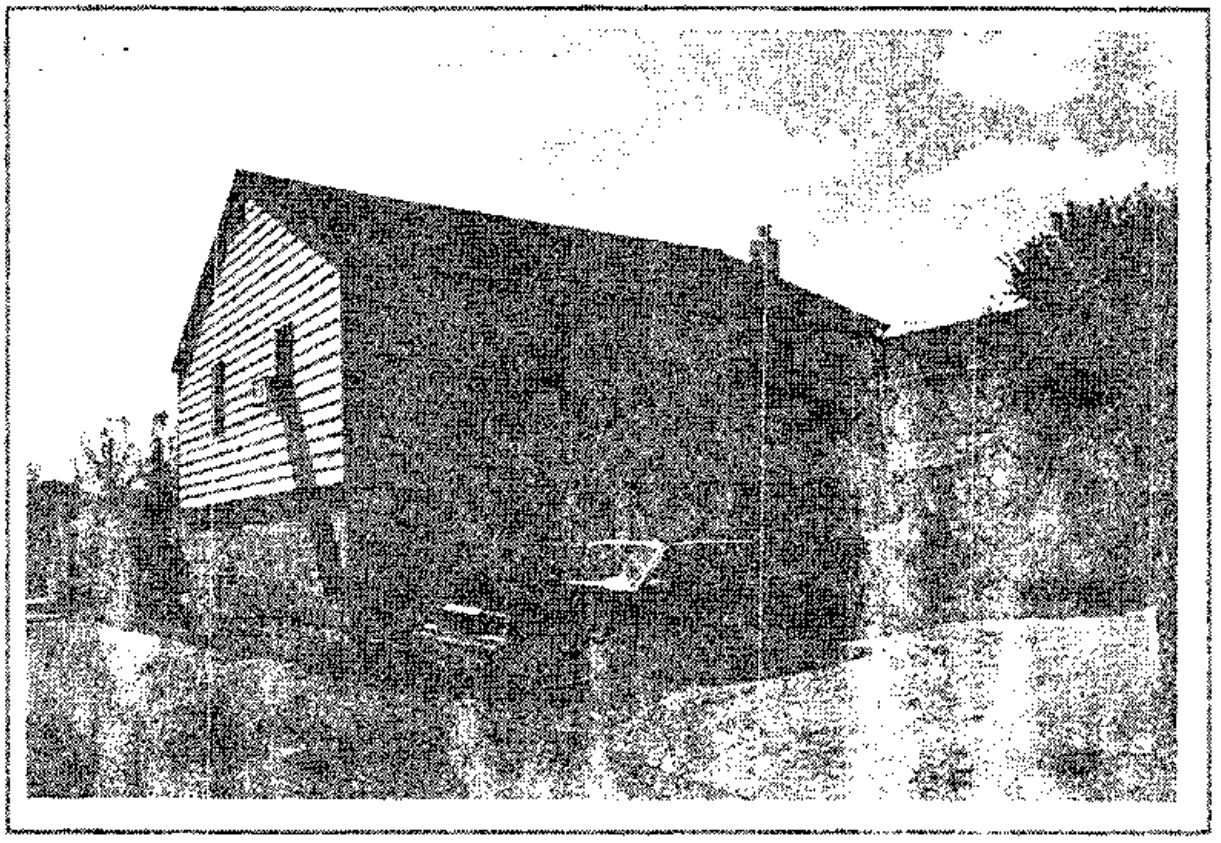


PLATE 13: 1017 State Route 7, Garage Residence, southeast elevation

PLATE 14: 1017 State Route 7, north elevation

PLATE 15: 1025 State Route 7, north elevation

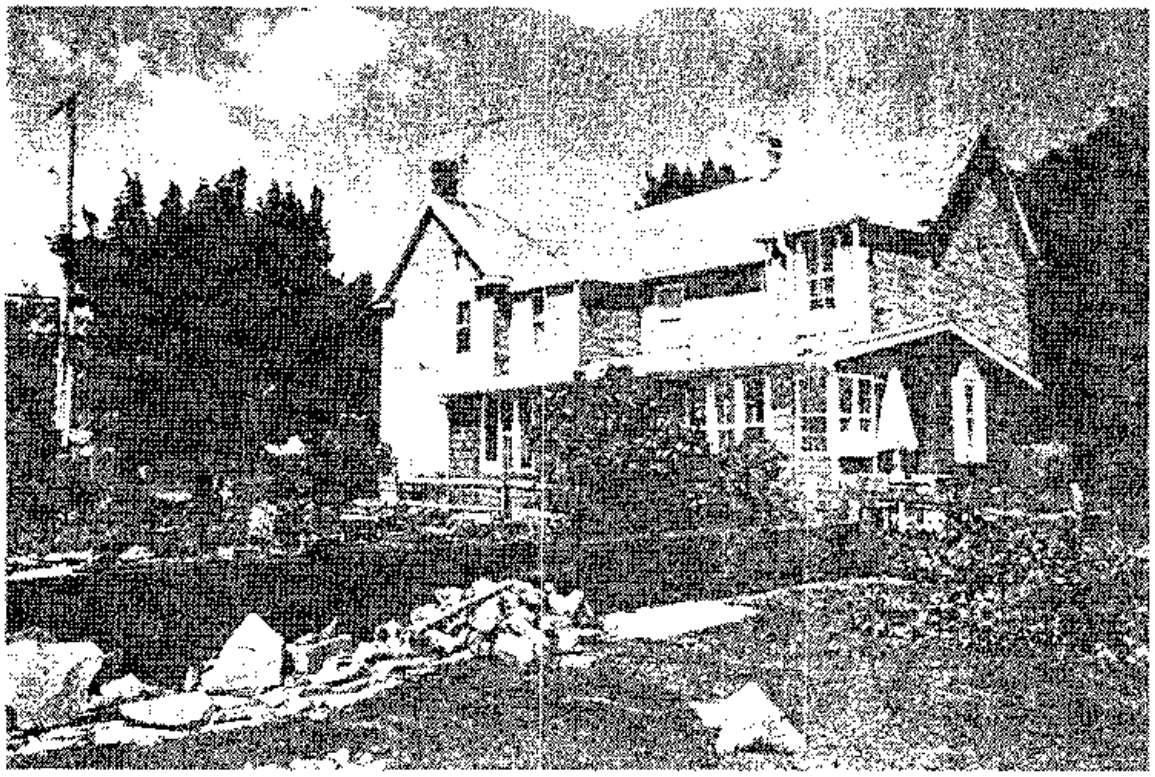
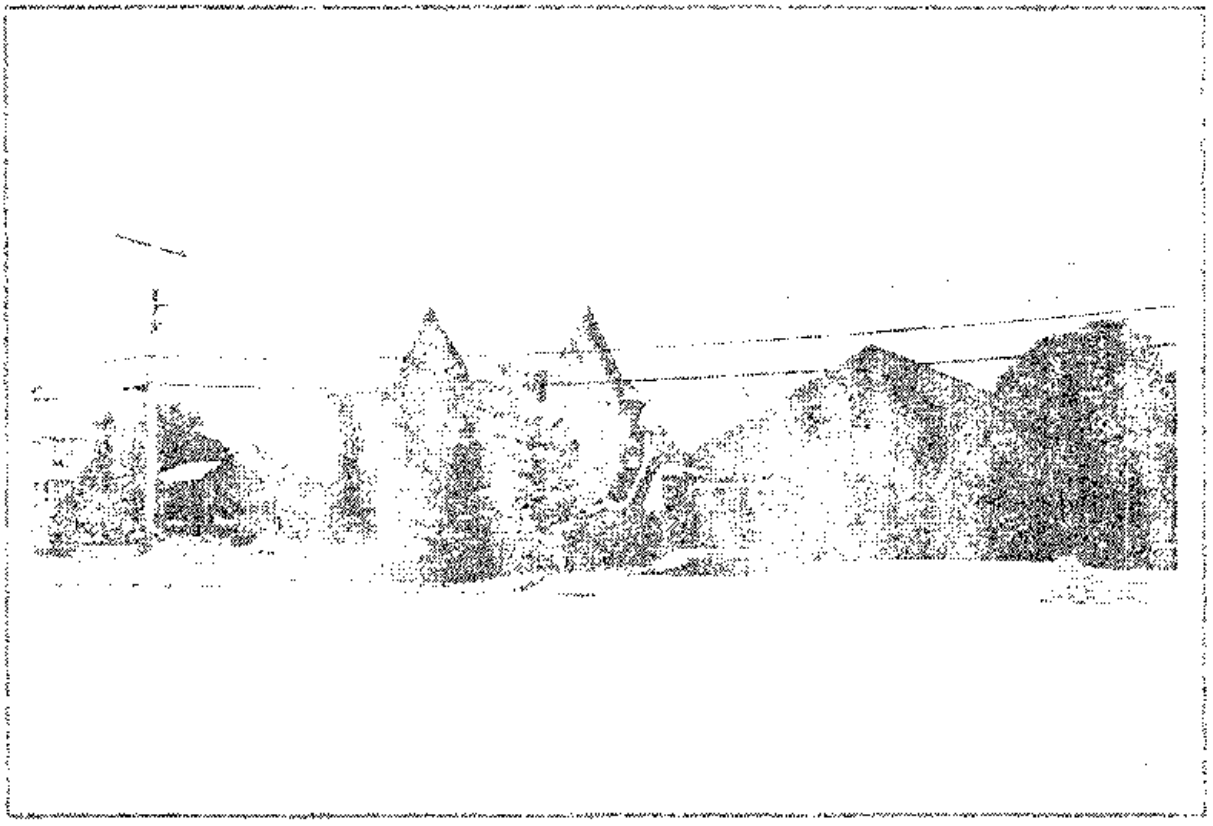
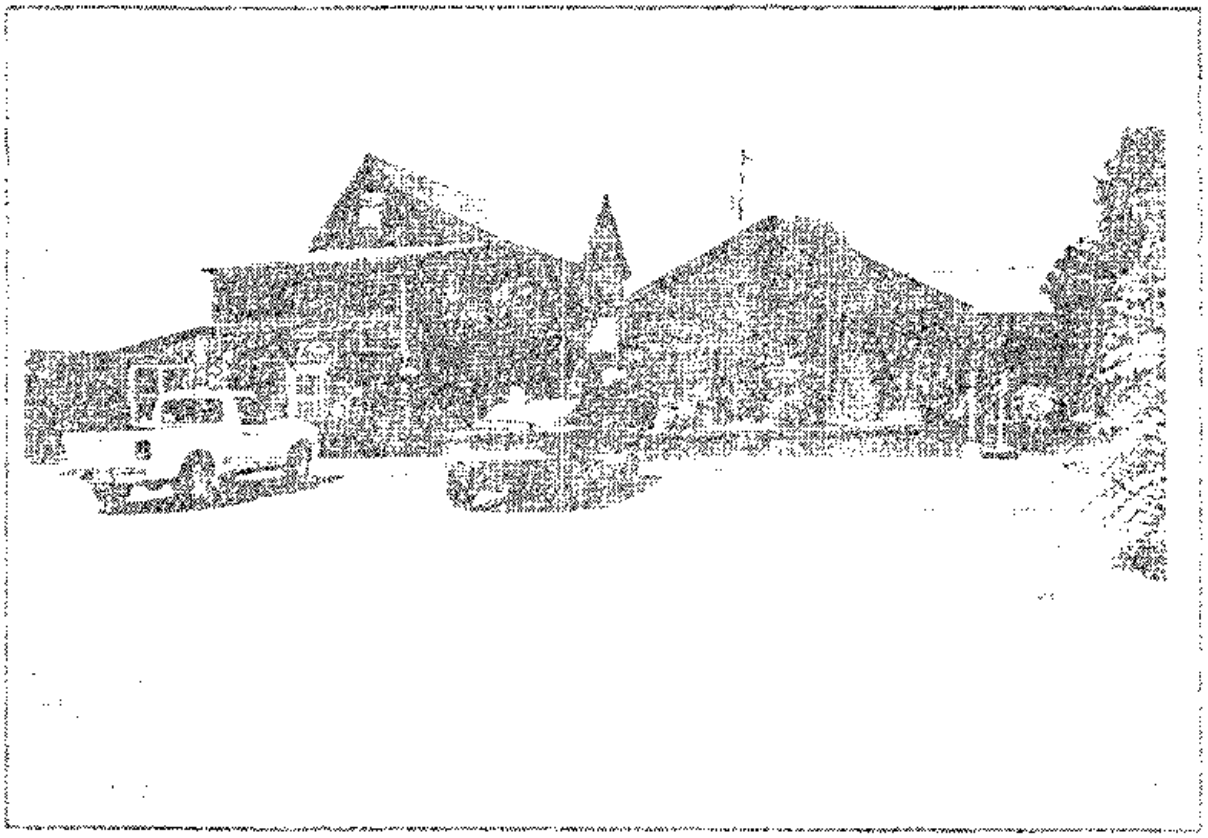
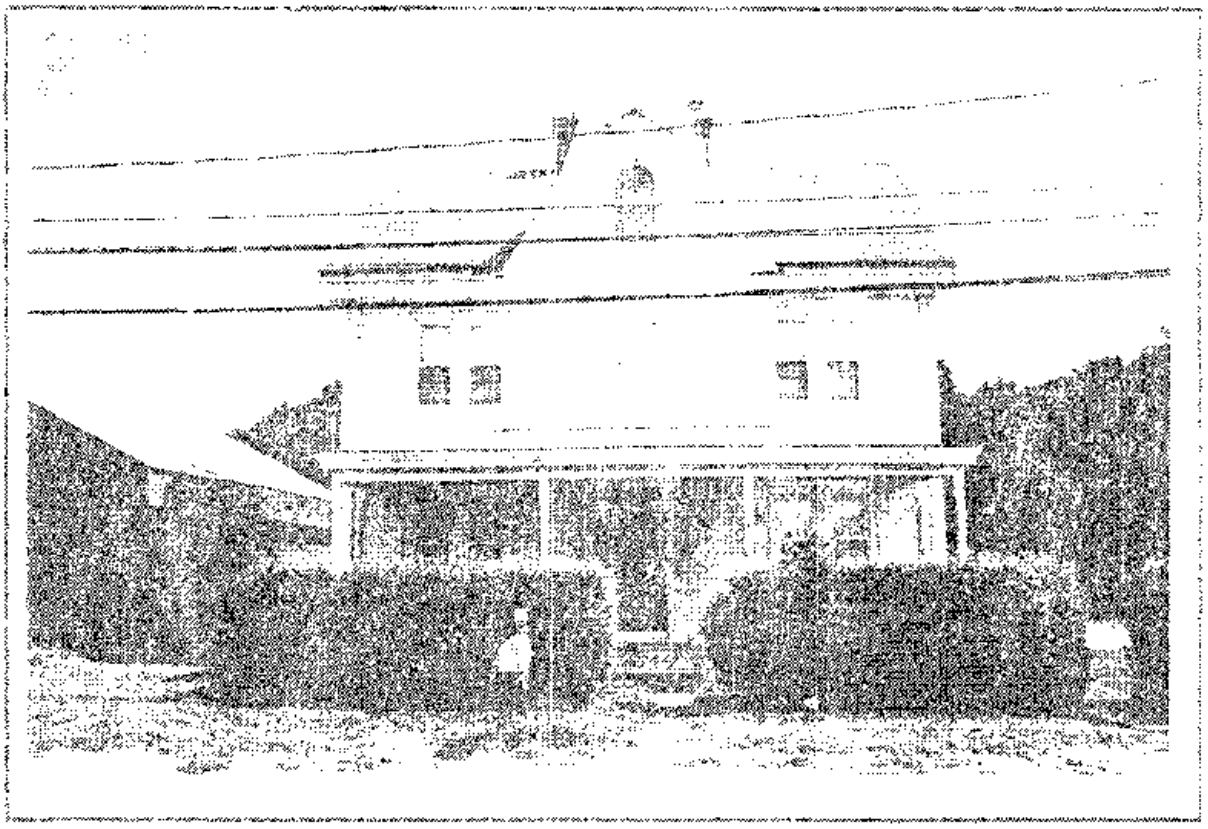
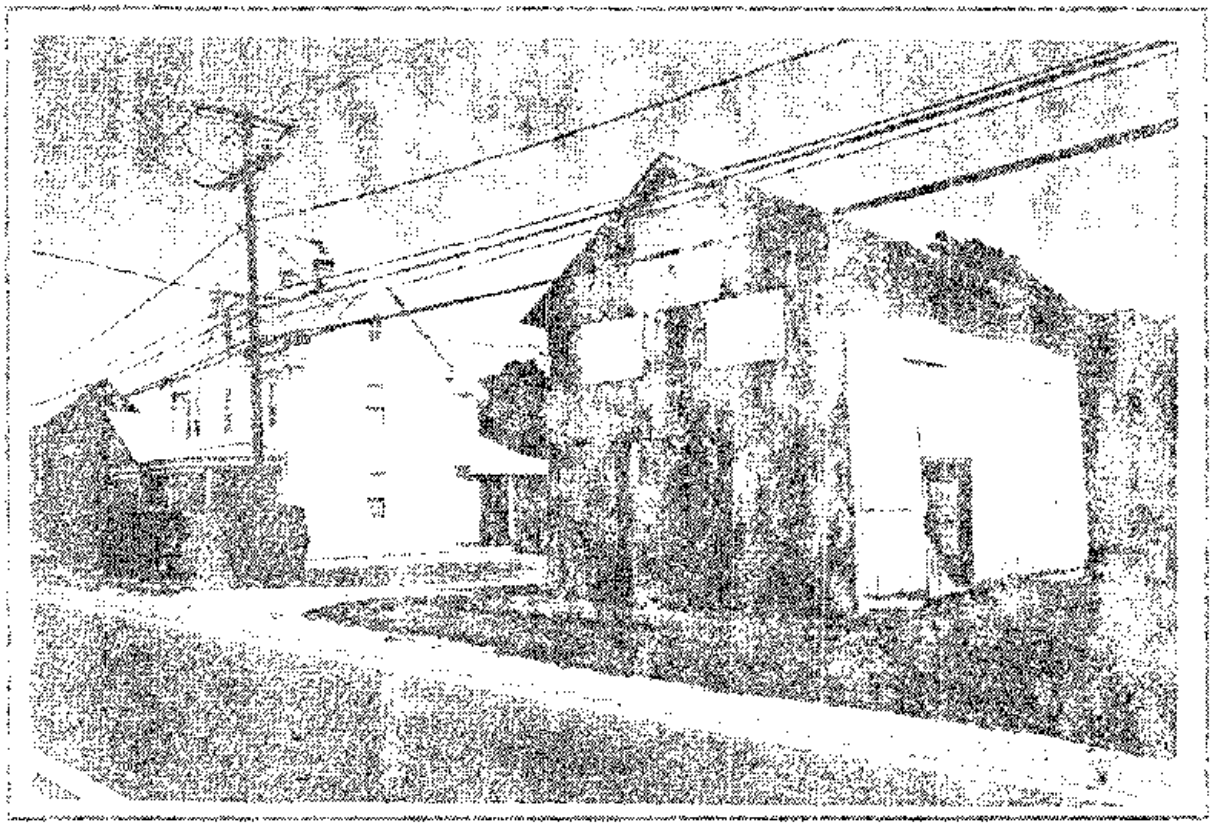


PLATE 16: 1025 State Route 7 (back side), south elevation









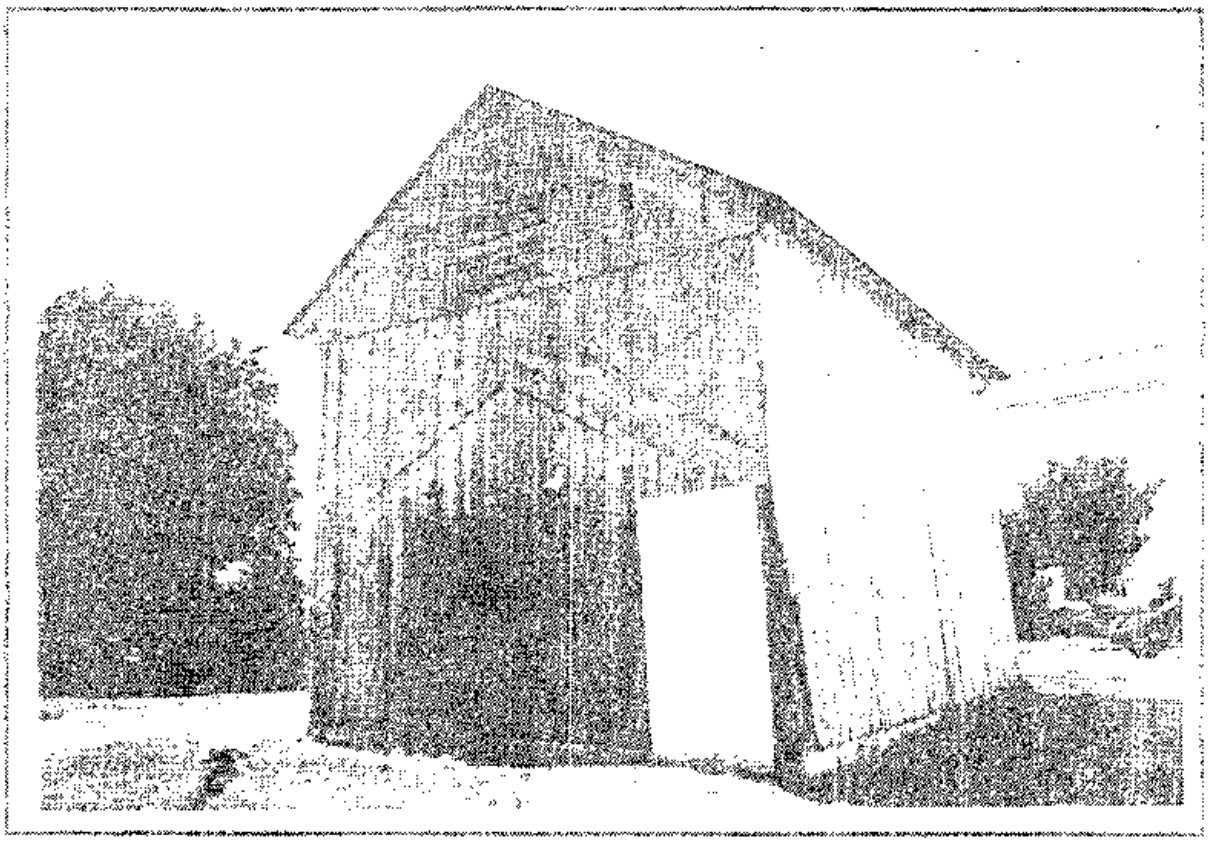


PLATE 23 Blacksmith Shop, Lake Nipissing, Ontario

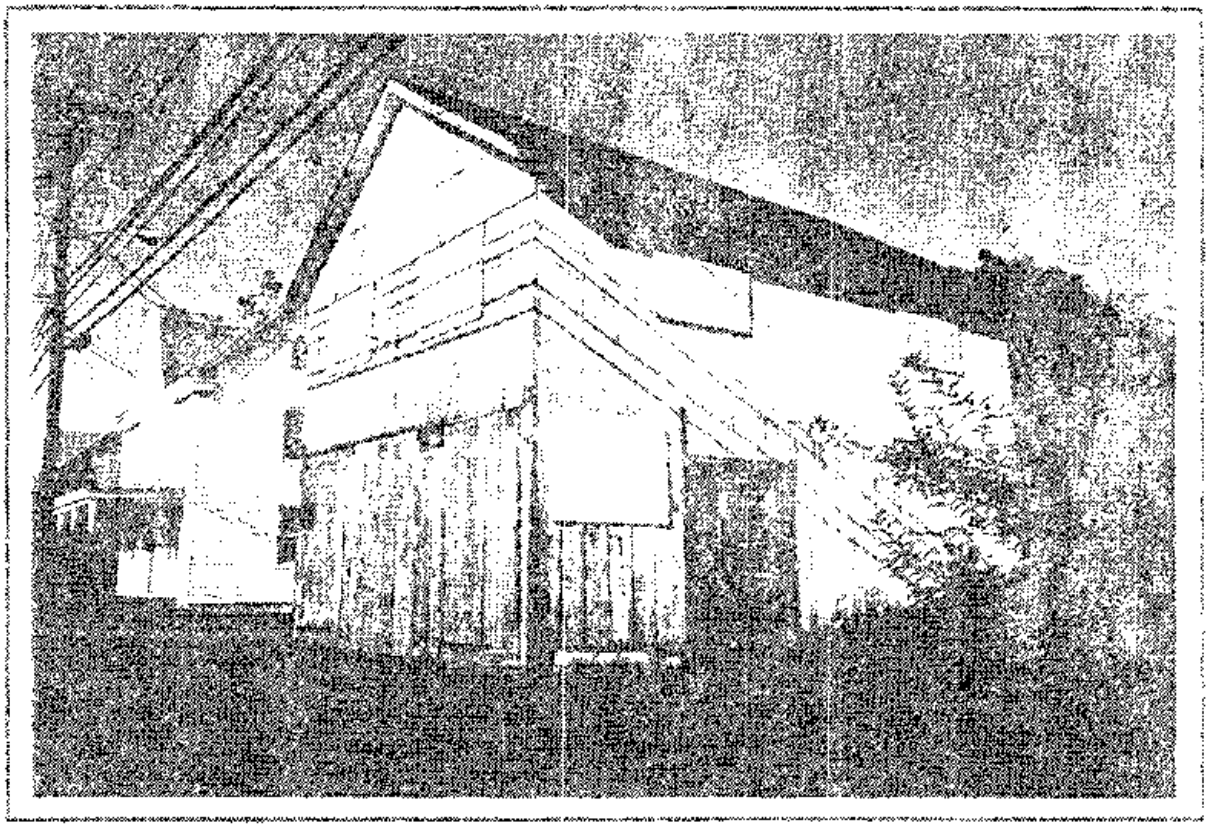
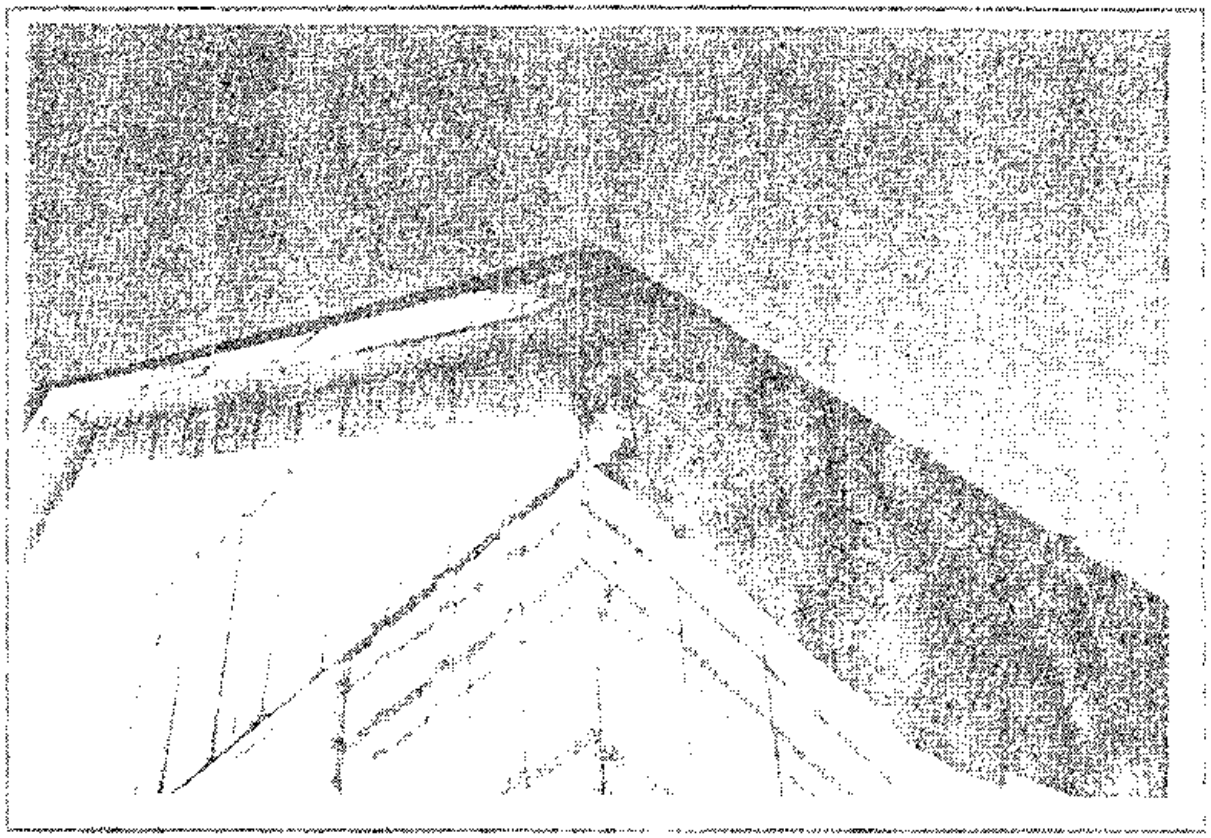
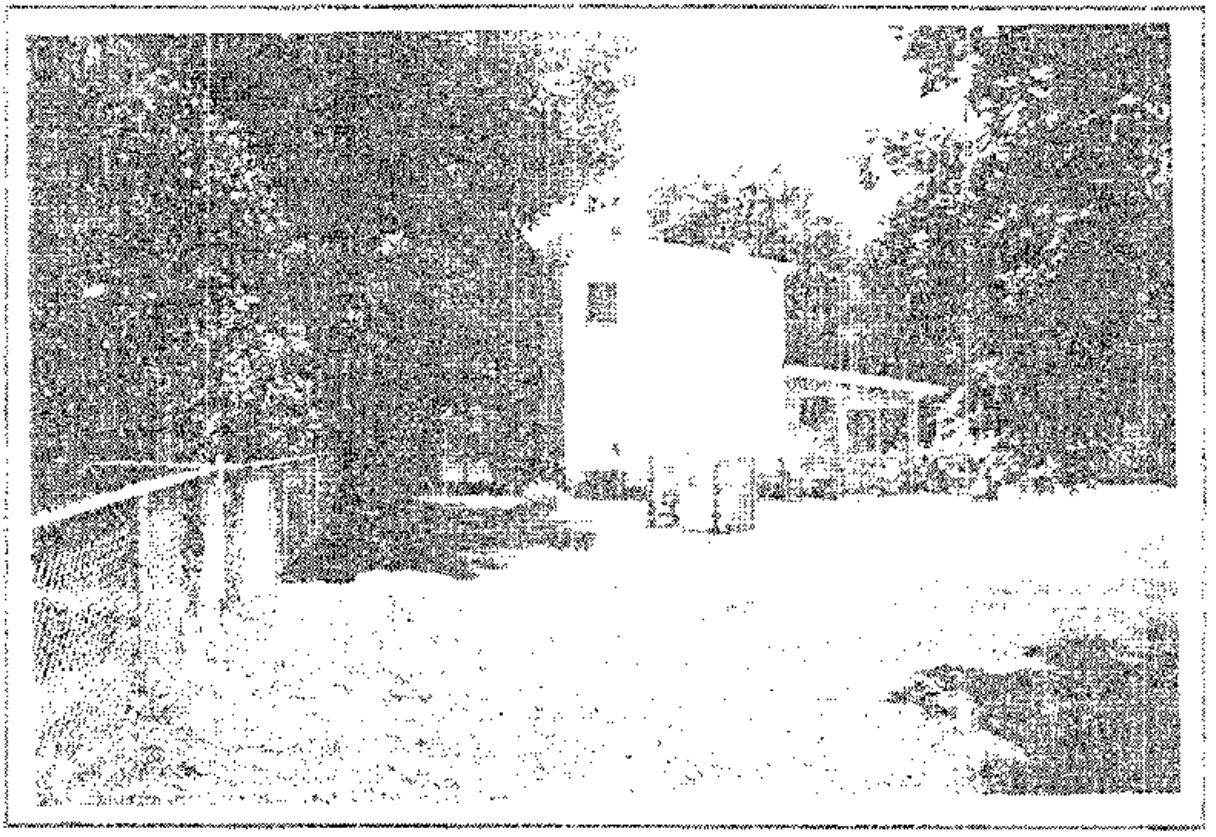
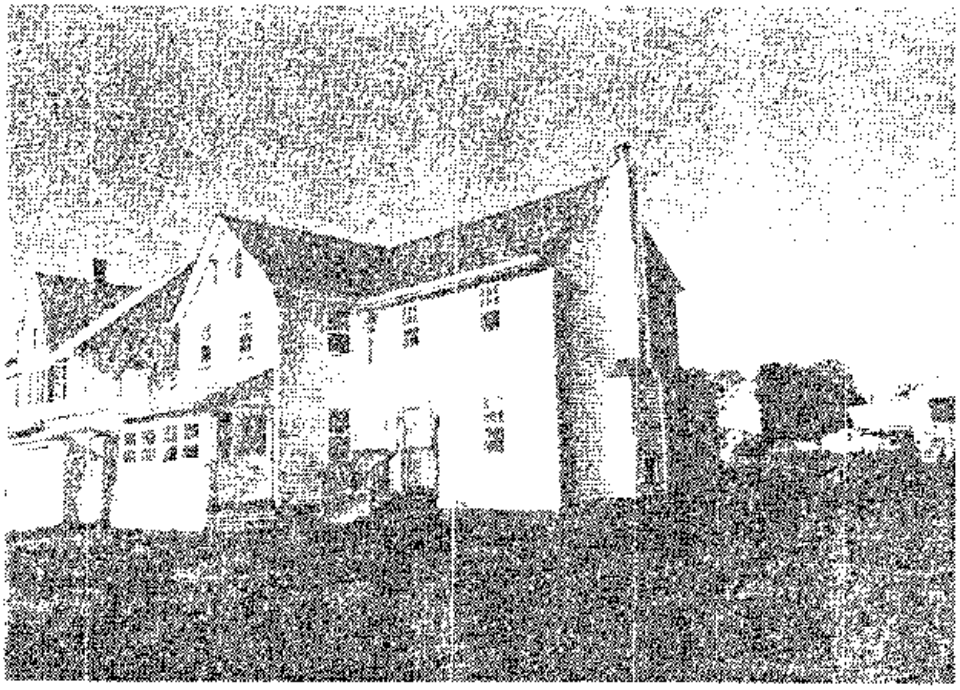
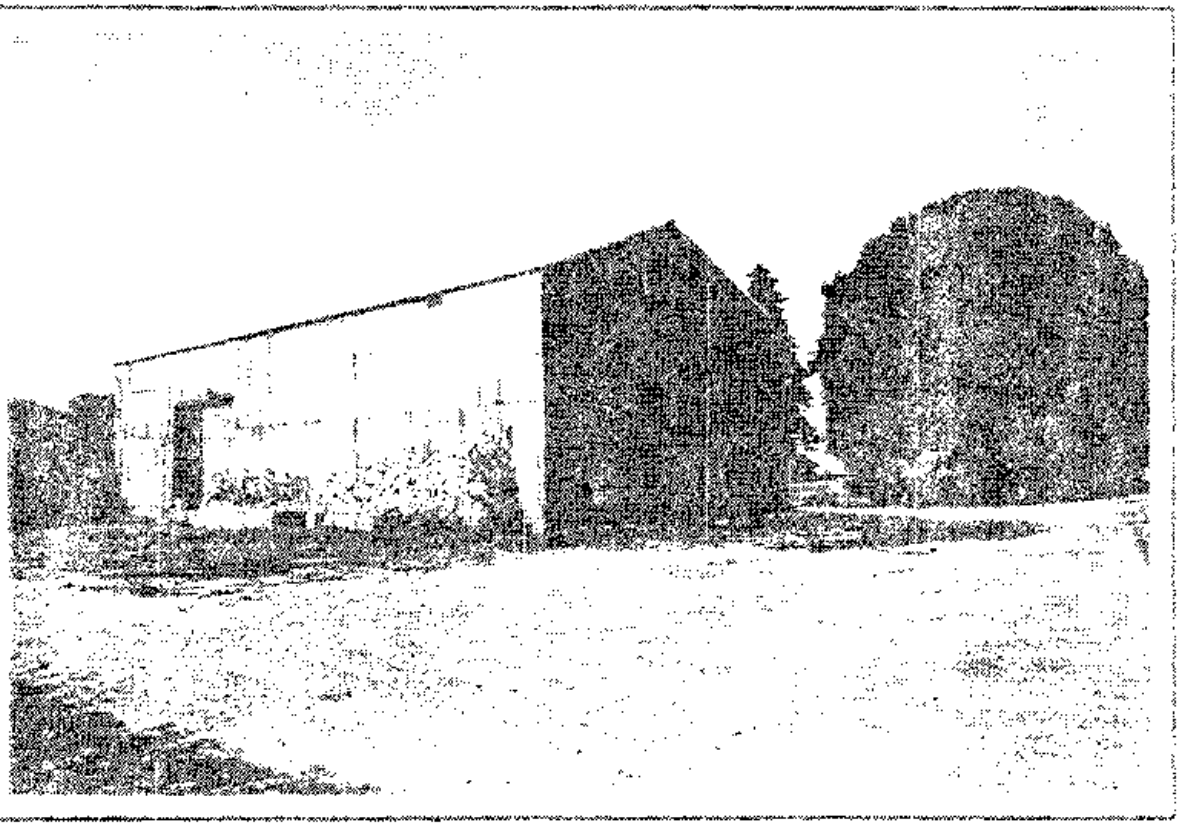


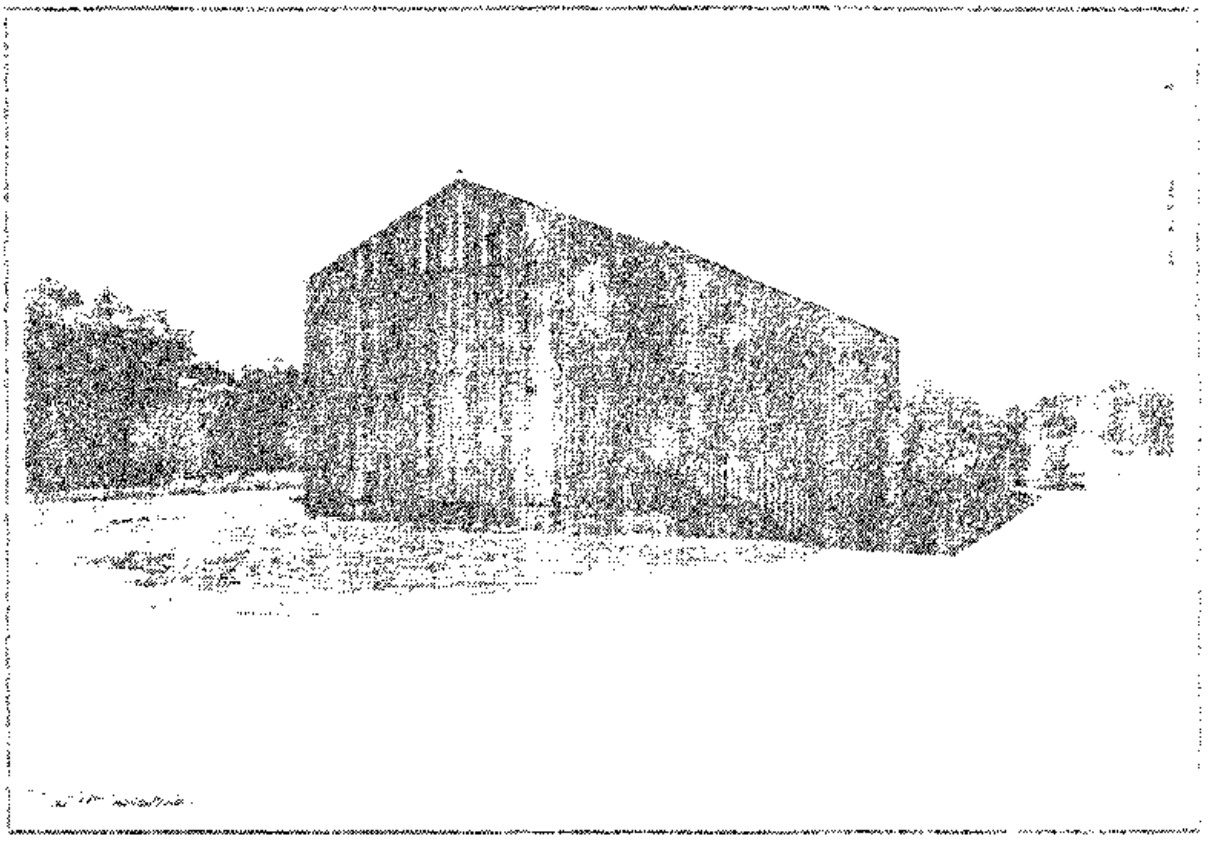
PLATE 24 Blacksmith Shop, Lake Nipissing, Ontario











[illegible] Renovated Warehouse north [illegible]

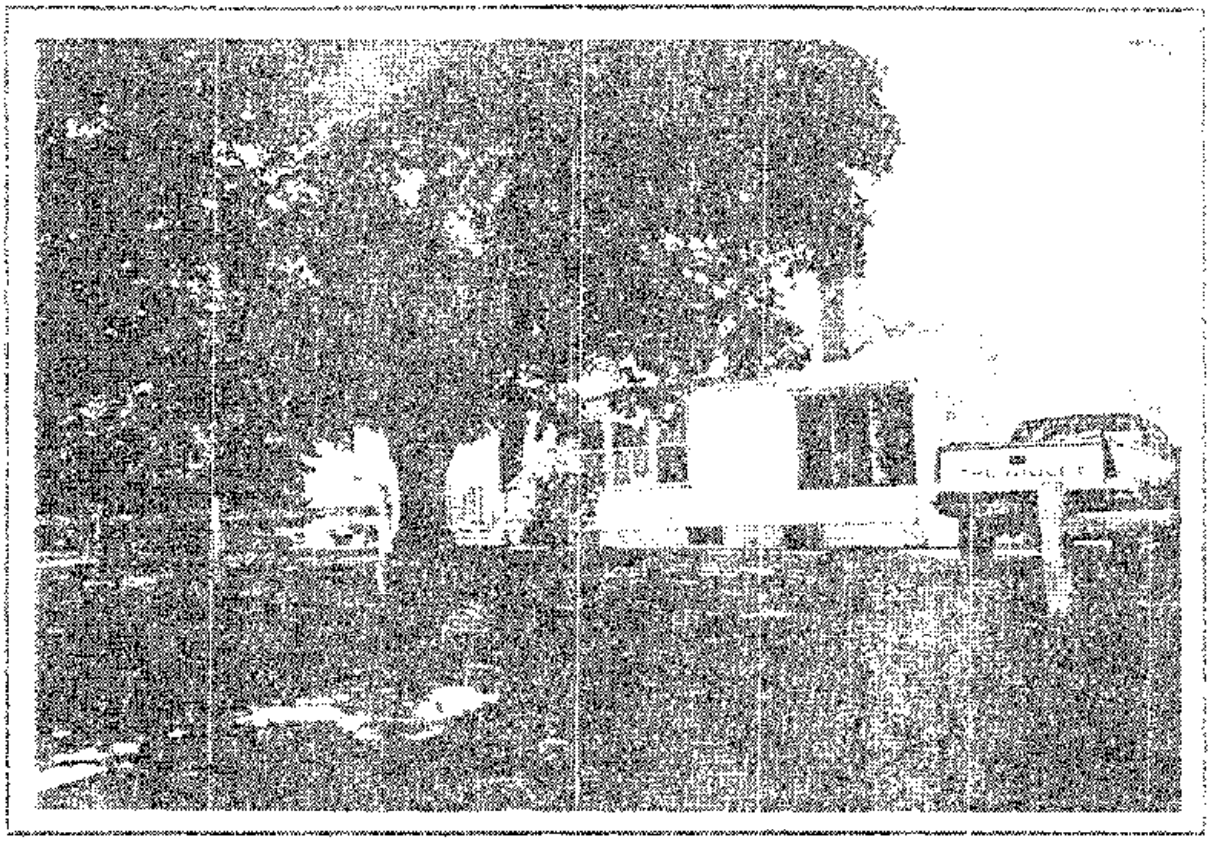


PLATE 34 – 22 [illegible] Hamburg Road, north elevation

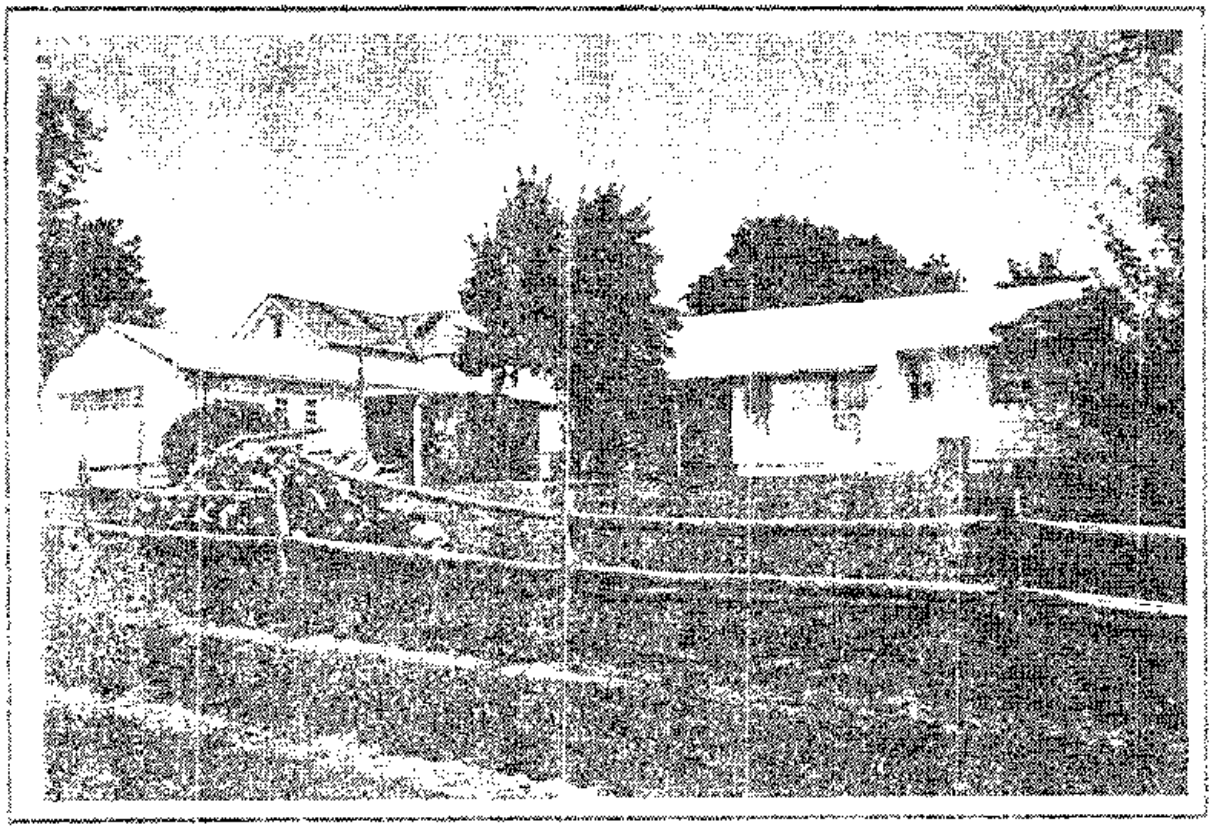


PLATE 35 – 22 [illegible] Hamburg Road, [illegible]