

**TERMINAL PHASE II
ARCHAEOLOGICAL SURVEY**

WORLD WAR I RAILROAD

**U.S. 301, Section 1
Project Development**

**St. Georges Hundred
New Castle County, Delaware**

Agreement 1416, Task 9, Part 1

**prepared by:
Archaeological and Historical Consultants, Inc.**

**prepared for:
Delaware Department of Transportation**

February 2011

TERMINAL PHASE II ARCHAEOLOGICAL SURVEY

WORLD WAR I RAILROAD

U.S. 301, Section 1 Project Development

**St. Georges Hundred
New Castle County, Delaware**

Agreement 1416, Task 9, Part 1

**PREPARED FOR:
Delaware Department of Transportation**

**PREPARED BY:
Archaeological and Historical Consultants, Inc.
Wendy Zug-Gilbert, Principal Investigator**

February 2011

A Terminal Phase II archaeological survey was completed for the Delaware Department of Transportation (DelDOT) for a World War I Railroad associated with the U.S. 301 Project Development in New Castle County, Delaware. The railroad corridor was identified during Phase Ib survey of Section 1 of the project and recorded as the Mt. Pleasant to Port Penn Railroad (CRS N145191). Terminal Phase II archaeological survey was performed to discover the original purpose of the former rail line and how it functioned in the overall World War I war effort.

The railroad was designed and built under contract to the U.S. Army in the summer and fall of 1918 by the Marlin-Rockwell Bomb Loading Company. The line was to connect the proposed Marlin-Rockwell bomb loading plant at Port Penn on the Delaware River to the Pennsylvania Railroad at Mt. Pleasant, 8.5 miles to the west. The line never fulfilled its purpose because the war ended and the Army cancelled the plant construction contract. The majority of freight the line hauled consisted of construction materials, such as lumber, brick, steel, and terra cotta tiles. Later, after the war ended, the access line was used to haul materials off of the site for salvage. The rails and ties had been removed by the mid-1920s, and the right-of-way had reverted to its former owners. Because the rail line did not play a significant role in the World War I war effort, it is considered not eligible for inclusion in the National Register of Historic Places.

TABLE OF CONTENTS

ABSTRACT.....	ii
TABLE OF CONTENTS.....	iii
LIST OF FIGURES AND TABLES.....	iv
1.0 INTRODUCTION	1
2.0 PROJECT DESCRIPTION.....	4
3.0 MT. PLEASANT TO PORT PENN RAILROAD	5
3.1 As-Built Conditions	5
3.2 Current Conditions.....	5
4.0 RESEARCH DESIGN	15
4.1 Research Goals.....	15
4.2 Research Methods.....	15
5.0 RESULTS	17
5.1 Historical Context of Railroads and Industry in WWI Mobilization.....	17
5.2 History of the Mt. Pleasant to Port Penn Railroad.....	21
6.0 SUMMARY	27
7.0 BIBLIOGRAPHY.....	28

LIST OF FIGURES AND PHOTOS

<i>Figure</i>	<i>Page</i>
1 Vicinity of the U.S. 301 Project, showing the former corridor of the Mt. Pleasant to Port Penn Railroad and the project APE.....	2-3
2 1937 Aerial photography showing the former corridor of the Mt. Pleasant to Port Penn Railroad	6-8
3 General cross-section of the former grade of the Mt. Pleasant and Port Penn Railroad, taken within the U.S. 301 Project APE.....	9
4 Proposed designs for a residential development associated with the Marlin-Rockwell bomb loading plant near Port Penn, 1918.....	24

<i>Photos</i>	<i>Page</i>
1 View along the approximate route of the railroad spur-line, looking west toward the modern residential construction along Ratledge Road. This section, which is outside the APE, has been returned to farmland	10
2 View southeast along the former railroad corridor from within the APE. There is no trace of the grade within the cultivated field, but its route is visible as the gap in the treeline at the edge of the field.....	10
3 The railroad grade is visible heading southeast into a woodlot, just west of the APE	11
4 The railroad grade is clearly intact within this woodlot, which is just west of the APE. View looking southeast along the former corridor	11
5 View of the railroad grade within the APE, looking southeast. The grade is slightly raised with a water-filled borrow pit on the left (north) side	12
6 View northwest along the railroad grade segment within the APE	12
7 View of an ice-covered borrow pit along the north side of the former railroad corridor within the APE. Looking east from the grade.....	13
8 Looking west towards the woodlot where railroad grade is preserved, showing approximate location of the corridor. Taken from the cultivated field within the APE	13
9 This view shows the approximate location of the shovel test and cross-section measurements. Looking east near the west end of the APE	14