

METHODOLOGY

All 24 properties identified in the Phase Ia Reconnaissance Survey were evaluated in order to determine architectural style, integrity, date of construction and other important features. Preparation for the Phase II report began with a field view to the APE in order to acquire additional digital photographs of the resources and a better understanding of the physical makeup of the community. Extensive deed research at the New Castle County recorder of Deeds office in Wilmington, Delaware was performed for each resource. The historical context developed in Phase Ia and the additional information gathered in Phase II supplied the foundation on which each resource was evaluated for its eligibility for listing in the National Register of Historic Places.

National Register Evaluation Criteria

The resources were evaluated according to guidelines established in the *National Register Bulletin*: “How to Apply the National Register Criteria for Evaluation” (National Park Service 1997). The National Register of Historic Places is an inventory of historic resources significant in American history, architecture, archaeology, engineering, and culture. In order for a resource (district, site, building, structure, or object) to be considered eligible for listing in the National Register of Historic Places, the resource must “possess integrity of location, design, setting, materials, workmanship, feeling and association” (National Park Service 1991). The resource must also meet at least one of the four criteria of eligibility: Criterion A, B, C or D. Resources may be eligible for listing in the National Register of Historic Places if:

Criterion A: They are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: They are associated with the lives of persons significant in our past.

Criterion C: They embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: They have yielded, or may be likely to yield, information important in prehistory or history.

This Phase II Historic Resource Survey Evaluation report was undertaken in order to assess historic resources in the study area to determine whether they meet the above criteria of eligibility for listing in the National Register of Historic Places.

Expected Property Types

To address the resources located within the APE, CHRS, Inc. developed a guide for expected property types, including a description of character-defining features necessary to meet National Register Criteria. No high-style architecture is located within the APE; all of the resources are vernacular structures, several with minor stylistic embellishments representative of the popular

architectural style of the time. As summarized in *U.S. 301 Project Development: Historic Context and Reconnaissance Survey Report*, by A.D. Marble & Company:

Vernacular architecture is a term that refers to buildings and structures that were built in a functional manner, sometimes using indigenous materials, with little to no stylistic embellishment. Vernacular buildings are those that were erected without the benefit of architects' plans.

Vernacular dwellings typically appear as common house forms or plans. Occasionally, minimal stylistic detailing is included on these forms and plans, often representing a greatly simplified interpretation of a higher style example. . . . Most of the dwellings in the study area can be stylistic as vernacular interpretations of higher styles or as local forms with applied stylistic detailing (Frederick et al. 2006:115).

Organized by the eras within which the resources were built, the following categories describe the styles found in the APE. Each includes a description of the style, including details expected to be present in order for the resource to be considered eligible for listing in the National Register of Historic Places.

Mid- to Late Nineteenth-Century Architecture

Six of the 24 resources surveyed were likely constructed as early as the mid- to late nineteenth century. The majority of these older resources retain little or no nineteenth-century architectural detailing, but historical research suggests that at least portions of the existing structures date to the nineteenth century.

Vernacular Victorian

Late nineteenth-century vernacular Victorian houses, often more subdued than their high-style counterparts, frequently consist of eclectic details grafted onto a more traditional house form. In this manner, bracketed eaves, gable-end shingles or jigsaw trim, bay-windows, and ornamental porches with turned posts might be placed on a typical L-plan or I-house form.

Early Twentieth-Century Architecture

Three of the remaining resources were constructed during the 25 years leading up to the Great Depression. Little was constructed in Red Lion during this time period.

Foursquare

The foursquare is a large, two- or two-and-one-half-story house having a basically square floor plan and lacking a center passage. Sometimes called a "hipped cottage," the foursquare was characterized by the repetition of hipped roof forms, including the main roof, one or more dormers, and the broad front porch that was a consistent feature of this house type. Foursquares were often embellished with leaded glass cottage windows, a variety of cladding materials, and Colonial Revival or Prairie-style details. A popular vernacular type, especially in the plains states, the

foursquare emerged in the late nineteenth century as an alternative to complicated Queen Anne-style dwellings. In the early twentieth century, the pre-cut housing industry adopted the type, supplying ready-to-assemble foursquares by mail order, but the popularity of the form waned in the 1920s (McAlester and McAlester 1984:439; Noble 1984:140-141; Gottfried and Jennings 1988:194; Hanchett 1982:51-53).

Bungalow

There are numerous variations to the house type generally called bungalow. In its early development, at the turn of the twentieth century, dwellings in this style were called California bungalows based upon their location of emergence in the United States. The bungalow, in its many forms, became popular throughout the U.S. during the first quarter of the twentieth century, as they were considered modern and efficient. These basic bungalows are one-story houses characterized by low-pitched broad gables; one gable covering the house and a second, lower gable covering the porch. Roofs have exposed rafters or purlins, wide projecting eaves, and support brackets. Porches are often enclosed or screened with tapered posts on pedestals. Some have shed or gable dormers, paired or triple rectangular panes in the upper sash of windows, and Craftsman doors (Gottfried and Jennings 1988:216-219; Noble 1984:146-148).

Post-World-War-II Architecture

The remaining 15 resources surveyed in the APE are post-WWII dwellings, developed on land that was subdivided from a large agricultural estate. The land was once owned by the Silvers, a notable family who contributed much to the development of the village of Red Lion. As the estate was passed on to subsequent generations, parcels were sold and subdivided. By the 1940s, the majority of the agricultural land once farmed by the Silvers was subdivided and later developed into residential dwellings.

Ranch

Originating in California as an outgrowth of interest in the Bungalow form, ranch houses carried an association with relaxed western living and suburban ease. They were widely built in the subdivisions that emerged after World War II. Standard ranch houses are elongated, one-story rectangular dwellings with very low-pitched gable or hipped roofs. Oriented parallel to the street, the roof form usually encompasses an attached garage or carport. Picture windows, sliding patio doors, low chimneys, and minimal front porches are characteristic of the type. Variations of the ranch house adopt shallow L- or T-plans, composite roof lines, and split- or bi-level layouts (McAlester and McAlester 1984:479; Jakle, Bastian and Meyer 1989:182-186).

Cape Cod

The Cape Cod is a subtype of the broader Colonial Revival style popular in the late nineteenth century through the mid-twentieth century. The Cape Cod, in particular, was most popular in the 1920s and 1940s. The plan was derived from the hall and parlor plan and is typically laid out with two rooms across the front and three across the rear. Chimney and/or staircases are centralized. The

plan is still popular amongst twenty-first-century commercial developers, although the floor plans have changed (Schwartz 1983:208).

Minimal Traditional

The Minimal Traditional style became a popular form of residential architecture after the Great Depression and World War II. It reflects eclectic styles of the late nineteenth and early twentieth centuries but lacks the same level of detail, resulting in an affordable and easily constructed alternative. Features include low or intermediate roof pitches, close eaves and rakes, one chimney, and at least one front-facing gable. Wall-cladding materials vary and most examples are relatively small, one-story dwellings (McAlester and McAlester 1984:478).

Historic District

CHRS, Inc. was tasked with considering the potential of a historic district for the village of Red Lion. Although the village has a long history, initially established as a crossroads community during the mid-eighteenth century, Red Lion no longer exhibits characteristics of this early community. The Red Lion Inn, around which the village developed, no longer exists (it is recorded at the SHPO as an archaeological site, CRS N05936), and any of the original eighteenth- and nineteenth-century structures, including farmsteads and dwellings, have been demolished. Much of the once-agricultural landscape has since been filled in with post-WWII residential housing. Only a few scattered mid- and late nineteenth-century and early twentieth-century dwellings remain. Based on the lack of original buildings, property alterations, and infill development, CHRS, Inc. found that there was an insufficient concentration of resources, significance, and integrity to constitute a historic district for the village of Red Lion.

HISTORIC CONTEXT OF APE

An overview of Red Lion's historical development was presented in the Introduction to the Historical Contexts section of *Historic Architectural Resource Survey and Determination of Eligibility, Church Road (Wynnefield to S.R. 71) Improvements, New Castle Hundred, New Castle County, Delaware* (Kuncio and Hyland 2004). That synopsis reads as follows:

The history of the Church Road and Red Lion areas can be broadly divided into three eras: pre-railroad [1701-1837], rural village [1838-1945], and post-World War II [1946-present] development. In the pre-railroad era, Red Lion was a small but thriving village at the intersection of Red Lion Road, Church Road, and Bear Corbitt Road (the precursor to Route 7). The village was centered around the Red Lion Tavern, which dated to the Colonial era. North of Red Lion the landscape along Church Road was dominated by large residential and tenant farms owned by a discrete number of owners. The completion of the New Castle & Frenchtown Railroad (NC&F) in 1831, which bypassed Red Lion, and the closing of the Red Lion Tavern shortly thereafter, arrested Red Lion's growth. Bear Station, a stop on the NC&F [Railroad], became the primary transfer point and the largest community in the area. Red Lion became a rural village centered around the Lebanon (later Red Lion) Methodist Church. As the nineteenth

century progressed, the agricultural landscape also changed, as large landholdings were divided into smaller farms. In the early and mid-twentieth century, a small amount of infill was added to Red Lion, primarily along Route 7. The rural landscape along Church Road remained largely intact until the post-WWII era, when Ranch style houses and other late twentieth century vernacular style residences were constructed on both sides of the road (Kuncio and Hyland 2004:5).

Research conducted as part of the present survey—including consultation of historic maps, aerial photographs, and local history publications—yielded ample evidence supporting this concept of three “broad divisions” in Red Lion’s historical development.

The village grew up around an inn established in the mid-eighteenth century under the sign of the Red Lion near the intersection of two colonial cartways. This Red Lion Inn was referred to in “an act of [the Delaware State] Assembly, November 2, 1762, [which] provided a change in roads located in New Castle County, under the act of 1752.” Two of the 60-foot-wide “public roads or highways” commissioned under this act were to be laid out in such a way that travelers could access (among other wayside facilities) “the Inn called Red Lion, where John Rankin now dwells.” One of the highways—connecting the towns of New Castle and Salisbury (now Smyrna)—was laid on the approximate alignments of present-day Red Lion Road (S.R. 0071) northeast of Red Lion, and Bear Corbitt Road (S.R. 0007) south of the village. The other highway laid out in or shortly after 1752 roughly corresponded with Red Lion Road southwest of Red Lion, and Bear Corbitt Road north of the village (Scharf 1888:415).

The original Red Lion Inn reportedly stood beside the confluence of Red Lion Creek and Pigeon Run, “near the old Presbyterian meetinghouse”—a point located today approximately 1,400 feet east of the intersection of Red Lion Road and Bear Corbitt Road (i.e., immediately east of the APE) (Scharf 1888:853). The inn was located on or adjacent to a large tract called “Poplar Neck,” embracing the confluence of Red Lion Creek and Pigeon Run, and owned as of 1759 by William Rhodes. In 1760, John Elliott acquired 150 acres of this tract along Pigeon Run, “purposing to build [thereon] a good ‘water grist-mill.’” A half-acre lot excluded from Elliott’s parcel was occupied by “an old meetinghouse,” presumably the aforementioned “old Presbyterian meetinghouse” (Scharf 1888:853). None of these pre-Revolutionary structures—which formed the original core of Red Lion—is standing today (the original Red Lion Inn is supposed to have been “destroyed by fire” in the late eighteenth century) (Scharf 1888:853).

Sometime after the Revolution, “another public-house was . . . opened in the present hamlet [of Red Lion] . . . by a French Huguenot lady named Elisse Roussie. This building was of brick and wood, and the sign which advertised its hospitality to the public bore the image of a rampant red lion. It is still preserved [in 1888] by the Silver family, into whose possession the property, through marriage, passed sometime after 1800. This famous hostelry was rebuilt in 1823 and was closed as a public inn about 1837, the railroad having diverted the patronage it formerly enjoyed” (Scharf 1888:853). This second Red Lion Inn stood on what is today the northern corner of the intersection of Red Lion Road and Church Road. It would be demolished in the mid-twentieth century, and its site (identified in a Delaware Cultural Resource Survey Locus Identification Form as CRS N05396) would be “covered by the parking lot for the Red Lion United Methodist Church” (Nelson 1980:n.p.).

The railroad responsible for diverting patronage from the Red Lion Inn was the New Castle and Frenchtown Railroad, a 17-mile-long long rail line extending from New Castle to Frenchtown, Maryland, completed in 1831 (Scharf 1888:428). As denoted on a map of New Castle County published in 1849, this railroad skirted Red Lion approximately 1 mile to the northwest, intersecting Bear Corbitt Road approximately 1.5 miles north of the village (Figure 2; Price and Rea 1849). At that intersection, Bear Station was established, eventually becoming “the primary transfer point and the largest community in the area” (Kuncio and Hyland 2004:5).

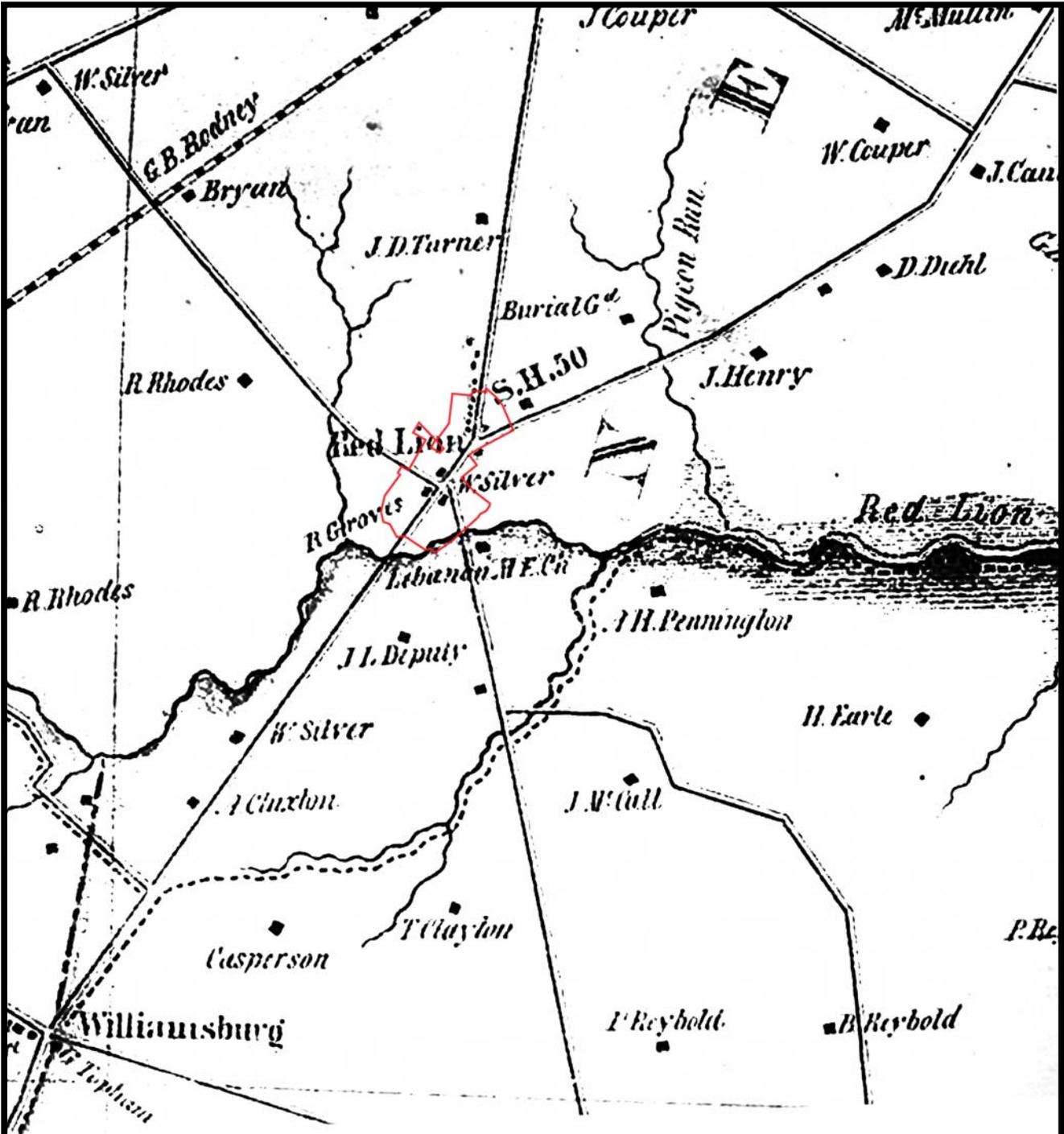
By 1849, Church Road had been opened northwestward from an intersection with Red Lion Road in Red Lion, and the village contained about a dozen structures (Figure 2; Price and Rea 1849). Roughly two-thirds of those structures were located within the APE. They comprised:

- the Red Lion Inn building, owned by William Silver who “sold goods in the [former] tavern building, which he also used as a residence” (Scharf 1888:853).
- another structure attributed to Silver, on the southern corner of the Church and Red Lion Roads intersection (“William Silver erected a store building [there] some time before 1823, in which he traded several years”; Scharf 1888:853).
- a building on the western corner of the Church and Red Lion Roads intersection, attributed to “R. Groves” (apparently the “trading place opened in 1848 by Richard Groves”; Scharf 1888:853).
- half-a-dozen buildings clustered around the northern intersection of Red Lion and Bear Corbitt Roads. This grouping included a row of unidentified structures lining the west side of Bear Corbitt Road over a stretch of 800 feet north of its intersection with Red Lion Road. It is unclear if any of the historic structures in that location today correspond with any of the structures denoted on the 1849 map.

Of the structures denoted around the intersection of Church Road and Bear Corbitt Road on the 1849 map (Figure 2; Price and Rea 1849), only the structure attributed to “R. Groves” might still be extant. Its location is occupied today by a historic farmhouse estimated to have been built around 1850, and identified in a Delaware Cultural Resource Survey Locus Identification Form as the “Silver Farmhouse (CRS N01237)” (Kuncio 2003a:n.p.).

Denoted outside the APE on the 1849 map—but still an important component of Red Lion village—was “S[chool] H[ouse] 50,” a public schoolhouse built in 1836 to replace “the first schoolhouse in this locality, [which had been located] near the Indian Mound” (Scharf 1888:853; Figure 2; Price and Rea 1849). The 1836 Red Lion schoolhouse would be replaced by a new schoolhouse in 1882 (Scharf 1888:853) (the latter structure is still standing at 124 Red Lion Road). Also denoted in the 1849 map outside the APE was the Lebanon Methodist Episcopal Church. This forerunner of the present-day Red Lion United Methodist Church was a “plain wooden structure” built in 1819 by “the Methodists of the Red Lion area [who] wanted their own church so that they could have services every Sunday.” This building “served as the worship center for the people of this community for thirty-four years” (Anonymous 1977:n.p.).

Red Lion’s Methodist Episcopal congregation, with the local Silver family serving as “the driving force,” built a brick replacement for its original frame house of worship in 1853



— AREA OF POTENTIAL EFFECT

	SCALE	SOURCE
	<p>0ft 2000ft 0m 609.6m</p>	<p>PRICE AND REA 1849</p>
Prepared by CHRS, Inc.		

PROJECT AREA CIRCA 1849

FIGURE 2

(Anonymous 1977:n.p.; Kuncio and Hyland 2004:8). The new structure—home of the Red Lion Methodist Episcopal congregation until 1939, then home of Red Lion’s Methodist congregation until 1968, when the Methodist Church merged with the Evangelical United Brethren Church to form the United Methodist Church—was (and still is) located on the north side of Church Road, approximately 200 feet northwest of its intersection with Red Lion Road. The church’s location beside the former Red Lion Inn building was indicated on a map of Red Lion published in 1868 (Figure 3; Beers 1868a). Eleven other structures were denoted within the APE on this map: the dwelling referred to above as the “Silver Farmhouse”; the store formerly kept by William Silver across Red Lion Road; a dwelling attributed to “Mrs. Rhodes,” denoted across Church Road from the Methodist Episcopal Church; and a collection of four dwellings and three commercial structures clustered around the northern intersection of Red Lion and Bear Corbitt Roads. The commercial structures comprised J.W. More’s store, a wagon shop, and a blacksmith shop. One or more of those buildings may have been built as a “mechanic shop” by William Silver, who—followed by sons William, Samuel, Albert, and Henry M.—served as “postmasters of the Red Lion office, kept in [the Silver] store” (Scharf 1888:853). By the late 1860s, “the Silver family [had become] the most prominent landholders in the Red Lion area” (Kuncio and Hyland 2004:8). The dwelling attributed to “Mrs. Rhodes” on the 1868 map of Red Lion was identified as both the “Rhodes House” and the “Red Lion Methodist Church Parsonage” (CRS N05065) in a Delaware Cultural Resource Survey Locus Identification Form (Kuncio 2003b).

As reflected on maps of Red Lion and vicinity published in 1868, 1881, 1893, and 1906, changes to the constellation of structures within the APE (i.e., the village core) over the course of four decades following the Civil War appear to have been limited to the removal and partial replacement of structures on the west side of Bear Corbitt Road immediately north of its intersection with Red Lion Road (Beers 1868b; Figure 4; Hopkins 1881; Baist 1893; Figure 5; USGS 1906). A description of the village penned in 1888—“It is a post-office and country trading point, having a church, stores, shops and half-a-dozen residences” (Scharf 1888:853)—would have been applicable to the village anytime during the late nineteenth and early twentieth centuries. The same could be said of the following description, published in 1899: “Red Lion, a small but thriving village six miles from New Castle, in the southern part of New Castle hundred, and about a mile from Bear station, D.R.R., has one church, the Methodist Episcopal, and is surrounded by grain, vegetable, and small fruit farms” (Runk 1899:1436).

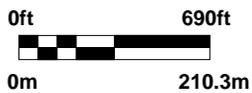
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— AREA OF POTENTIAL EFFECT

SCALE

SOURCE

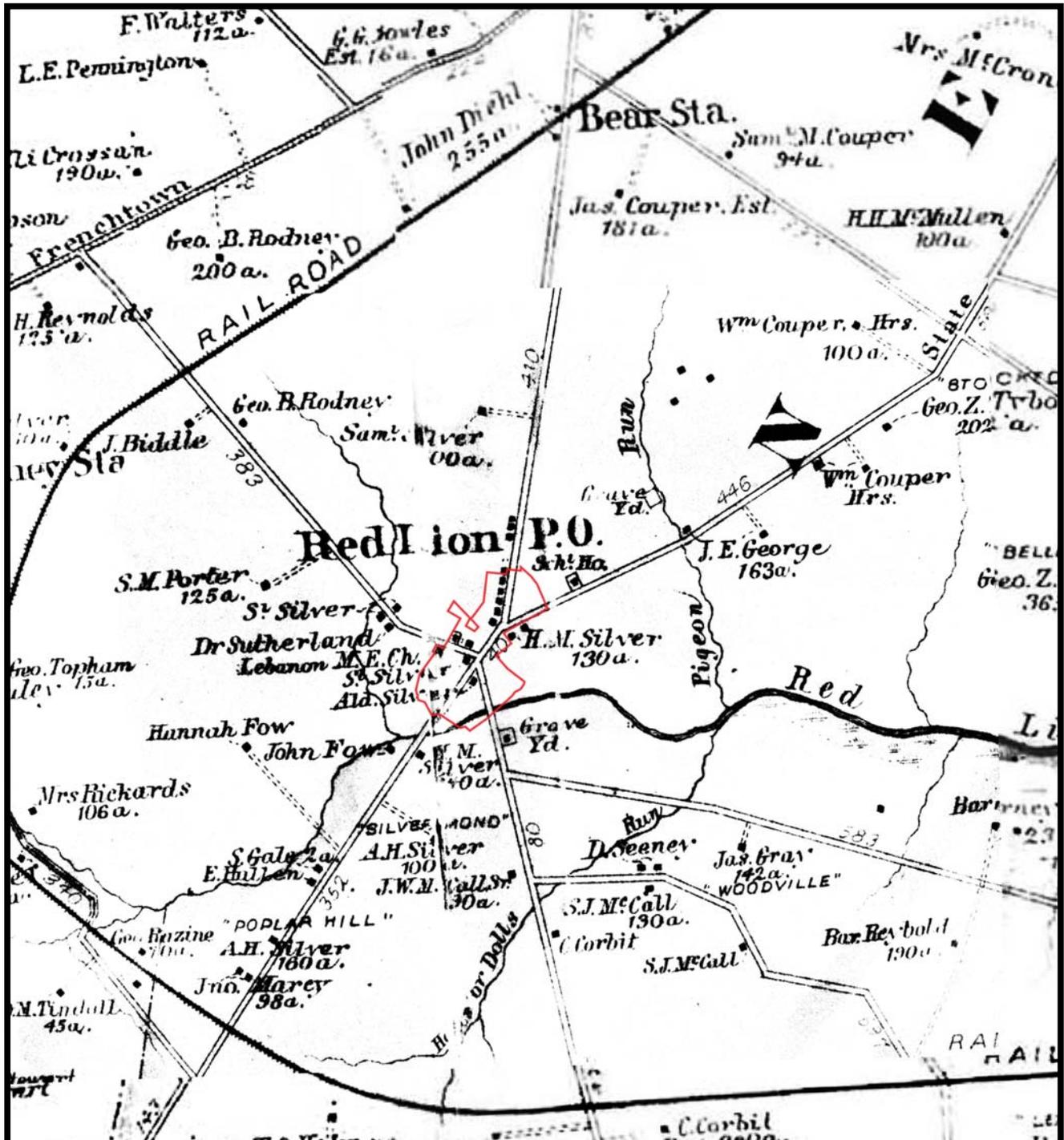


BEERS
1868a

Prepared by CHRS, Inc.

PROJECT AREA CIRCA 1868

FIGURE 3

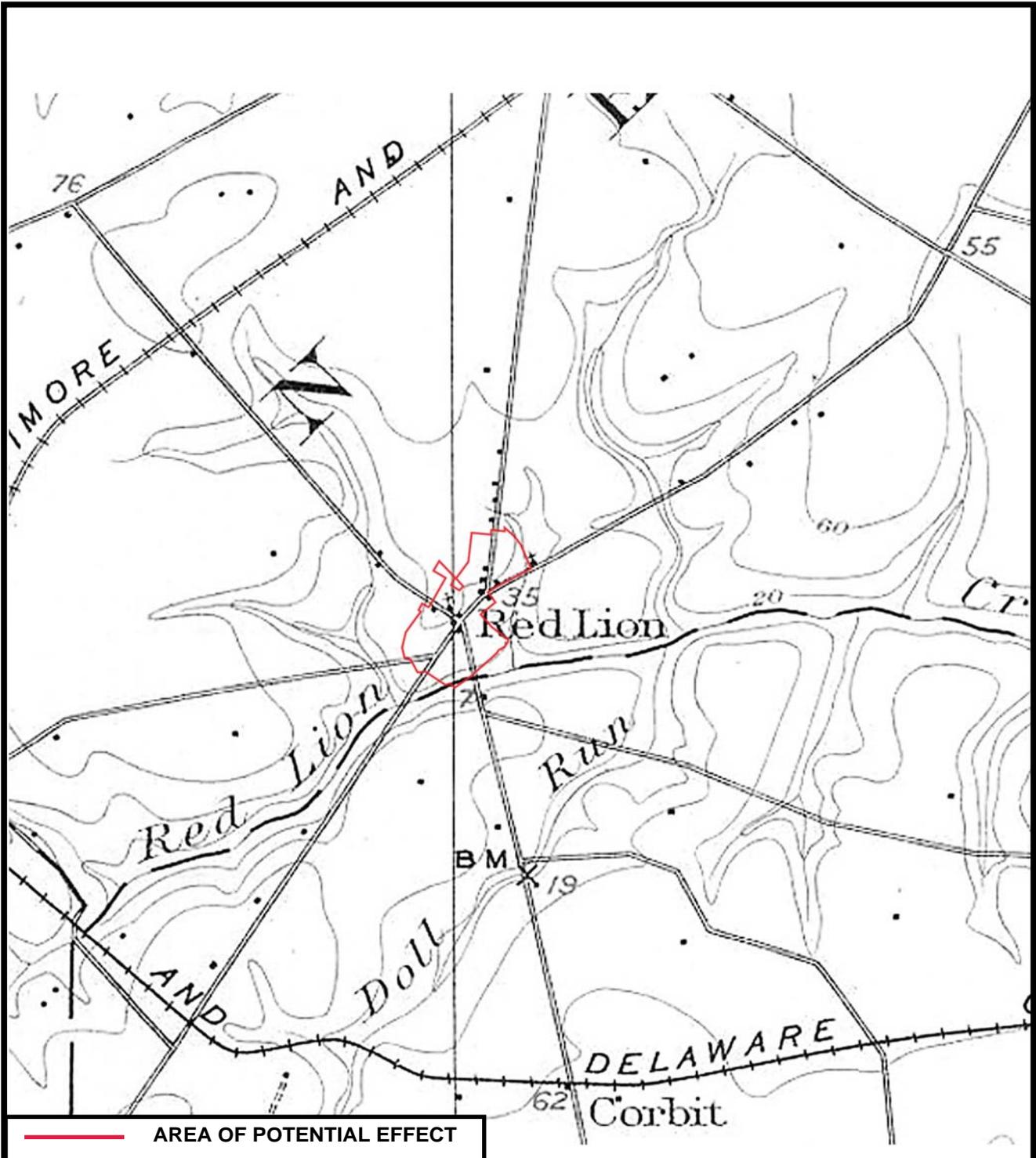


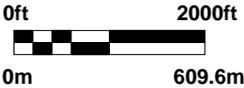
— AREA OF POTENTIAL EFFECT

SCALE		SOURCE
		HOPKINS 1881
	Prepared by CHRS, Inc.	

PROJECT AREA CIRCA 1881

FIGURE 4



	SCALE	SOURCE
	 <p>0ft 2000ft</p> <p>0m 609.6m</p> <p>Prepared by CHRIS, Inc.</p>	<p>USGS 1906 WILMINGTON, DE</p>
PROJECT AREA CIRCA 1906		FIGURE 5

Red Lion's minimal rate of development persisted through the first four decades of the twentieth century, as reflected on aerial photographs taken in 1932, 1937, and 1945 (Figure 6; Anonymous 1932; Anonymous 1937; Figure 7; Anonymous 1945). During that period, the village was bypassed by a second major transportation artery. Completed in 1925, the 98.13-mile-long DuPont Highway approached within 3,200 feet of Red Lion's central intersection (John Milner Associates, Inc. 2005:13). In providing a vastly superior intrastate alternative to Routes 7 and 71, the DuPont Highway (eventually designated State Route 13 between Wilmington and Dover) diverted considerable non-local traffic from Red Lion's roadways (John Milner Associates, Inc. 2005:5). Two years after the DuPont Highway debuted, the State Highway Department replaced its wooden Bridge 298 carrying State Route 7 (Bear Corbitt Road) over Red Lion Creek in the southwestern corner of the APE. The new 20'-6" span was "an example of a concrete frame bridge type [commonly] constructed during the early growth period and the period of rapid expansion of the [Delaware] state road network" (Anonymous n.d.:1).

It was reported by Kuncio and Hyland that "the post-[World War II] era was a time of intense residential construction in New Castle County, when farmland was beginning to be subdivided for residential construction. As G.I.s returned home and began families . . . , a building boom occurred; for the first time in history more Americans owned than rented houses" (Kuncio and Hyland 2004:12). The post-war building boom did not reach into the eastern half of the APE, which appeared to be largely or entirely devoid of structures on aerial photographs taken in 1956, 1961, 1968, 1992, and 2010 (Anonymous 1956; Figure 8; ASCS 1961; ASCS 1968; Figure 9; Google Earth 1992; Google Earth 2010). Those aerial photographs also documented the gradual infilling of Red Lion village, with the most conspicuous structural additions occurring between 1967 and 1992. This minimal development proceeded during a period when "the Red Lion area shifted into the role of a bedroom community for the growing commercial and industrial centers of New Castle County" (Kuncio and Hyland 2004:15).



 AREA OF POTENTIAL EFFECT

SCALE

SOURCE



0ft 690ft

 0m 210.3m

ANONYMOUS
 1932

Prepared by CHRS, Inc.

PROJECT AREA CIRCA 1932

FIGURE 6



— AREA OF POTENTIAL EFFECT

SCALE

SOURCE



0ft 690ft

 0m 210.3m

ANONYMOUS
 1945

Prepared by CHRS, Inc.

PROJECT AREA CIRCA 1945

FIGURE 7



 AREA OF POTENTIAL EFFECT

SCALE

SOURCE



0ft 690ft

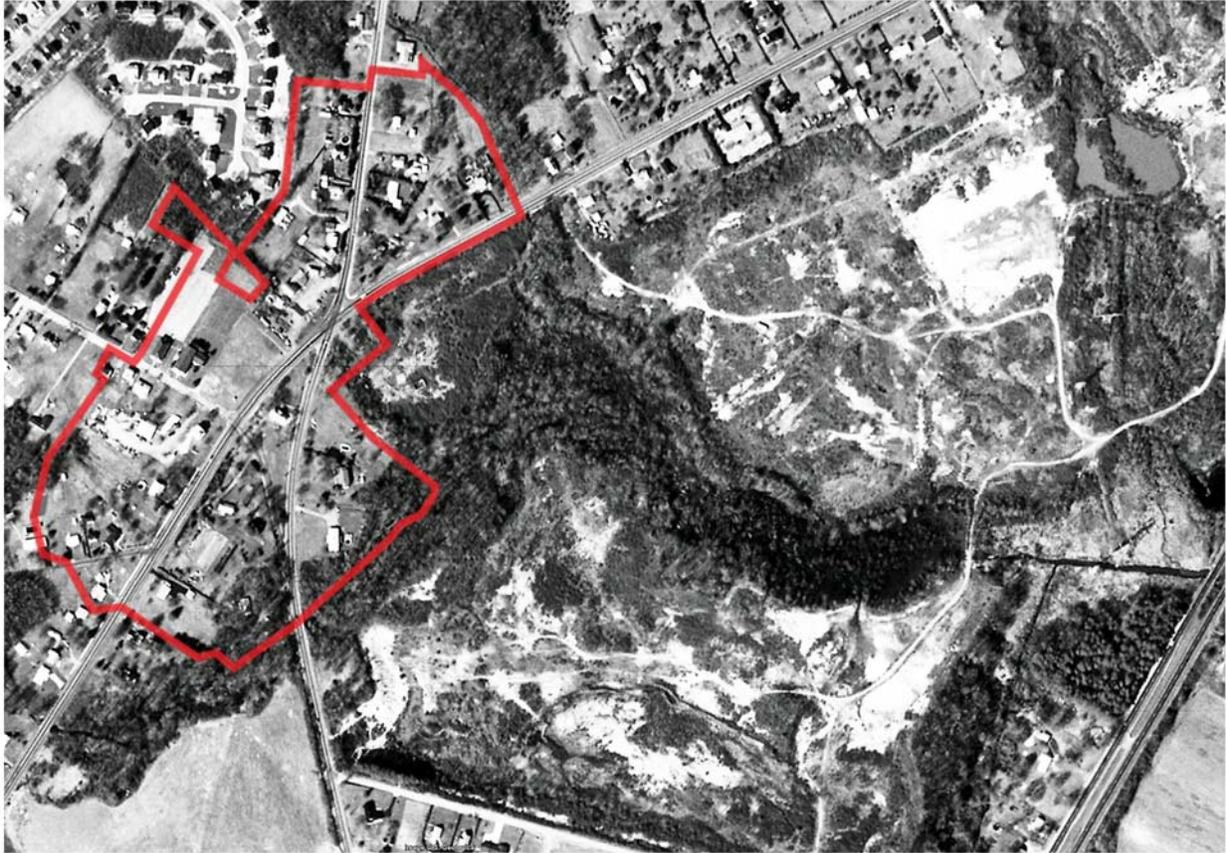
 0m 210.3m

ASCS
1961

Prepared by CHRS, Inc.

PROJECT AREA CIRCA 1961

FIGURE 8



— AREA OF POTENTIAL EFFECT



SCALE

0ft 690ft
 0m 210.3m

Prepared by CHRS, Inc.

SOURCE

GOOGLE EARTH
 1992

PROJECT AREA CIRCA 1992

FIGURE 9