

1.0 INTRODUCTION

This report presents the findings of a Terminal Phase II archaeological survey of a World War I railroad line that was built to access a proposed bomb loading plant along the Delaware River at Port Penn. The railroad corridor was identified during Phase Ib survey of Section 1 of the U.S. Route 301 project in New Castle County, Delaware, and recorded as the Mt. Pleasant to Port Penn Railroad (CRS N145191; Figure 1). The line was used only briefly to haul supplies to the plant site, which was never completed due to the armistice. Currently only remnants of this former corridor exist, the tracks having been removed prior to 1927.

The objective of this report is to compile information on the history of the railroad and to document it photographically within the project's Area of Potential Effect (APE). Presented are the findings of the background research detailing the construction history, operation, and dismantlement of the railroad, and an historic context defining how this line factored in the nation's mobilization effort for the war and functioned within the military's industrial supply network.

The primary authority for the work proposed herein is Section 106 of the National Historic Preservation Act of 1966, as amended, and implementing regulation 36CFR800 (as amended). Other relevant authorities include the National Environmental Policy Act of 1966, as amended in 1968, and the Archaeological and Historic Preservation Act of 1974. The work will be performed in compliance with the provisions of the Delaware State Historic Preservation Office (SHPO) Guidelines for Architectural and Archaeological Surveys (DE SHPO 1993) and in partial fulfillment of Stipulation 1.A. of the Memorandum of Agreement for the U.S. Route 301 Project Development.

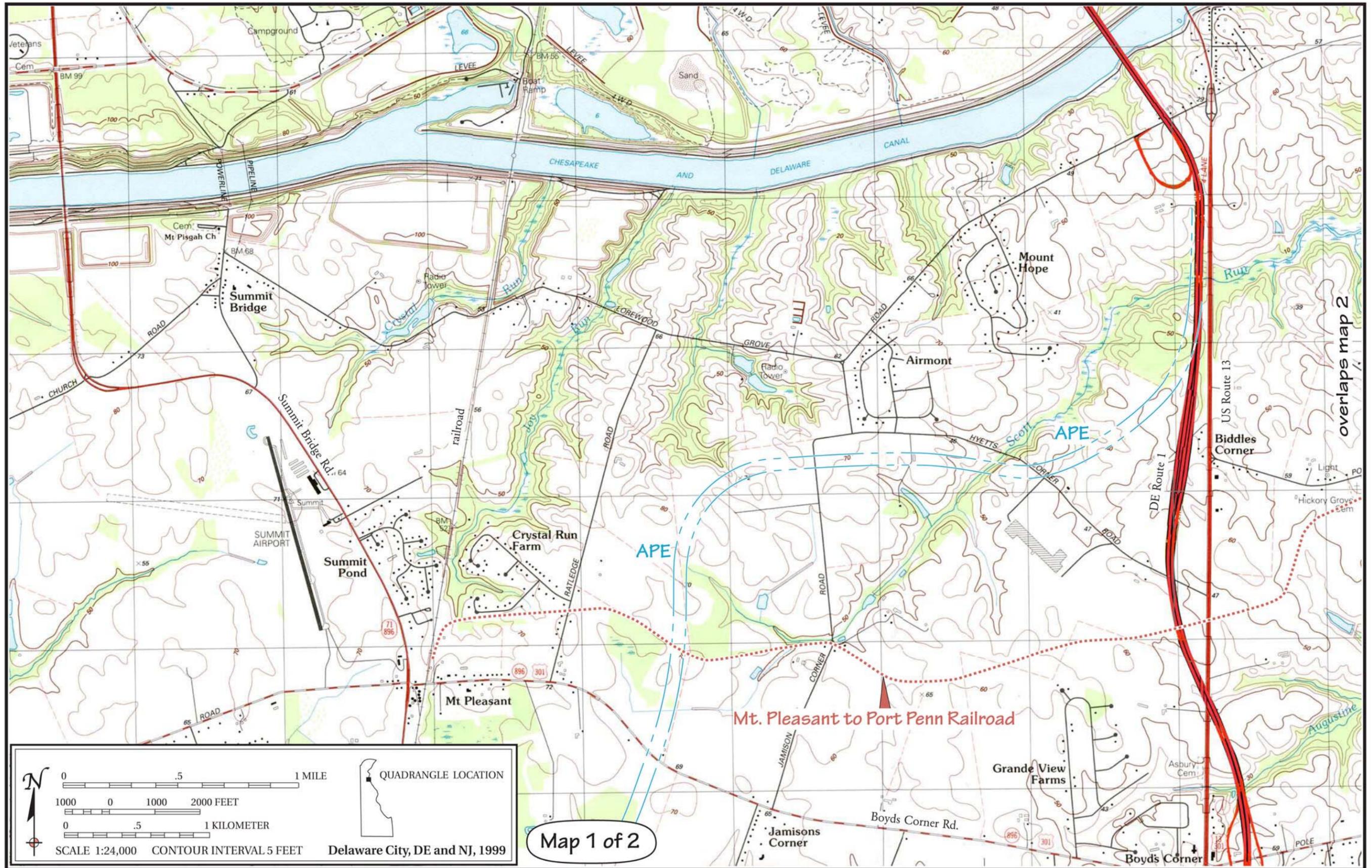


Figure 1: Vicinity of the U.S. 301 Project, showing the former corridor of the Mt. Pleasant to Port Penn Railroad and the project APE.



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