

## **2.0 METHODOLOGY**

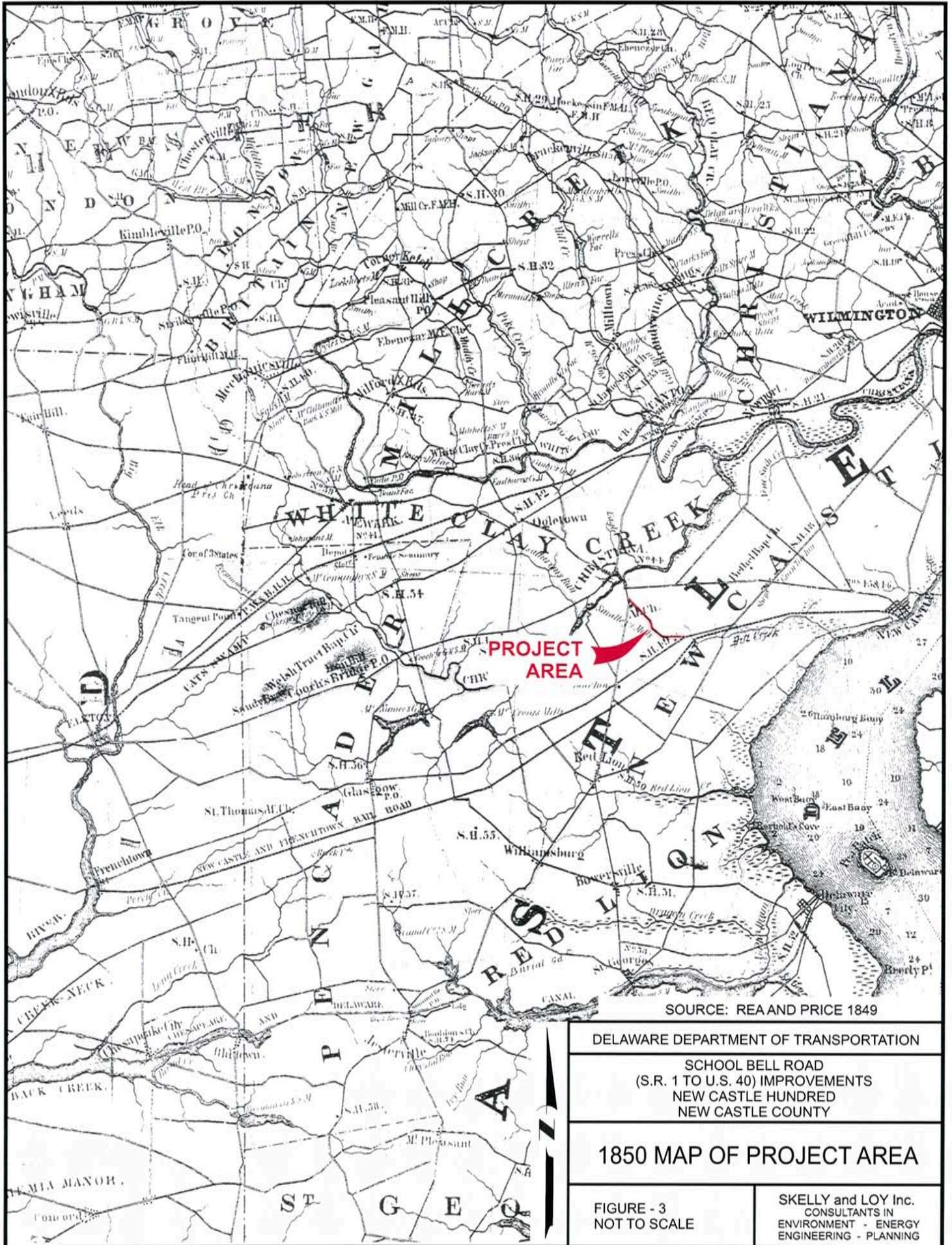
### **2.1 Background Research**

Preliminary background research on the project APE and the history of New Castle Hundred was conducted in August 2003. More intensive research was undertaken in October 2003. Repositories visited included the Delaware SHPO, the New Castle County Land Use office in Wilmington, and the Carnegie Library of Pittsburgh. Source material utilized included census records, tax assessment records, subdivision plats, historic maps and atlases, county histories, and state histories. An interview with Lonzy W. Seymour, Jr., occurred in November 2003. An interview with Mrs. Burriss occurred in December 2003.

### **2.2 Expected Property Types**

Background research, including an examination of historic atlases and maps, indicated that during the nineteenth and into the mid-twentieth centuries School Bell Road between S.R. 1 and U.S. 40 (the Pulaski Highway), like much of New Castle Hundred, was agricultural in nature, with farms of between 100 and 200 ac on both sides of the road (Rea and Price 1849; Beers 1868; G.M. Hopkins & Company 1881; Baist 1893; United States Geological Survey [USGS] 1904, 1940) (Figures 3, 4, 5, 6, 7, and 8). Historic maps also showed a schoolhouse at the intersection of School Bell Road and the Frenchtown Turnpike (the predecessor to U.S. 40), as well as an "African Church" at the intersection of School Bell Road and the predecessor to S.R. 7. Such churches generally signal African American settlement in the area. Based on the map and atlas review, expected property types included nineteenth/twentieth century farmhouses, tenant houses, a school, and a church.

The U.S. 40 corridor and its ancillary roads, however, have undergone extensive residential and commercial development in the late twentieth and early twenty-first centuries, a process that is reworking the cultural landscape and built environment. A review of the USGS topographic quadrangles (USGS 1953, 1993) confirmed the presence of dense residential and commercial development along U.S. 40 in the vicinity of School Bell Road. Developers have converted arable land tracts into retail and residential developments that consist of undistinguished, yet serviceable building types. Although they exist in select locations, agricultural pursuits no longer characterize



SOURCE: REA AND PRICE 1849

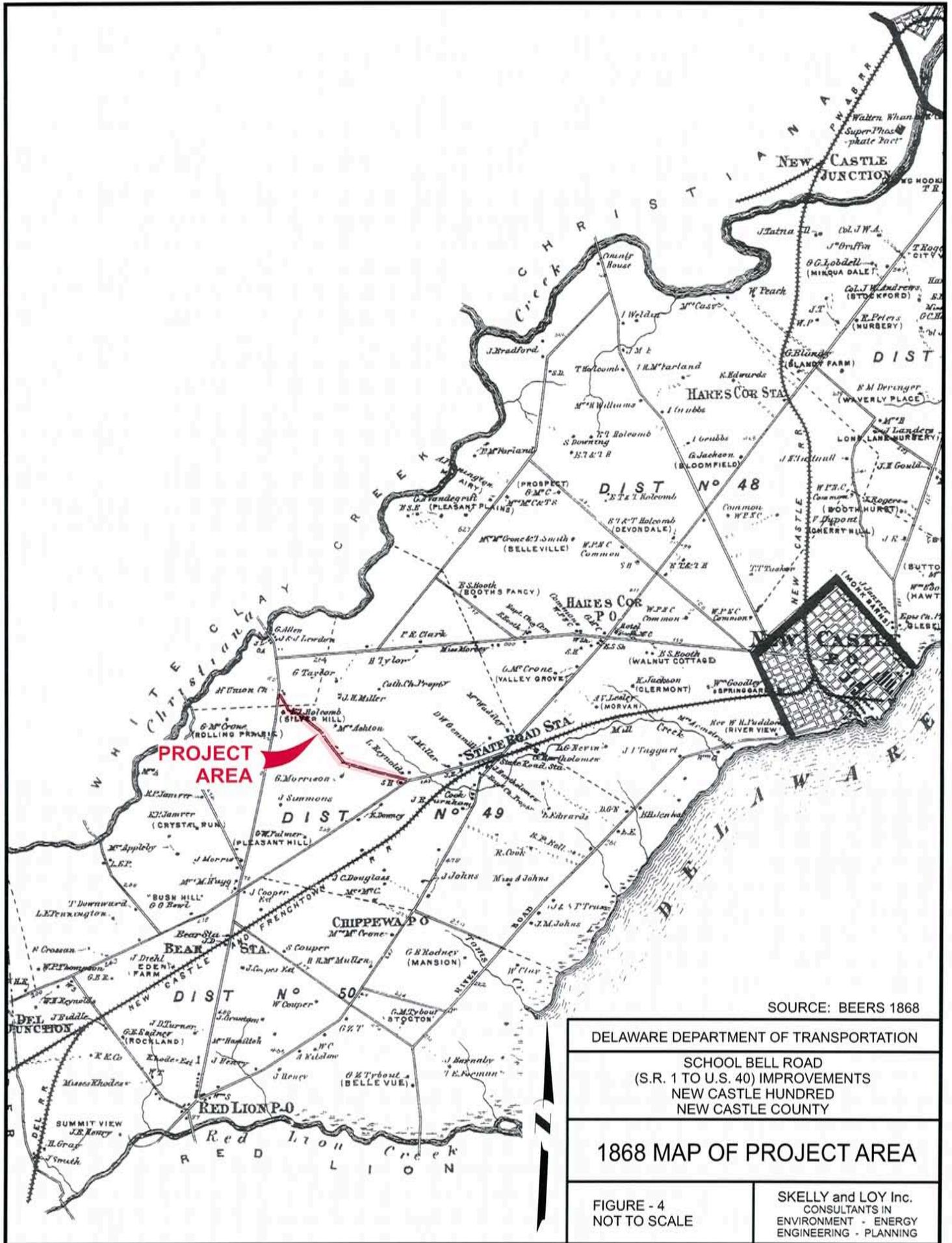
DELAWARE DEPARTMENT OF TRANSPORTATION

SCHOOL BELL ROAD  
 (S.R. 1 TO U.S. 40) IMPROVEMENTS  
 NEW CASTLE HUNDRED  
 NEW CASTLE COUNTY

1850 MAP OF PROJECT AREA

FIGURE - 3  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: BEERS 1868

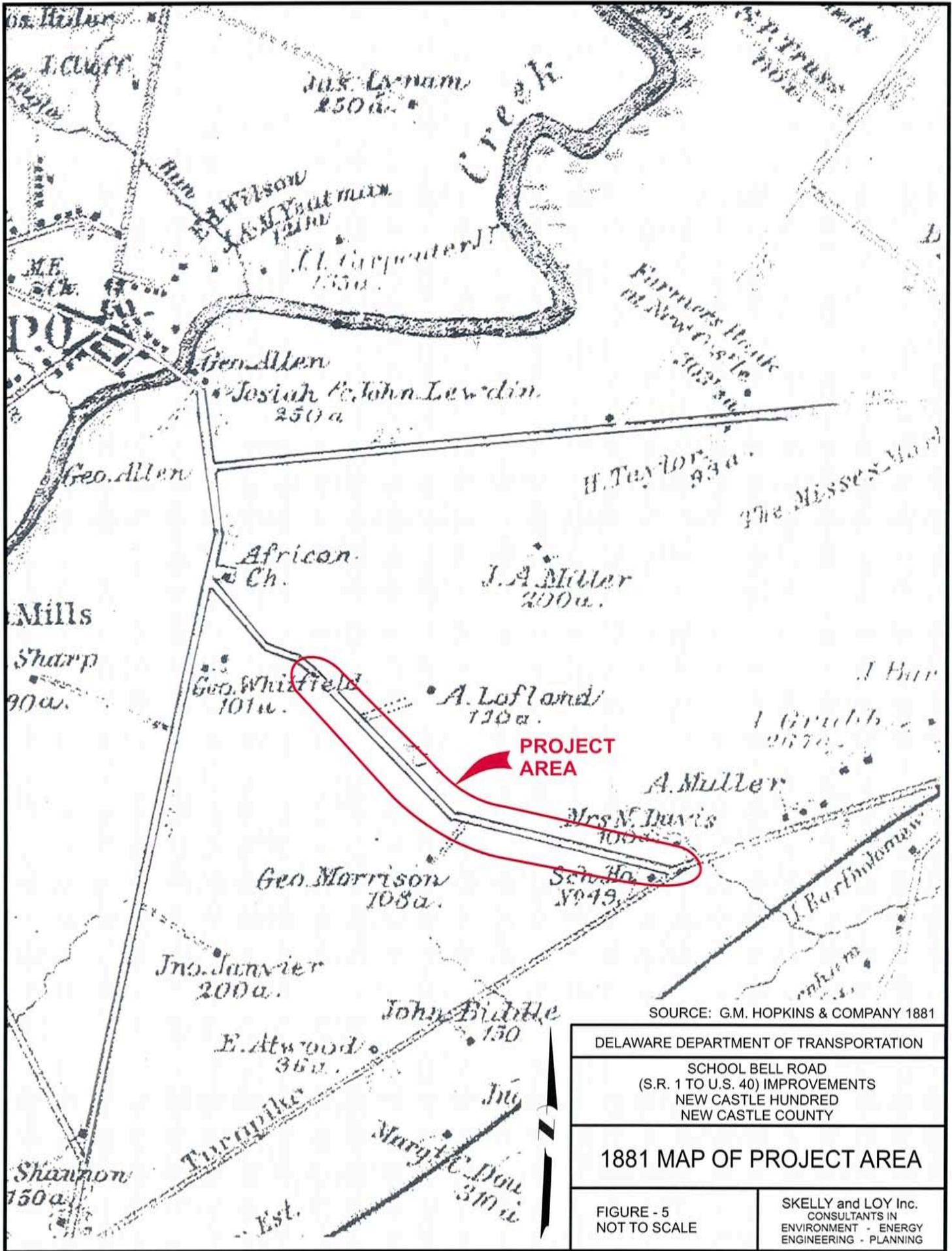
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SCHOOL BELL ROAD  
 (S.R. 1 TO U.S. 40) IMPROVEMENTS  
 NEW CASTLE HUNDRED  
 NEW CASTLE COUNTY

1868 MAP OF PROJECT AREA

FIGURE - 4  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: G.M. HOPKINS & COMPANY 1881

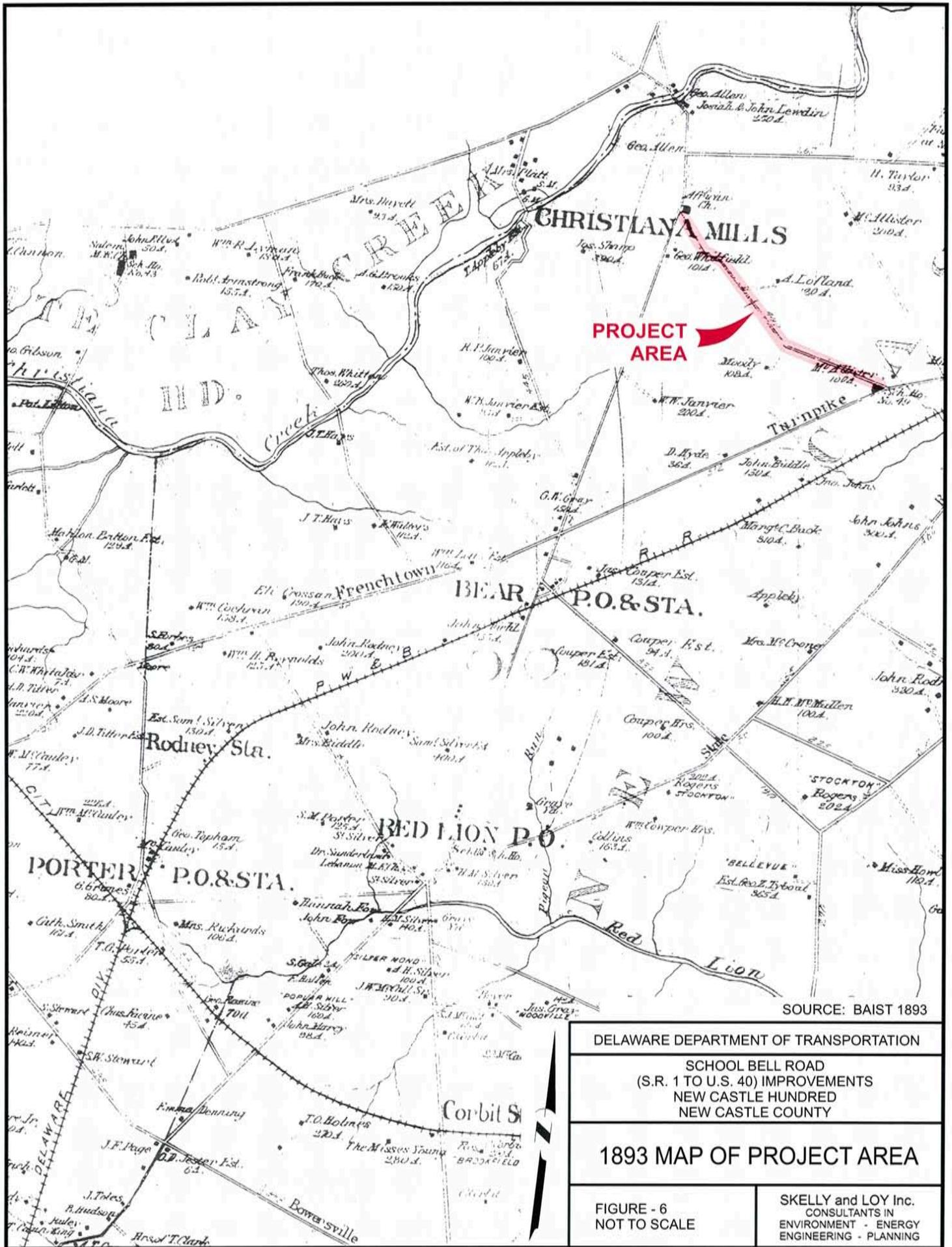
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SCHOOL BELL ROAD  
 (S.R. 1 TO U.S. 40) IMPROVEMENTS  
 NEW CASTLE HUNDRED  
 NEW CASTLE COUNTY

1881 MAP OF PROJECT AREA

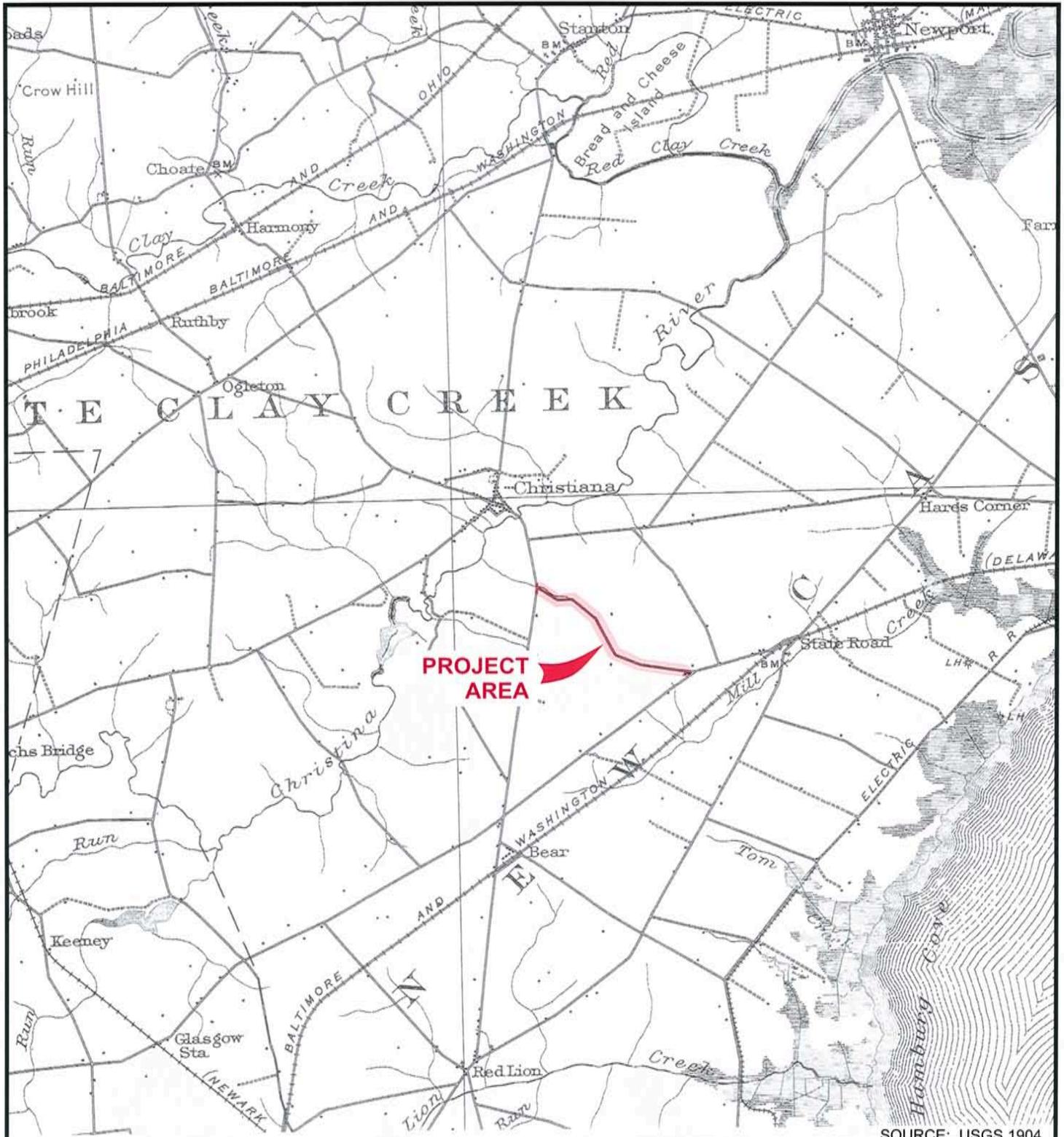
FIGURE - 5  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: BAIST 1893

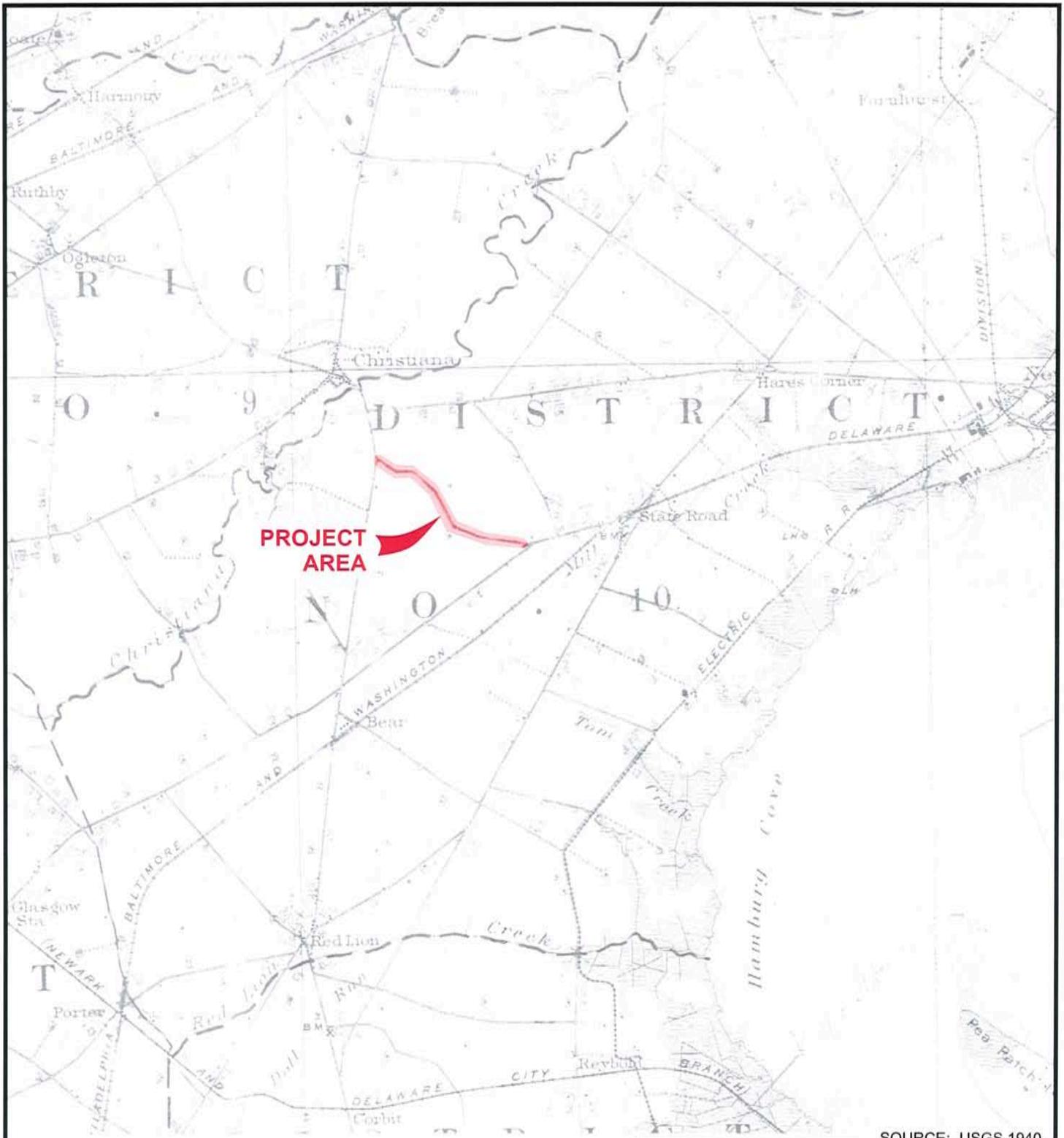
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SCHOOL BELL ROAD (S.R. 1 TO U.S. 40) IMPROVEMENTS NEW CASTLE HUNDRED NEW CASTLE COUNTY	
1893 MAP OF PROJECT AREA	
FIGURE - 6 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



SOURCE: USGS 1904



DELAWARE DEPARTMENT OF TRANSPORTATION	
SCHOOL BELL ROAD (S.R. 1 TO U.S. 40) IMPROVEMENTS NEW CASTLE HUNDRED NEW CASTLE COUNTY	
1904 MAP OF PROJECT AREA	
FIGURE - 7 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



SOURCE: USGS 1940



DELAWARE DEPARTMENT OF TRANSPORTATION	
SCHOOL BELL ROAD (S.R. 1 TO U.S. 40) IMPROVEMENTS NEW CASTLE HUNDRED NEW CASTLE COUNTY	
1940 MAP OF PROJECT AREA	
FIGURE - 8 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING

the cultural landscape of the project area. Changes indicated by the maps include a post-World War II development; a late twentieth century residential community called Jamestown along School Bell Road; the presence of two late twentieth century churches not shown on the historic maps; the removal of the school and the African American church; and the possibility that one or two of the historic farmhouses could remain.

### **2.3 Field Investigations**

A detailed field investigation of historic resources within the School Bell Road (S.R. 1 to U.S. 40) Improvements project APE was undertaken in August and October 2003. The investigations included coordination with the Delaware State Historic Preservation Office (SHPO) on previously surveyed resources and relevant historic contexts. One previously surveyed resource, N-1598, is located within the APE. Each resource built prior to 1954 was photographed using 35mm black and white photography, including the resource previously surveyed. Upon completion of the field investigation, the six resources identified within the project APE were evaluated for their potential eligibility for listing in the NRHP. Delaware CRS numbers were assigned to the resources. The resources are mapped on the Plan View (see Figure 2).