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Revised Draft Report

***Phase I Assessment of Historic Architectural and
Prehistoric and Historic Archaeological Resources,
Track A Extension and Churchman's Crossing
Commuter Rail Station Project Areas,
Churchman's Crossing Vicinity,
New Castle County, Delaware***

prepared for:

**Rummel, Klepper & Kahl
Baltimore, Maryland**

**Delaware Department of Transportation
Dover, Delaware**

prepared by:

***Kise Straw & Kolodner
Cultural Resources Group
Philadelphia, Pennsylvania***

***Hunter Research, Inc.
Trenton, New Jersey***

March 31, 1999

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Kise Straw & Kolodner

Architects Planners Historians

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March 31, 1999

Ms. Gwenyth A. Davis
State of Delaware
Historic Preservation Office
15 The Green
Dover, DE 19901-3611

Re: Phase I Assessment of Historic Architectural and Prehistoric and Historic Archaeological Resources, Track A Extension and Churchman's Crossing Commuter Rail Station Project Areas, Churchman's Crossing Vicinity, New Castle County, Delaware (DelDOT 99-512-01) - Revised Draft Report

Dear Ms. Davis:

On behalf of the engineering firm of Rummel, Klepper & Kahl (RK&K) and the Delaware Department of Transportation (DelDOT), Kise Straw & Kolodner (KSK) and Hunter Research, Inc. (HRI) are pleased to provide this report on the results of the Phase I Assessment of Historic Architectural and Prehistoric and Historic Archaeological Resources at two project areas in the Churchman's Crossing Vicinity, New Castle County, Delaware. These project areas are:

- Track A Extension and
- Churchman's Crossing Commuter Rail Station.

The Cultural Resources Group of KSK completed the historic architectural resources components of this study as subconsultants to the engineering firm of RK&K. HRI completed the archaeological components of this study as subconsultants to KSK. All work was undertaken on behalf of DelDOT as part of environmental analysis for proposed transportation improvements. KSK and HRI conducted this study between January 1998 and March 1999.

This study has been completed in accordance with, and pursuant to, federal laws and regulations and state standards for cultural resource surveys. The applicable federal statutes and directives include Section 101 (b)(4) of the National Environmental Policy Act of 1966, as amended; Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended; 36 CFR Parts 60 and 63, "National Register of Historic Places;" and 36 CFR Part 800, "Procedures for the Protection of Historic Properties." Standards for the completion of cultural resource surveys in Delaware include the Delaware State Historic Preservation Office's (DE SHPO) *Guidelines for Architectural and Archaeological Surveys in Delaware* (October 1993) and the University of Delaware's Center for Historic Architecture

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and Engineering's *Delaware Comprehensive Historic Preservation Plan* (June 1989) and *Historic Context Master Reference and Summary* (June 1989).

This report presents the results of the investigative and evaluative process. On 23 March 1999 KSK submitted a draft of this report to RK&K and DeIDOT for review and comment. This revised draft report incorporates their comments and is being submitted to the Delaware State Historic Preservation Office (DE SHPO) for review and comment.

PROJECT DESCRIPTIONS

- **Track A Extension**

This project area is located along Amtrak's Northeast Corridor in White Clay Creek Hundred (Figure 1). Its southwest terminus is located at Station 12 + 00, milepost 38.36, approximately 2,050 feet west of SR 72. Its northeast terminus is located at Station 111 + 50, milepost 36.48, to approximately 40 feet west of Ogletown Road. The area is predominately characterized by cultivated fields and a variety of building types. As illustrated on the final construction plans, the proposed undertaking includes upgrading existing track for approximately 1.2 miles and laying new track for approximately 0.8 miles on the south side of the existing railroad bed. No bridge improvements will be required, but two large culverts will be extended. All work will be completed within the existing right-of-way. This property is owned by the National Railroad Passenger Corporation, more commonly known as Amtrak.

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- **Churchman's Crossing Commuter Rail Station**

This project area is located between milepost 34.26 and 34.33, on the south side of the railroad tracks, adjacent to the west side of the Delaware Park Road crossing, in Mill Creek Hundred (Figure 2). The area is characterized by open fields, bisected by railroad tracks depressed below surrounding grade. As illustrated on the final construction plans, the proposed undertaking includes construction of a new platform and associated parking. This property is owned by the Delaware Racing Association.

? Churchman's Rd ?

BACKGROUND RESEARCH

KSK and HRI conducted background research to gain an understanding of the area's historical and architectural development and to identify and assess previously prepared documentation so as to avoid unnecessary duplication of efforts. KSK and HRI staff thoroughly searched pertinent architectural and historical literature to identify historical information about the project areas. Appropriate primary and secondary source materials pertaining to the project areas were also consulted. This research was conducted at the Historical Society of Delaware in Wilmington, the

New Castle County Department of Planning in Newark, the New Castle County Land Use Office in Newark, the Delaware State Historic Preservation Office (DE SHPO) in Dover, and the Delaware State Archives in Dover.

KSK and HRI staff examined the holdings of the DE SHPO in Dover and identified no previously-prepared reports and surveys of cultural resources in the project areas. However, a draft report was prepared by HRI and Kise Franks & Straw (the previous name of KSK), entitled "Delaware Regional Rail Study," in 1995. This report remains in draft form and has not been submitted to the DE SHPO for review. KSK and HRI examined this report and integrated all pertinent information into the present report.

state purpose of this work

KSK and HRI staff also reviewed information at the DE SHPO and the New Castle County Department of Planning to identify all resources within the project area that have been previously surveyed and/or listed, nominated, or determined eligible for listing in the National Register of Historic Places. Other types of documentation of historic resources in the area were also consulted, including the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER).

The following is a summary of historical information about the two project areas:

- **Track A Extension**

The Philadelphia, Wilmington & Baltimore (PW&B) railroad line was completed across Delaware from Maryland to Philadelphia in 1838.¹ Historic atlases from 1849 to 1893 reveal that PW&B operated the line although the Pennsylvania Railroad assumed control of PW&B during this period (Figures 3-6). Background research conducted at the DE SHPO revealed no previously-identified and/or resources on this section of the tracks.

- **Churchman's Crossing Commuter Rail Station**

Background research conducted at the State Historic Preservation Office (SHPO) revealed one previously-identified resource in the immediate vicinity of the project area. According to a previous study conducted in the project area, this resource (N-6768), the former Stroud house, was demolished in 1992.² Rea and Price's 1849 *Map of New Castle County, Delaware* shows the owner as "S. Stroud" (Figure 3). The Historic Atlases from 1868, 1881, and 1893 show that the farmstead remained in the Stroud family, under W.J. Stroud, throughout this period and was known as "Grasslane" (Figures 4-6). The 1881 and 1893 atlases note the property contains 120 acres. The Stroud property was bisected by the lines of the PW&B Railroad, which was established in this area in 1838. This same rail corridor is now used by

¹ Federal Writers' Project of the Works Progress Administration for the State of Delaware, *Delaware: A Guide to the First State* (New York: The Viking Press, 1938), 76.

² HRI Research, Inc. "Delaware Regional Rail Study." Draft text prepared in 1995. (This report remains in draft form and has not been submitted to the DE SHPO for review.)

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Amtrak. The 1953 USGS topographic map for Newark East Quadrangle depicts the Stroud farmhouse, as well as a large outbuilding, probably a barn (Figure 7).

SHPO CONSULTATION

Patrick W. O'Bannon, Ph.D. and Rebecca A. Hunt of KSK met with Gwenyth A. Davis of the DE SHPO on 22 April 1998 to discuss the proposed projects and KSK's preliminary survey of historic architectural resources. On 11 September 1998 KSK submitted a letter report to Ms. Davis to present the results and conclusions of the Phase I assessment of historic architectural resources in the Churchman's Crossing Commuter Rail Station Project Area. On 18 September 1998 KSK submitted a supplemental letter to address the Track A Extension Project Area and archaeological resources in both project areas.

Ms. Davis commented on these letters reports in a Memorandum to Richard Vetter, DelDOT Project Engineer, on 29 January 1999. Ms. Davis stated that she could not concur with any determination regarding the projects' potential effects on historic properties because additional information was required. In order to expedite this process, a visit to both project areas was held on 12 February 1999. Ms. Davis, Rebecca Hunt, and Susan Ferenbach, Senior Archaeologist, of HRI attended these site visits. All parties discussed the preliminary findings and established the level of additional documentation required to conclude the Section 106 consultation process. This report replaces the previously-submitted reports.

HISTORIC ARCHITECTURAL SURVEY

Definition of the Area of Potential Effects (APE)

KSK staff undertook field investigations to define the Area of Potential Effects (APE) for each project area. An APE is defined in 36 CFR 800.2(c) as "the geographic area within which [the] undertaking may cause changes in the character of or use of historic properties, if any such properties exist. KSK inspected each project area to expand the APE for properties that may be visually affected by the proposed undertakings. KSK defined the APEs as follows:

- **Track A Extension:** The existing right-of-way. (See the final construction plans.)
- **Churchman's Crossing Commuter Rail Station:** Encompassing all properties within five hundred feet of the proposed station location. (See Figure 2.)

Previously Recorded, Determined, Eligible, or Listed Resources.

Research efforts revealed no historic architectural resources in the APEs that have been previously surveyed and/or evaluated for National Register eligibility. KSK

identified no resources in the project area that have been previously documented by the Historic American Building Survey (HABS) or the Historic American Engineering Record (HAER).

Survey Results

KSK conducted field investigations in the APEs to identify and document architectural resources constructed prior to 1950 that have not been previously recorded. Each resource identified by KSK was photographed, and field notes were taken describing the resource's appearance, integrity, and proximity to the proposed improvements. This documentation is presented on Delaware Cultural Resources Survey Forms (attached) and summarized below. Using the data acquired during the research and field investigation phases, KSK evaluated each resource for eligibility for the National Register according to federal regulations and guidelines 36 CFR 60.4, entitled "Criteria for Evaluation."

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exactly

- **Track A Extension**

KSK identified two resources constructed prior to 1950 in the Track A Extension APE:

Culvert at Station 27 + 10

Description: The Culvert at Station 27 + 10 is located under the present Amtrak mainline roadbed approximately sixty-eight feet west of SR 72 (Figure 1). The PW&B Railroad built the structure in the late nineteenth century as part of improvements to the line. Widening of the roadbed over time to add more tracks has resulted in lengthening the culvert. The south head wall retains its original coursed ashlar masonry (Plates 1 and 2). The north head wall is attached to a later extension of the culvert and is modern concrete construction (Plate 3).

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Evaluation: This resource is not eligible for the National Register of Historic Places under Criterion A, B, or C. This resource is a not a good example of a historic culvert under a railroad bed. It lacks integrity of design, materials, and workmanship because of alterations that removed its original north head wall, extended its length to the north, and added a modern concrete head wall at the north terminus. In addition, the resource is an integral part of the larger engineered structure, the railroad bed, which does not retain integrity as the result of widening for additional tracks and the introduction of catenary poles and wires required to electrify the line in the twentieth century.

Culvert at Station 77 + 93

Description: The Culvert at Station 77 + 93 is located under the present Amtrak mainline roadbed approximately twenty-one feet northeast of the north end of Elson Court (Figure 1). The PW&B Railroad built the structure in the

late nineteenth century as part of improvements to the line. Widening of the roadbed over time to add more tracks has resulted in lengthening the culvert. The south head wall retains its original irregular-coursed ashlar masonry; however, it has 1916 concrete infill and a subsequent reinforced concrete pipe (Plates 4 and 5).

Evaluation: This resource is not eligible for the National Register of Historic Places under Criterion A, B, or C. This resource is a not a good example of a historic culvert under a railroad bed. It lacks integrity of design, materials, and workmanship because of alterations that infilled and reduced the size of the opening in its original south head wall, removed its original north head wall, extended its length to the north, and added a modern head wall at the north terminus. In addition, the resource is an integral part of the larger engineered structure, the railroad bed, which does not retain integrity as the result of widening for additional tracks and the introduction of catenary poles and wires required to electrify the line in the twentieth century.

- **Churchman's Crossing Commuter Rail Station**

The Churchman's Crossing Commuter Rail Station APE contains no historic architectural resources. The only extant architectural resource in the project area/APE is a post-1956 concrete bridge crossing the railroad tracks.³ KSK did not document and analyze this resource because it does not meet the requirement of pre-1950 construction.

ARCHAEOLOGICAL SURVEY

Definition of the Area of Potential Effects (APE)

HRI defined the APE for both project areas as the Limit of Construction (LOC). (See final construction plans.)

Previously Recorded, Determined Eligible, or Listed Resources

Research efforts revealed no archaeological resources in the APEs that have been previously surveyed and/or evaluated for National Register eligibility.
identified

³ This bridge does not appear on the 1953 *USGS Map for the Newark East, Delaware Quadrangle* or a 1956 *Maintenance Map, New Castle County, Delaware* prepared by the Delaware Highway Department. These maps show a private road or driveway and a crossing leading to the old Stroud Farmstead. The crossing was either a grade crossing or possibly another bridge, since it is unlikely that this substantial concrete bridge would have been constructed for a private farm. The 1970 *USGS Map for the Newark East, Delaware Quadrangle* shows the Delaware Park Road and suggests that the existing bridge was constructed by that date.

Pedestrian Reconnaissance and Subsurface Testing Results

- **Track A Extension**

They did not find anything

The western portion of this project area was surveyed by HRI Research in 1995 and no ~~potentially significant~~ archaeological resources were discovered at that time. Renewed inspection of the project area in early 1998 revealed highly disturbed soils and no visible resources.

The Track A alignment was re-examined in the field on 12 February 1999 by Susan Ferenbach, Senior Archaeologist from HRI Research, in the company of Gwenyth Davis of the DE SHPO and Rebecca Hunt of KSK. Particular attention was given to two culverts, located at Station 27 + 10 and Station 77 + 93. In both instances, there is extensive ground disturbance adjacent to the railroad over an area that fully encompasses the proposed project action and the potential for the survival of significant prehistoric and historic archaeological resources is minimal. During the course of consultation on-site, all present agreed that there was no necessity for further archaeological assessment. A similar assessment has been previously offered for the alignment in general.

- **Churchman's Crossing Commuter Rail Station**

Access for archaeological investigation was granted by Delaware Park in early February 1999 and fieldwork was undertaken by HRI Research staff (under the supervision of Susan Ferenbach, Senior Archaeologist) from 16 to 18 February 1999. The rail station site and proposed parking area presently comprises a plowed corn field and a strip of woodland running adjacent to the existing rail line. The rail line itself is contained within a deep cut.

The archaeological field investigation involved the excavation of twenty-seven shovel tests and a pedestrian survey (Figure 8; Table 1). Twenty-four shovel tests were excavated at fifty-foot intervals in the wooded area adjoining the rail line to the southwest of Delaware Park Road. The soils excavated consisted of fill that probably derived from the cutting and laying down of the railroad bed located to the northwest. Several modern trash piles were located in the area. ~~Nothing~~ of archaeological ^{importance} was discovered. Two additional shovel tests were excavated on the edge of the wooded area located to the northeast of Delaware Park Road and were also found to contain fill. No artifacts were recovered. In excavating these shovel tests it was not possible to reach natural subsoils due to gravel, cobbles and compact clays. The average depth of the shovel tests was sixty centimeters. *no*

The corn field lying southeast of the woodland and southwest of Delaware Park Road was examined through a systematic pedestrian reconnaissance. Only one prehistoric artifact—a probable chert core—was recovered. The historic artifacts gathered from the surface of this field consisted of one redware sherd and five brick fragments. Three modern bottle glass fragments and one clear flat glass fragment were also found. Shovel Test #27 was excavated near the location where the chert

core was found. The descending soil sequence consisted of a dark brown clay loam plowzone overlying a yellowish brown loamy clay "B" Horizon, which in turn overlay a mottled yellowish brown and strong brown clay "C" Horizon. One possible fire cracked rock was recovered from the plowzone. No other artifacts were recovered.

The Churchman's Crossing Commuter Rail Station ^{project area} Site has thus been photographed and archaeologically tested. Because of the extensive disturbance resulting from the laying of the railroad bed, the absence of intact archaeological resources, and the very limited quantity of cultural materials recovered from the ground surface and subsurface tests, no further archaeological work is considered necessary in connection with the current project.

CONCLUSIONS

This study revealed no cultural resources eligible for or listed in the National Register of Historic Places in the Track A Extension or the Churchman's Crossing Commuter Rail Station Project Areas/APEs. Thus, the proposed projects do not have the potential to affect cultural resources.

This abbreviated presentation of cultural resources investigations and evaluations in the Track A Extension and Churchman's Crossing Commuter Rail Station Project Areas, in combination with previous discussions and the site visit with DE SHPO staff, should provide DE SHPO staff with sufficient data on which to base their evaluation of the potential for these projects to affect cultural resources. Please do not hesitate to contact me if you have any questions.

Sincerely,



Patrick W. O'Bannon
Associate Principal
Director, Cultural Resources Group

cc: Kenneth A. Goon, RK&K
Richard Vetter, DelDOT
Rebecca A. Hunt, KSK
Richard W. Hunter, HRI

Attachments:

- Figure 1. Track A Extension Project Location Map.
 - Figure 2. Churchman's Crossing Commuter Rail Station Project Location Map.
 - Figure 3. Rea & Price, *Map of New Castle County, Delaware* (1849).
- (continued on next page)

- Figure 4. Pomeroy & Beers, *Atlas of the State of Delaware* (1868).
Figure 5. Hopkins & Co., *Map of New Castle County, Delaware* (1881).
Figure 6. Baist, *Atlas of New Castle County, Delaware* (1893).
Figure 7. *USGS Map for Newark East, Delaware Quadrangle* (1953).
Figure 8. Churchman's Crossing Commuter Rail Station Site Plan Showing Locations of Surface Finds and Subsurface Tests.
- Plate 1. South end of Culvert at Station 27 + 10, view to north.
Plate 2. Detail of south head wall on Culvert at Station 27 + 10.
Plate 3. Detail of north head wall on Culvert at Station 27 + 10.
Plate 4. South end of Culvert at Station 77 + 93, view to northwest.
Plate 5. Detail of south head wall on Culvert at Station 77 + 93.
- Cultural Resource Survey Forms (1 CRS-1, 2 CRS-6)
- Table 1. Summary of Subsurface Testing
- Bibliography

Figures

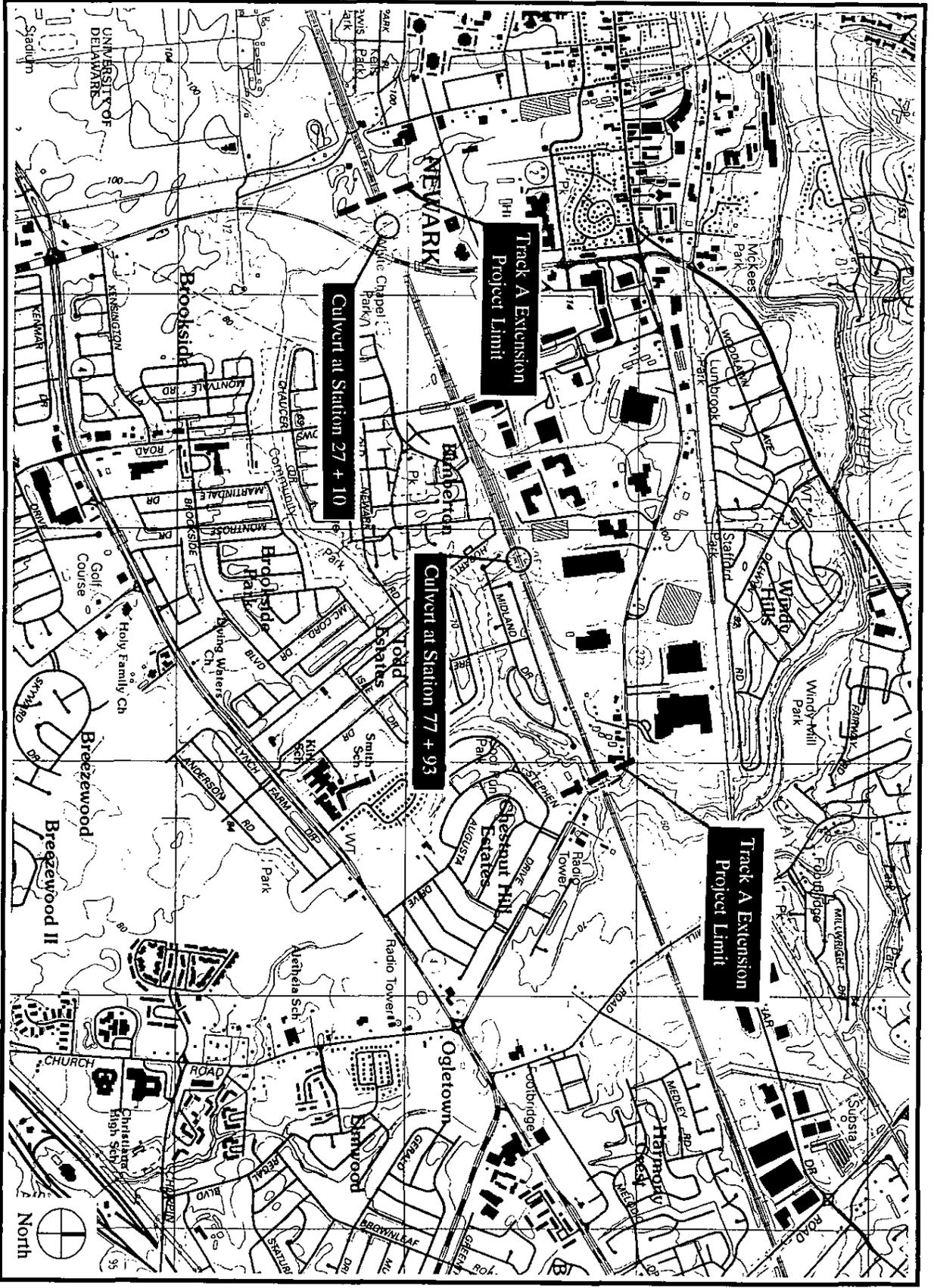


Figure 1.

Track A Extension Project Location Map.

Source: USGS Map, Newark East, Delaware Quadrangle, 7.5 Minute Series.

Scale: 1 inch = 2000 feet

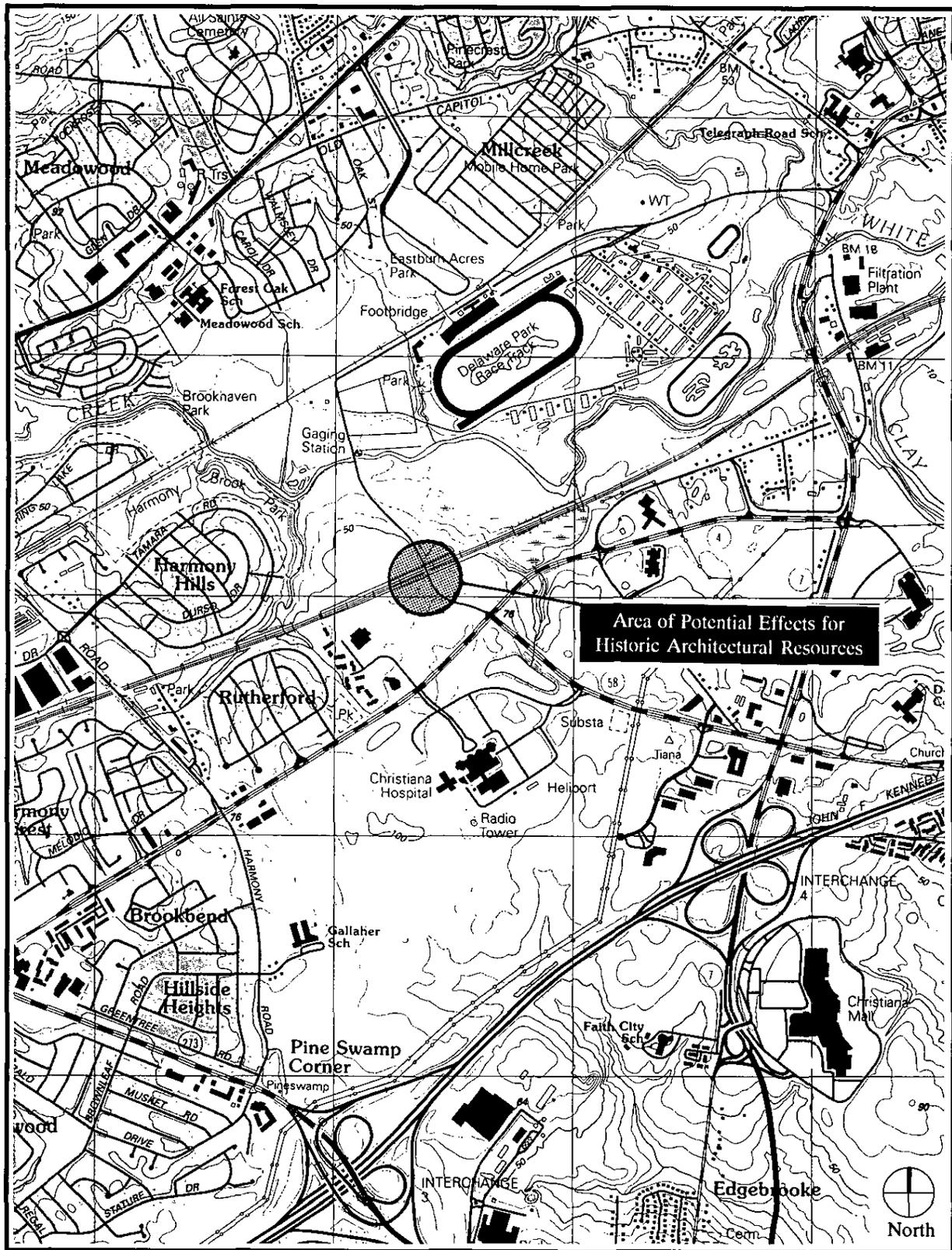


Figure 2. Churchman's Crossing Commuter Rail Station Project Location Map.
 Source: USGS Map, Newark East, Delaware Quadrangle, 7.5 Minute Series.
 Scale: 1 inch = 2000 feet

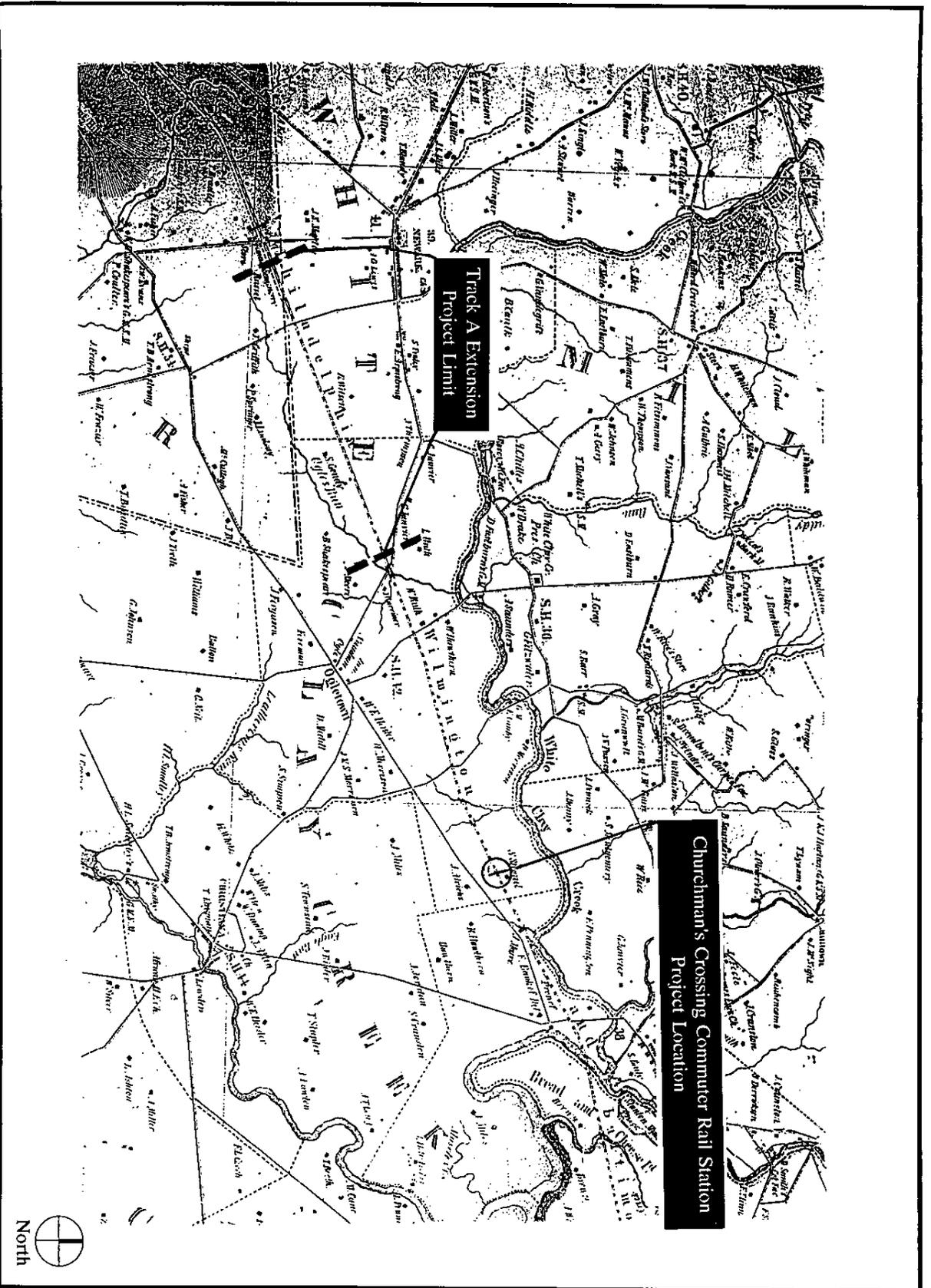


Figure 3. Rea & Price, *Map of New Castle County, Delaware* (1849).
 Scale: 1 inch = approx. 4000 feet

WHITE CLAY CREEK

New Castle Co. Del.

Scale 1 1/2 inches to the inch.

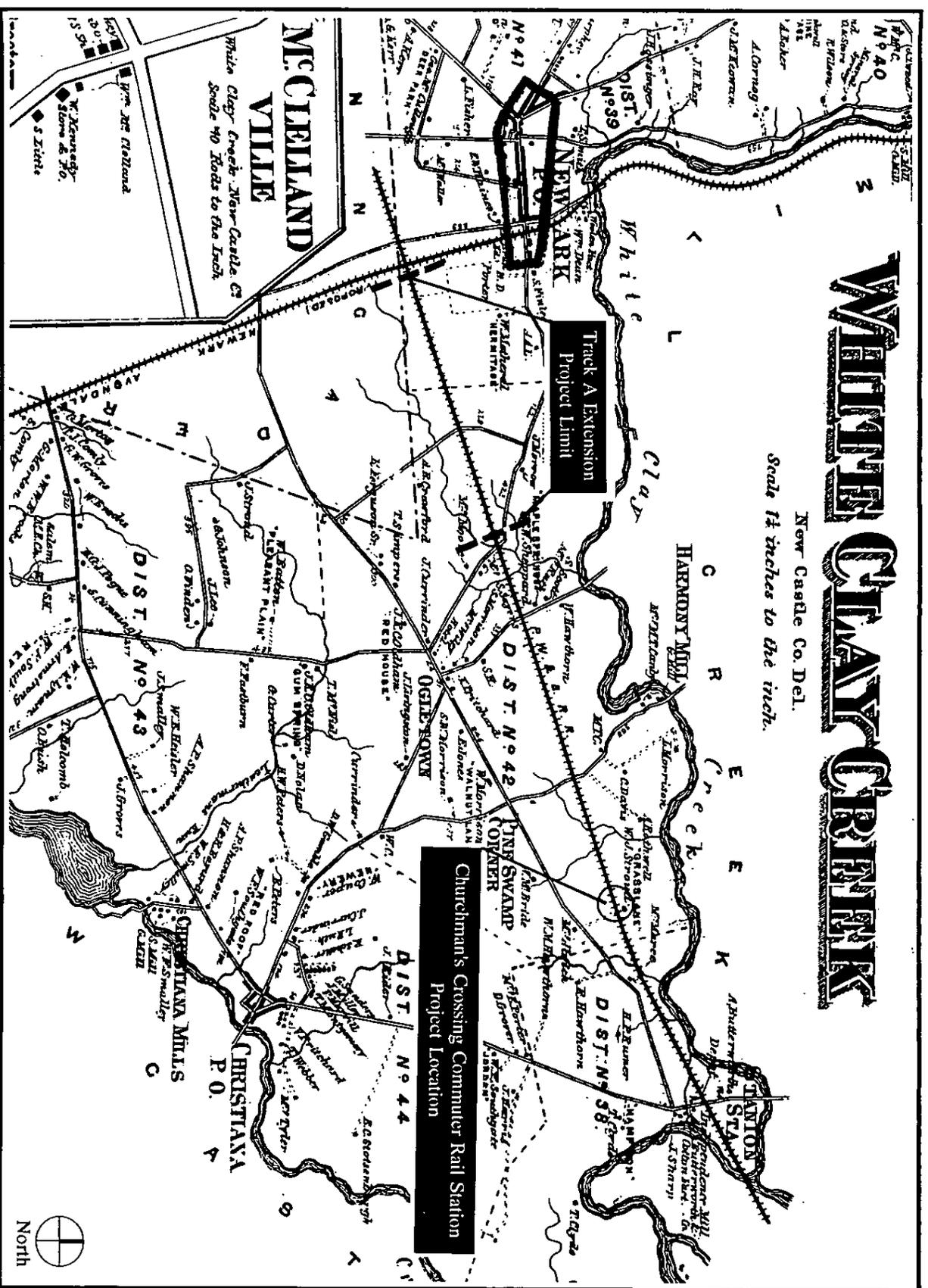


Figure 4. Pomerooy & Beers, Atlas of the State of Delaware (1868).

Scale: 1 inch = approx. 4000 feet

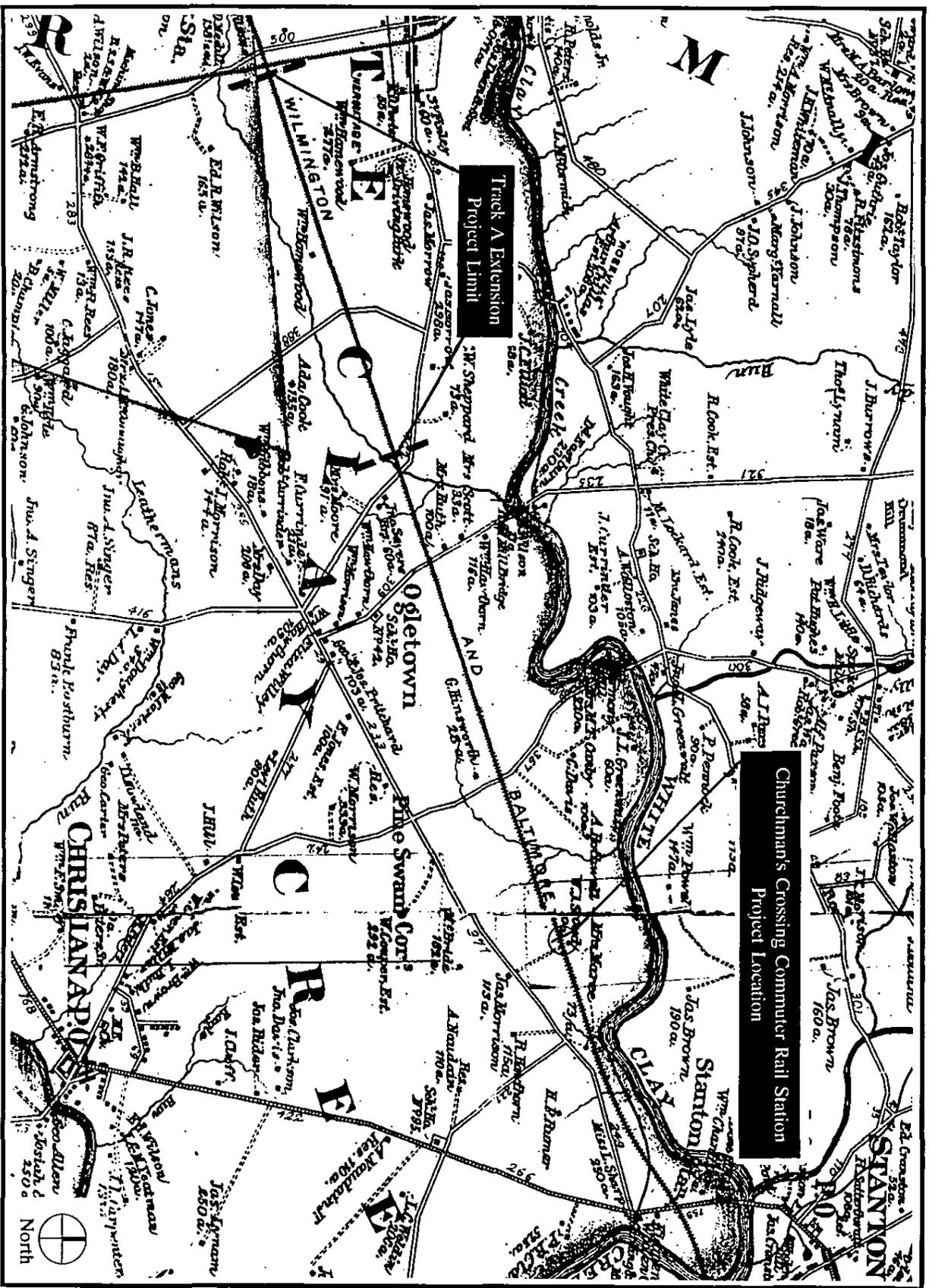


Figure 5. Hopkins, Map of New Castle County, Delaware (1881).
 Scale: 1 inch = approx. 3000 feet

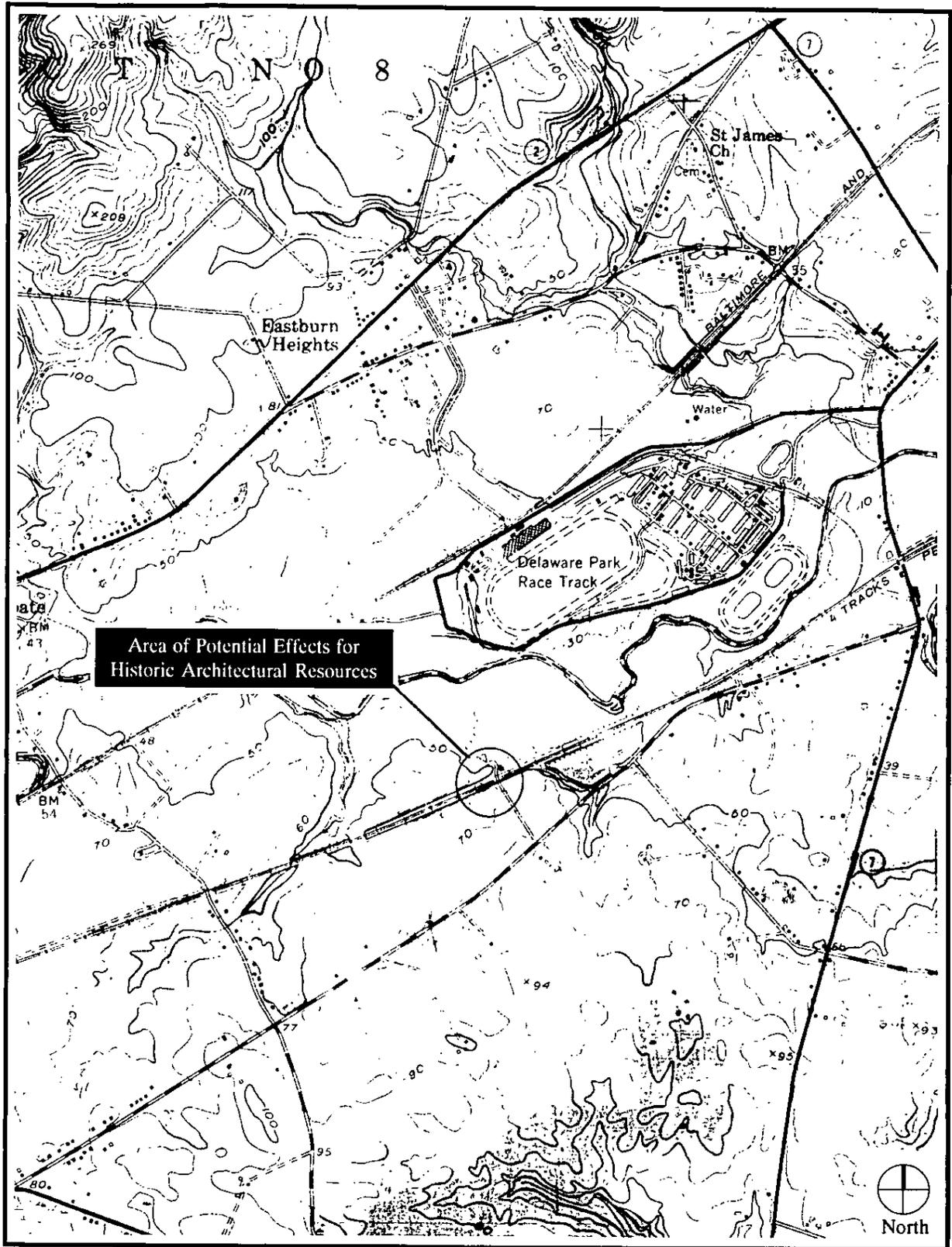


Figure 7. *USGS Map, Newark East, Delaware Quadrangle (1953).*
 Scale: 1 inch = 2000 feet

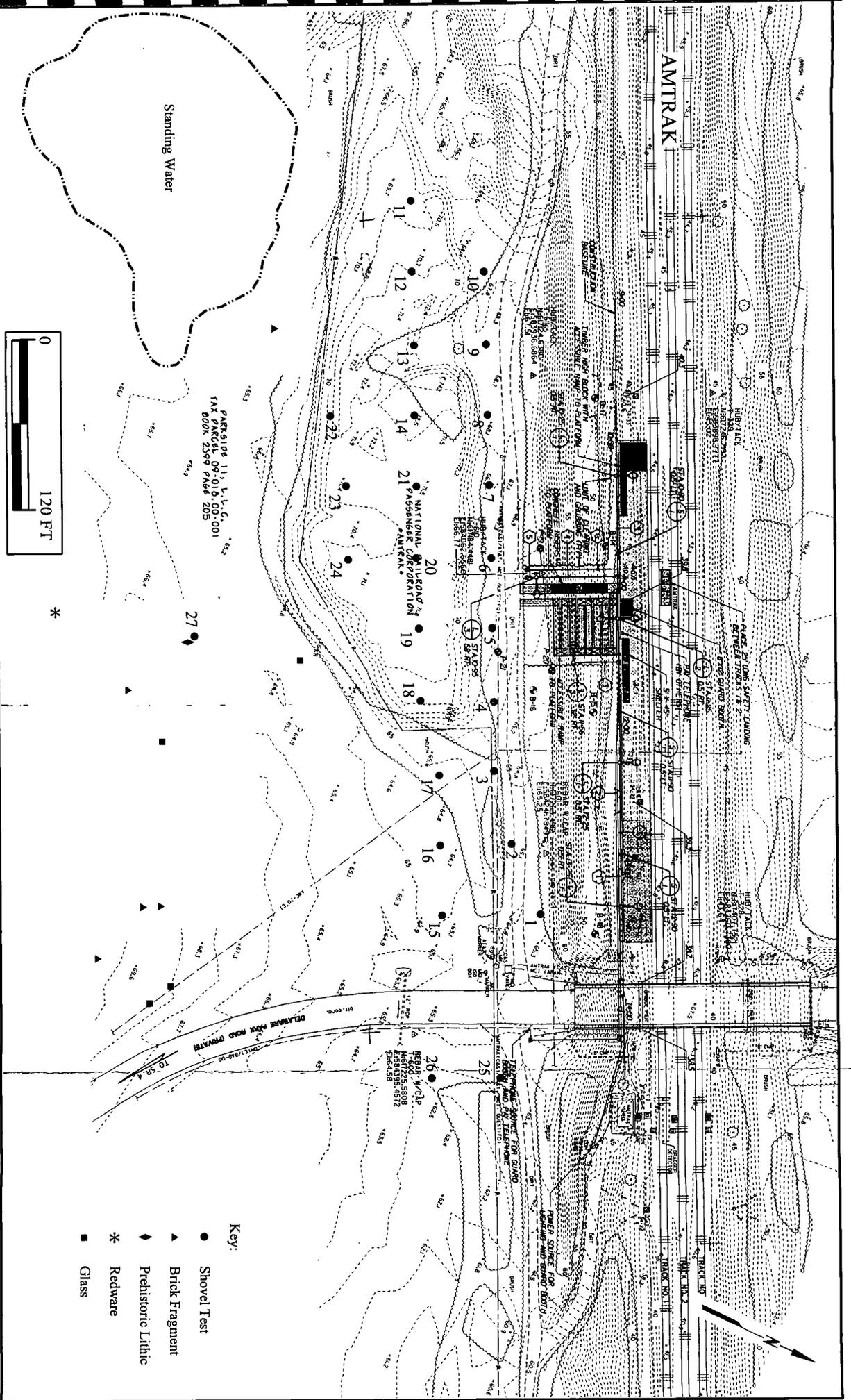


Figure 8. Churchman's Crossing Commuter Rail Station Site Plan Showing Locations of Surface Finds and Subsurface Tests.

Plates



Plate 1. South end of Culvert at Station 27 + 10, view to north.



Plate 2. Detail of south head wall on Culvert at Station 27 + 10.



Plate 3. Detail of north head wall on Culvert at Station 27 + 10.



Plate 4. South end of Culvert at Station 77 + 93, view to northwest.

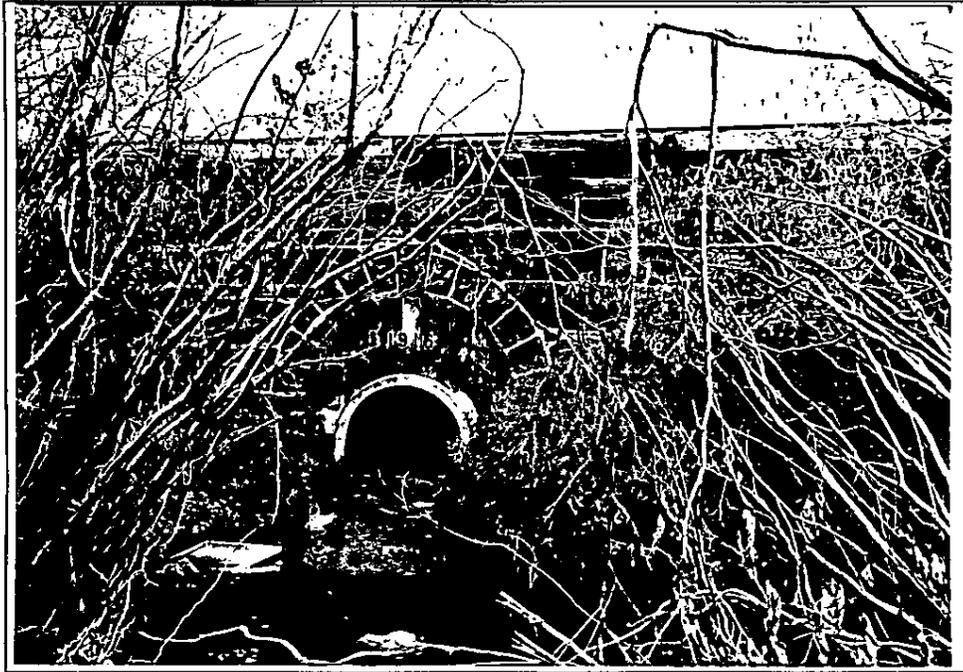


Plate 5. Detail of south head wall on Culvert at Station 77 + 93.

Cultural Resource Survey Forms

Subsurface Testing Summary Table

TABLE 1.

SUMMARY OF SUBSURFACE TESTING

Location	Unit Type	No.	Context	Depth	Soil Description	Munsell	Cultural Materials
Churchman's Crossing Rail Station	Shovel Test	1	1	0 - 13cm	clay loam	10YR 3/1	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	1	2	13 - 20cm	sandy clay with gravel	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	1	3	20 - 30cm	compact clay	10YR 5/3	-
Churchman's Crossing Rail Station	Shovel Test	2	1	0 - 15cm	clay loam	10YR 3/3	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	2	2	15 - 26cm	sandy clay with mica	7.5YR 4/4	-
Churchman's Crossing Rail Station	Shovel Test	2	3	26 - 35cm	mottled, compact clay with sand	7.5YR 6/0, 2.5YR 4/4, 10YR 6/8	-
Churchman's Crossing Rail Station	Shovel Test	3	1	0 - 8cm	loam	10YR 3/2	-
Churchman's Crossing Rail Station	Shovel Test	3	2	8 - 30cm	sandy clay loam	10YR 4/4	-
Churchman's Crossing Rail Station	Shovel Test	3	3	30 - 45cm	mottled, compact sandy clay loam	10YR 3/1, 10YR 6/6, 10YR 5/1	-
Churchman's Crossing Rail Station	Shovel Test	3	4	45 - 52cm	mottled, compact sandy clay	10YR 3/1, 10YR 6/6, 10YR 5/1	-
Churchman's Crossing Rail Station	Shovel Test	4	1	0 - 10cm	sand loam	10YR 3/3	-
Churchman's Crossing Rail Station	Shovel Test	4	2	10 - 27cm	clayey sand	7.5YR 4/6	-
Churchman's Crossing Rail Station	Shovel Test	4	3	27 - 36cm	mottled, compact clay	10YR 6/5, 7.5YR 6/0	-
Churchman's Crossing Rail Station	Shovel Test	5	1	0 - 15cm	sand loam	10YR 4/4	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	5	2	15 - 30cm	clayey sand	5YR 4/4	-
Churchman's Crossing Rail Station	Shovel Test	5	3	30 - 50cm	compact sandy clay	10YR 6/6	-
Churchman's Crossing Rail Station	Shovel Test	6	1	0 - 16cm	sand loam	10YR 3/3	-
Churchman's Crossing Rail Station	Shovel Test	6	2	16 - 38cm	clayey sand	7.5YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	6	3	38 - 55cm	mottled, compact clay	10YR 6/6, 10YR 6/1	-
Churchman's Crossing Rail Station	Shovel Test	7	1	0 - 20cm	clay loam	10YR 3/3	-
Churchman's Crossing Rail Station	Shovel Test	7	2	20 - 40cm	clayey sand	5YR 4/3	-
Churchman's Crossing Rail Station	Shovel Test	7	3	40 - 70cm	mottled, compact clay	5YR 4/3, 10YR 6/6, 10YR 6/1	-
Churchman's Crossing Rail Station	Shovel Test	8	1	0 - 22cm	sand loam	10YR 4/4	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	8	2	22 - 75cm	mottled, compact clayey sand	2.5Y 4/4, 10YR 6/4	-

TABLE 1. (Cont.)

Location	Unit Type	No.	Context	Depth	Soil Description	Munsell	Cultural Materials
Churchman's Crossing Rail Station	Shovel Test	9	1	0 - 15cm	silty loam	10YR 2/2	modern Glass Vessels*
Churchman's Crossing Rail Station	Shovel Test	9	2	15 - 45cm	clayey sand	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	9	3	45 - 73cm	mottled, compact clay	10YR 6/1, 7.5YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	10	1	0 - 13cm	sand loam	10YR 2/2	-
Churchman's Crossing Rail Station	Shovel Test	10	2	13 - 60cm	sandy clay loam with road gravel,	10YR 5/5	-
Churchman's Crossing Rail Station	Shovel Test	11	1	0 - 14cm	clay loam	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	11	2	14 - 50cm	mottled, compact clay	10YR 6/5, 10YR 5/6, 10YR 6/1	-
Churchman's Crossing Rail Station	Shovel Test	12	1	0 - 12cm	loam	10 YR 2/2	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	12	2	12 - 34cm	sandy silt with cobbles	10YR 5/3	-
Churchman's Crossing Rail Station	Shovel Test	12	3	34 - 67cm	mottled, compact sandy clay	10YR 5/5, 10YR 6/4, 10YR 6/2	-
Churchman's Crossing Rail Station	Shovel Test	13	1	0 - 8cm	clay loam	10YR 2/2	-
Churchman's Crossing Rail Station	Shovel Test	13	2	8 - 28cm	sandy silt with gravel, cobbles	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	13	3	28 - 80cm	mottled sandy silt with gravel,	10YR 5/6, 5YR 4/4	-
Churchman's Crossing Rail Station	Shovel Test	14	1	0 - 6cm	clay loam	10YR 3/2	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	14	2	6 - 35cm	mottled, compact clay	2.5Y 4/4, 10YR 5/6, 10YR 6/2	-
Churchman's Crossing Rail Station	Shovel Test	15	1	0 - 37cm	clay loam	10YR 4/2	-
Churchman's Crossing Rail Station	Shovel Test	15	2	37 - 60cm	compact silty clay	7.5YR 5/4	-
Churchman's Crossing Rail Station	Shovel Test	16	1	0 - 47cm	clay loam	10YR 4/2	-
Churchman's Crossing Rail Station	Shovel Test	16	2	47 - 67cm	compact silty clay	7.5YR 5/4	-
Churchman's Crossing Rail Station	Shovel Test	17	1	0 - 30cm	clay loam	10YR 4/2	-
Churchman's Crossing Rail Station	Shovel Test	17	2	30 - 60cm	compact silty clay	7.5YR 5/4	-
Churchman's Crossing Rail Station	Shovel Test	18	1	0 - 17cm	sand loam	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	18	2	17 - 70cm	clayey sand with gravel, cobble	10YR 5/6	-

TABLE 1. (Cont.)

SUMMARY OF SUBSURFACE TESTING

Location	Unit Type	No.	Context	Depth	Soil Description	Munsell	Cultural Materials
Churchman's Crossing Rail Station	Shovel Test	19	1	0 - 14cm	sand loam	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	19	2	14 - 100cm	sandy clay with gravel, cobble	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	20	1	0 - 13cm	sand loam	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	20	2	13 - 65cm	sandy clay with gravel, cobble	10YR 5/4	-
Churchman's Crossing Rail Station	Shovel Test	21	1	0 - 44cm	sandy clay	10YR 4/6	Indeterminate Fauna*
Churchman's Crossing Rail Station	Shovel Test	21	2	44 - 85cm	sandy clay	10YR 5/3	-
Churchman's Crossing Rail Station	Shovel Test	21	3	85 - 100cm	sandy clay with gravel, cobble	10YR 4/6	-
Churchman's Crossing Rail Station	Shovel Test	22	1	0 - 11cm	sand loam	10YR 3/3	-
Churchman's Crossing Rail Station	Shovel Test	22	2	11 - 44cm	clayey sand	5YR 4/6	-
Churchman's Crossing Rail Station	Shovel Test	22	3	44 - 70cm	mottled, compact clay	5YR 4/6, 10YR 6/6, 10YR 6/1	-
Churchman's Crossing Rail Station	Shovel Test	23	1	0 - 15cm	sand loam with gravel, cobble	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	23	2	15 - 72cm	compact clayey sand	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	24	1	0 - 15cm	sand loam	10YR 3/1	-
Churchman's Crossing Rail Station	Shovel Test	24	2	15 - 70cm	clayey sand with gravel, cobble	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	25	1	0 - 24cm	clay loam	10YR 5/3, 10YR 4/2	modern Indeterminate*
Churchman's Crossing Rail Station	Shovel Test	25	2	24 - 96cm	compact coarse sand with gravel	10YR 4/6	-
Churchman's Crossing Rail Station	Shovel Test	26	1	0 - 19cm	sandy clay	10YR 4/6	modern Glass Vessels*
Churchman's Crossing Rail Station	Shovel Test	26	2	19 - 60cm	compact clay	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	27	1	0 - 25cm	clay loam	10YR 4/3	Prehistoric Lithics
Churchman's Crossing Rail Station	Shovel Test	27	2	25 - 36cm	clay loam	10YR 5/6	-
Churchman's Crossing Rail Station	Shovel Test	27	3	36 - 70cm	mottled, compact clay	10YR 4/6, 10YR 5/6, 7.5YR 5/6	-

* Discarded

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