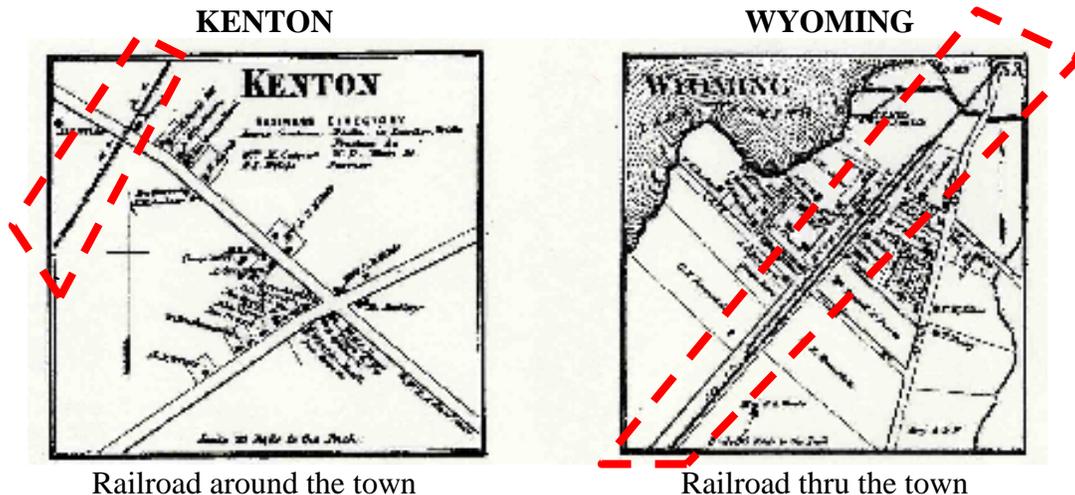


## APPLICATIONS OF DELDOT'S HISTORIC CONTEXT FOR RAILROADS

David S. Clarke and Kevin Cunningham Delaware Department of Transportation  
Transportation Research Board Meeting, Washington D.C. January 2008

This poster shows 3 different topics relating to Historic Preservation and Archaeology of Railroads with examples from Delaware. In addition, some ideas and concepts on how to deal with historic railroads as linear corridors, and other associations with railroads under historic preservation and archaeology will also be examined.

The first topic is the relationship between railroads and towns. In Delaware, we have several towns that developed as a result of the railroad industry such as Cheswold, and Harrington, as well as towns that predate the railroad industry such as Dover and Wilmington. Understanding the history of the towns associated with or without the railroad industry can be a very important tool for historic preservation and can be accomplished by reviewing their relationships to railroads, architecture, and land use. Let's look at one example:



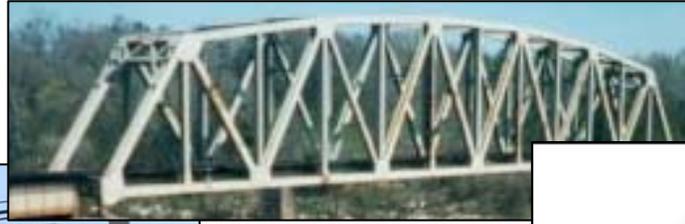
Railroad around the town

Railroad thru the town

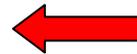
Here we have 2 town maps from the 1868 D.G. Beers Atlas of the State of Delaware. Both towns Kenton and Wyoming are in Kent County. Can you find the rail lines in each town? What are the relationships between the rail lines and towns' streets? Does the railroad go through the towns or skirt the outside boundaries? Looking at this and things like the architecture of the structures in and around the town will also add necessary information. Are they federal-style, Greek revival buildings, Georgian architecture, or Victorian? Is one style concentrated in specific areas of the towns? Do the towns contain a mixture of property types, commercial, residential, farms, factories, etc? These clues can help decipher which Kent County towns predate the advent of the railroad and which towns were established by the development of the railroad.

The next topic covers what objects or physical structures are associated with historic railroads and the industry, which may be eligible or at least may be considered as being contributing factors in an historic railroads' value. Remember, it is not just the railroad but everything associated with it that makes it important to our collective history, which includes: bridges, railroad stations, ticket booths, etc.

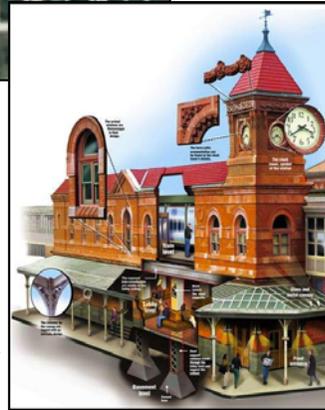
Harrington Delaware's  
Watchman Signal  
Station / Tower



An Historic  
Railroad Bridge

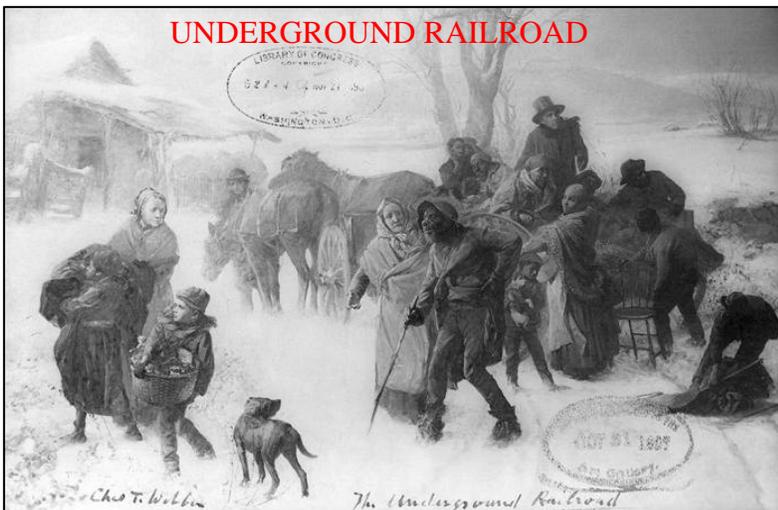


Wilmington  
Delaware's Frank  
Furness Train Station



My final topic is archaeology as it relates to railroads. Keep in mind that prior to doing any archaeology, predictive modeling via GIS databases is a very powerful tool to identify areas where historic railroads existed. Once you are ready to put shovel to ground don't forget about workers houses, supply houses, repair shops, and the industry of making materials for the railroad are all connected resources for archaeologists to utilize. You can imagine a historic railroad being physically removed from the landscape, but remains apparent through established towns and archaeological sites that are present. You don't need the physical railroad to be intact for it to still be an important historic resource.

Lastly I want to highlight a subject that we must remember when dealing with historic railroads, and that is the public. A lot of people ask me how the public can be tied to or interact with or have a feeling of pride or hatred towards railroads. One does not have to look far back in our past to see some of these issues. An example of a historical event that is directly linked to the history of railroads in the United States is the Underground Railroad. Research of this particular historical event can be a very powerful tool when thinking about how people are connected to historic resources.



**DELAWARE'S RAILROAD  
HISTORY (1827 - 2008)  
181 YEARS AND STILL GOING!**

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