



HARBESON DEL

US 9 AND SR 5 INTERSECTION
IMPROVEMENTS PROJECT
HARBESON, SUSSEX COUNTY, DELAWARE

ARCHITECTURAL SURVEY AND EVALUATION
*(Delaware Department of Transportation Contract #T201100901/
Federal No. STP-S018(11)/Agreement #1536, Task 5)*

prepared for
DELAWARE DEPARTMENT OF TRANSPORTATION
DOVER, DELAWARE

and
FEDERAL HIGHWAY ADMINISTRATION,
DELMAR DIVISION
DOVER, DELAWARE

by
JOHN MILNER ASSOCIATES, INC.
WEST CHESTER, PENNSYLVANIA

JULY 2014

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prepared for

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and

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ABSTRACT

JMA (John Milner Associates, Inc.) conducted a historic architectural survey and evaluation at the intersection of US 9 and SR 5, as part of the Federal Highway Administration's (FHWA) Highway Safety Improvement Program. This project is subject to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36 CFR Part 800. JMA was retained by the Delaware Department of Transportation (DelDOT) to prepare the necessary cultural resources documentation as part of the environmental documentation process. All work was conducted in association with DelDOT and the Delaware State Historic Preservation Office (SHPO).

Due to the history of high accident rates at the existing intersection, current project plans call for the reconfiguring of intersection US 9 and SR 5 in Harbeson, Sussex County. Improvements will include expanding the roadway width at the intersection and restriping the roadway to include separate through, right turn, and left turn lanes in each direction. In addition, drainage improvements are anticipated to include a storm water management pond. Utility relocation and new signage are also expected. The area of potential effects (APE) is defined as all tax parcels containing historic resources that have the potential to be directly or indirectly impacted within or near the project area, along US 9 (Lewes Georgetown Highway) and SR 5 (Harbeson Road), a survey area totaling 55.78 acres. Land use in this area includes residential, institutional, and commercial resources.

During the current historic architectural investigation, 27 individual properties were identified and surveyed. Eighteen of these properties had been previously surveyed (S03531-03534, S03564-03567, S03569-03574, S03645, S08502-S8504), and updated survey documentation was prepared. Of the surveyed properties, two are recommended eligible for listing in the National Register of Historic Places as components of a single complex: the Beaver Dam Cemetery/Harbeson Cemetery (S03531); and the Beaver Dam Methodist Protestant Church/Harbeson United Methodist Church (S03567). A potential historic district for Harbeson is also proposed; seven of the individual properties within the US 9 and SR 5 Intersection Improvement Project APE are likely to be contributing elements to this district. The remaining 25 properties are recommended not eligible.

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1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

JMA (John Milner Associates, Inc.) conducted a historic architectural investigation as part of an environmental assessment associated with proposed improvements (expanding the roadway, restriping, utility relocation, new signage, and drainage improvements) at/near the intersection of US 9 and SR 5 in Harbeson, Delaware. Harbeson is a small village in east central Sussex County (Broadkill Hundred), situated ca. 6 miles east-northeast of Georgetown and ca. 9 miles west-southwest of Lewes. The historic architectural investigation was conducted between July and November 2012.

JMA was retained by the Delaware Department of Transportation (DelDOT) to prepare the necessary cultural resources documentation as part of the environmental documentation process. All work was conducted in association with DelDOT and the Delaware State Historic Preservation Office (SHPO). The purpose of the investigation was to identify all historic-period architectural properties within or immediately adjacent to the area of potential effects (APE), and to evaluate their eligibility for listing on the National Register of Historic Places (National Register). Historic-period, for the purposes of this investigation, is considered anything built in 1963 or earlier.

The proposed US 9 and SR 5 intersection improvements will be funded by the Federal Highway Administration (FHWA). Therefore, the undertaking is subject to review in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA; Public Law 89-665; 16 U.S.C. 470 et seq.). The investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983), as well as guidelines specific to the State of Delaware, including the *Delaware Statewide Comprehensive Historic Preservation Plan* (Ames et al. 1987) and the SHPO's Guidelines for Archaeological and Architectural Surveys in Delaware (Delaware State Historic Preservation Office 1993).

1.2 DESCRIPTION OF THE AREA OF POTENTIAL EFFECTS

As part of the identification of historic architectural properties, DelDOT, in consultation with the FHWA and the SHPO, determined an APE, as defined in 36 CFR 800.16:

(d) Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE for the current investigation is defined as all tax parcels that adjoin the project area along US 9 (Lewes Georgetown Highway) and SR 5 (Harbeson Road) (Figure 1).

1.3 PREVIOUS INVESTIGATIONS

DelDOT consulted the municipality maps (the 1960s SPO aerial and tax parcel maps) for Harbeson and copied all relevant Cultural Resource Survey (CRS) forms and photo cards on file at the SHPO. A total of eighteen previously surveyed architectural resources were identified within the APE of the present investigation. All of these previously identified resources are shown in Figure 2.

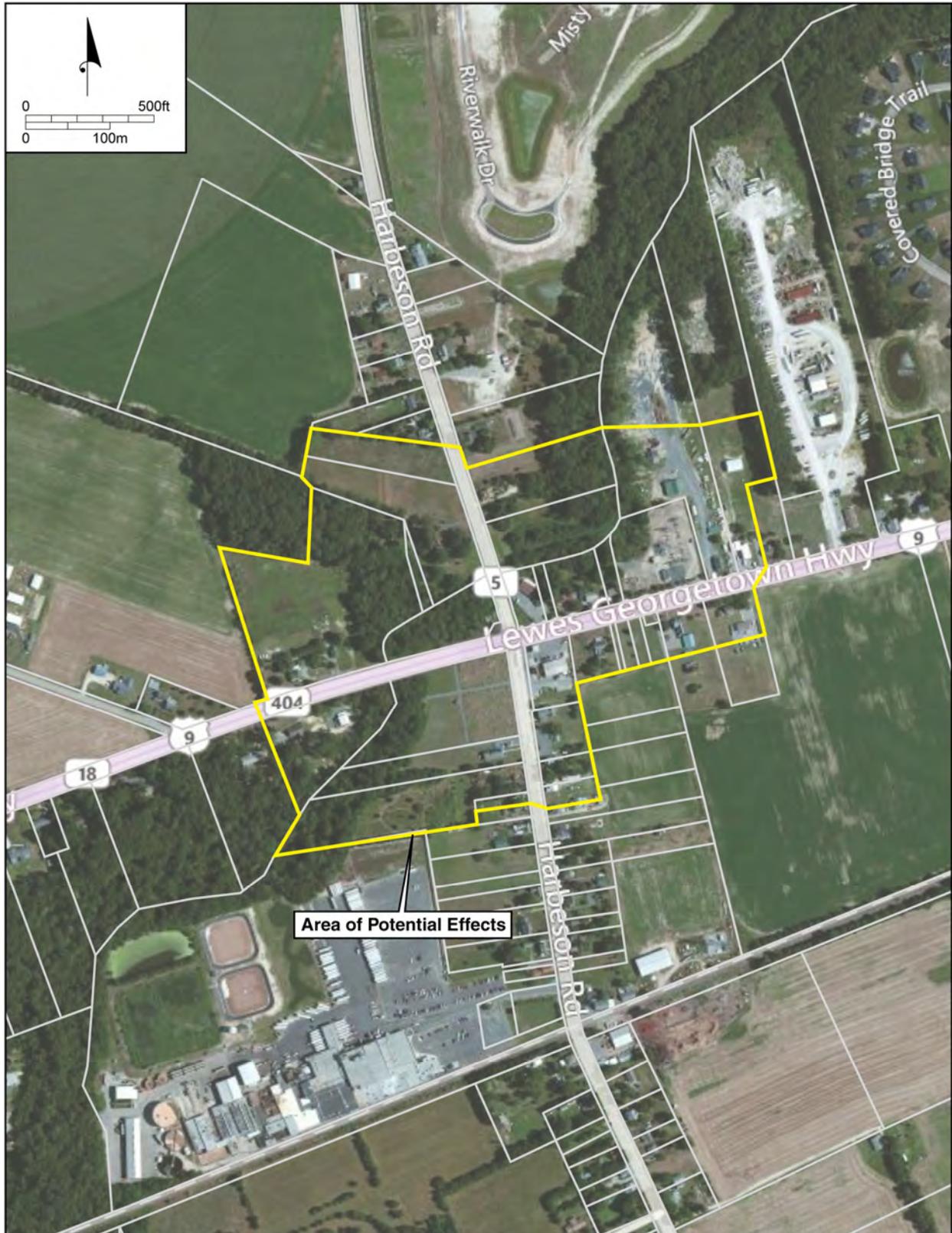


Figure 1. US 9 and SR 5 Intersection Improvements Project APE (Microsoft Bing 2010).

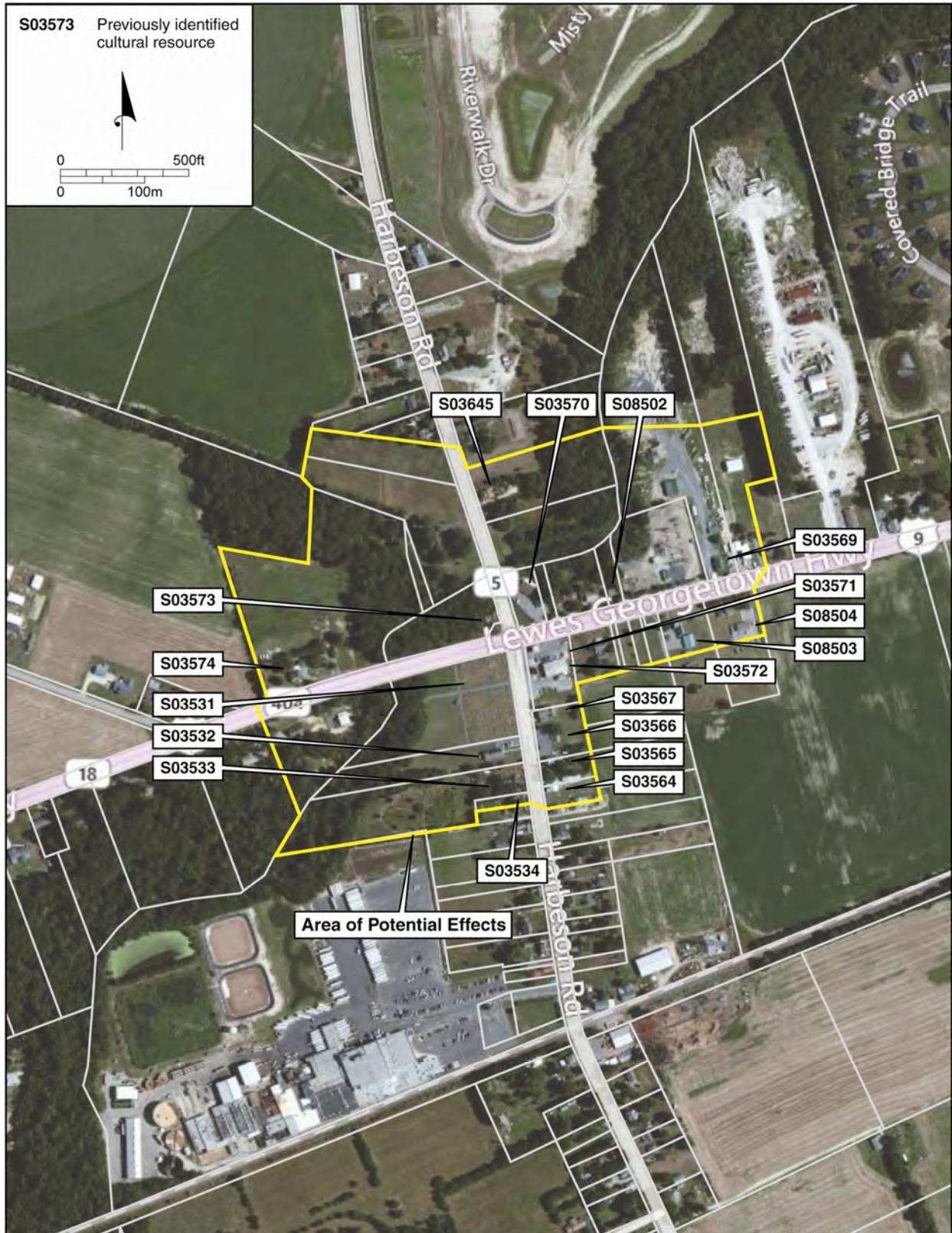


Figure 2. Previously identified cultural resources within the APE (Microsoft Bing 2010).

1.3.1 Cultural Resource Survey of Broadkill Hundred Survey (1983)

This reconnaissance level cultural resource survey was conducted by Kathy Goddard and Alan Hawk for the SHPO (Goddard and Hawk 1983). Applicable CRS forms were filled out, and black-and-white photographs were taken for each resource. Fifteen resources associated with this survey (S03531-03534, S03564-03567, S03569-03574 and S03645) are located within the present APE.

As part of the present investigation, update forms for each of the resources were created. Additionally, each resource was described in-depth, its history was researched, and each was formally evaluated for National Register eligibility.

1.3.2 A Cultural Resources Reconnaissance Planning Study of the Proposed Sussex East-West Corridor, Delaware Routes 404/18 and 9, Sussex County, Delaware (Catts et al. 1991)

This reconnaissance level planning study presents information on cultural resources, prehistoric and historic archaeological sites and historic standing structures for the proposed Sussex East-West Corridor (Route 404). The study categorized cultural resource sensitivity into management units/tables. All previously surveyed historic properties based upon the SHPO site files were located and mapped, as well as potential predicted historic site locations. Appendix II lists all of the historic standing structures within the project corridor and addresses the potential and significance of any associated archeological remains (55). Appendix IV of the report contains a list of un-inventoried standing structures that “are presently standing on sites of historically documented structures—i.e. buildings shown on Beers’ Atlas (1868)—but have not been inventoried by BAHF” (58).

1.3.3 Location Level Historic Resources Survey Sussex East West Corridor Study, Sussex County (Tabachnick et al. 1992)

This survey documents all standing historic properties within a corridor along four proposed alignments of the Sussex County East-West Corridor project. A total of 273 historic properties were evaluated for potential inclusion in the National Register. One hundred eighteen (118) resources were identified and noted in or adjacent to the proposed corridor alignments as potentially eligible for the National Register based on their historical significance (Criterion A) and/or their architecture (Criterion C). The resource types identified and recommended include individual properties, multiple property submissions, and historic districts.

Twelve (12) of the above-noted 273 resources are addressed as part of the present investigation. As of 1992, nine (9) of those had been previously identified (S03531, 03532, 03566, 03567, 03569, 03571, 03573, 03574, 03645) and three were newly identified (S08502, 08503, 08504). A “Harbeson Historic District” was also identified and recommended eligible. Update forms for each of these resources were created, as well as in-depth architectural descriptions, histories, and formal re-evaluations for the National Register.

1.4 METHODS

JMA conducted the evaluation-level survey and historical research for the project between July and November 2012. In total, there were 26 extant individual architectural properties and 1 potential historic district, built prior to 1963 within the project APE.

Properties were mapped in the field on a 2010 Microsoft Bing aerial photograph and were later digitized using ArcGIS 10 software. Exact parcel boundaries were extracted from the Sussex County Parcels shapefile available on the Delaware DataMIL (datamil.delaware.gov). Resource locations were plotted on top of the 2010 aerials projected in the State Plane Coordinate System, NAD 83, Delaware FIPS 700. The spatial accuracy of the properties is high as assessed by the close correlation between the aerial photographs and features observed on the ground.

Previously recorded CRS properties were identified based on their location, information provided in the original CRS forms, and resource photographs on file at the SHPO. All properties were intensively surveyed, which consisted of visiting each property, recording all elevations of each historic structure on the property to gather the information necessary to complete the appropriate SHPO survey forms, and evaluating the property to assess its eligibility for inclusion on the National Register. High-resolution digital photographs in RAW format were taken of building exteriors; these were later converted to TIF files for archiving at the SHPO. When permission to enter a property was obtained, portions of buildings and structures not visible from adjacent thoroughfares were viewed and photographed. SHPO CRS forms were prepared for all properties and are included in Appendix II.

Background information used to develop historic contexts for the investigation was gathered from DelDOT, the SHPO, Delaware Public Archives, the Georgetown Public Library, and Sussex County municipal government offices in Georgetown. Map research included the 1868 Beers Atlas (Beers 1868), early to mid-twentieth-century U.S. Geological Survey topographic quadrangles (USGS 1938, 1944, 1955), and roadway as-built maps on file at DelDOT (State Highway Department 191?, 1923 [a and b], 1926, 1933, 1936, 1953 [a and b], 1956, and 1960). Construction dates for buildings and structures were typically estimated, based upon exterior appearance. When the owner provided an exact or estimated date of construction, this date was noted in the building description.

Of the 27 properties surveyed, all were researched and evaluated for National Register eligibility, the results of which are included in this report. One is recommended eligible for the National Register as it retains and reflects architectural significance. Limits for a possible Harbeson Historic District were identified, but the district was not formally evaluated for National Register eligibility because it extended beyond the project APE. Each of the district buildings within the APE was, however, assessed for contributing status to the district in the event the district should be determined National Register-eligible at a later date. The remaining 25 properties are considered not eligible for the National Register because they lack the integrity necessary to convey any significance they may have once possessed.

Proposed National Register boundaries for recommended eligible properties were based on the significance criteria through which the property qualified, research on historical property boundaries, and the period during which the property obtained its historical significance. National Register boundaries were established using National Park Service guidelines and with guidance from the SHPO and DelDOT.

2.0 HISTORIC OVERVIEW

Delaware's historic past, comprising over three and one-half centuries, has been compartmentalized into seven temporal study units that form the basis of a chronological framework for the investigation of the state's historic resources:

- Exploration and Frontier Settlement (1630-1730)
- Intensified and Durable Occupation (1730-1770)
- Early Industrialization (1770-1830)
- Industrialization and Early Urbanization (1830-1880)
- Urbanization and Suburbanization (1880-1940)
- Suburbanization and Early Ex-urbanization (1940-1960)
- The Modern Period (1960-present day)

A complete historical context organized within these study units for Sussex County may be found in the previous investigations noted in the Introduction chapter of this report (Catts et al. 1991; Tabachnick et al. 1992). Rather than repeat all of the information here, this section focuses on the history of Harbeson.

Harbeson is a small village in Broadkilm Hundred, located between Georgetown and Lewes. The earliest documented settlers in this Hundred were Hermanus and Cornelius Wiltbank who settled near present Milton in 1673. The Clark, Ponder, Fisher, and Paynter families are also known to have been early settlers, owning large tracts of land throughout the area. Early industries of the Hundred included the operation of grist and saw mill, and cotton and bark factories, all of which provided employment and in-turn contributed to the growth and development of small towns and villages (Conrad 1908:711-714).

A 1860s road paper primarily illustrating the northeastern Georgetown Hundred division line also depicts one of the earliest known settlers of/near what would soon thereafter become known as the community of Harbeson. Located near the southernmost point of Broadkilm Hundred, along the northeastern side of the Georgetown Hundred division line, situated within a triangular piece of land south of Dodd Road, is a small rendering of a dwelling noted as the Josiah Peasey residence (DE Public Archives 1860-1863).

Historically, the area was referred to and known as Beaver Dam, also reflected and reiterated in the historic names of some of the local resources like the church, school, and cemetery. To-date no documentation has been located noting the origins of this name; however, a number of locals believe it was because of the rodent activity in the aptly named Beaverdam Branch (Dodd 2012; Lawson 2012; Wagamon 2012).

By 1868, the Beers map of the area denotes two linear constructions, a local crossroads (present US 9 and SR 5) and the railroad. Residential properties in the area included dwellings owned and/or occupied by B. Carpenter, John Sherman, William Prettyman, J.J. Ennis, Harbeson Hickman, J. Virden, P.R. Burton, R. (or H.) Ennis, John Martin, Mrs. F.A. Hunter, S. Warrington, and J. (or A.) Veasey. Other property types included a store (south of the railroad tracks), a Reformers Church (at the southwest corner of the crossroads), and a school, SH 78 (at the northwest corner of the crossroads) (Figure 3).

Within the APE of the present study area are two properties owned and/or occupied by Harbeson Hickman (one east of the crossroads, and one to the northwest side of the SR 5 and railroad intersection), a Reformers Church (at the southwest corner of the crossroads), a school, "SH 78" (at the northwest corner of the crossroads), and a store (south of the railroad tracks) (Beers 1868) (Figure 3).

By 1869 with the establishment of a new railroad station stop between Georgetown and Lewes, the name of the community was changed to Harbeson in honor and recognition of Harbeson Hickman, the wealthy and major landowner of the area that provided for the construction of the railroad and local station on his lands. In that same year, the town also had a post office (Carter 1976:39; WPA 1938:494). The Harbeson train station stood at the northwest corner of the intersection of SR 5 and the railroad tracks, and the post office was located across the street in a dwelling, to the northeast side of the railroad tracks (Dodd 2012).

As understood by a local historian, Hickman's monetary fortune stemmed primarily from his ventures to California during the gold rush (c.1848-1858) from which he returned home wealthy. He bought large plots of land along the southeast side of Harbeson Road (present SR 5), formerly owned by the Harrison family (Dodd 2012). Prior to the Civil War, Harbeson Hickman started a successful cannery [location unknown], and by the late nineteenth century scores of tomato, vegetable, and peach canneries had sprung up throughout the Delmarva area (Carter 2001:182). Between the end of the Civil War and the turn of the century (c.1865-1920), the majority of the population in Sussex County was considered middle class. Based on records from the Bureau of Internal Revenue, in 1864 the two wealthiest individuals in this area of the state were Governor William Cannon of Bridgeville and Harbeson Hickman of Lewes. Both owned large tracts of land. Hickman was also noted as merchant and ship owner (Hancock 1976:87).

By 1890, the community of Harbeson had a Methodist Church, a school, a blacksmith shop, two stores, and ten houses. "The early enterprises which aided its economic growth involved the shipping of great amounts of timber and lumber cut in the nearby forests and sawed at the numerous mills in the vicinity" (Carter 1976:39; WPA 1938:494). Recreational sites - a racetrack and fairgrounds - existed in the late nineteenth century, but both had vanished by the early twentieth century (WPA 1938:494).

As of 1919, Mueller's map of Delaware schools and post offices illustrates a local school in the area (Mueller 1919). The "Beaverdam Sch.88" was located at the southwest corner of the area crossroads. The existence of the Harbeson Post Office was also denoted but its location was not illustrated. The Philadelphia, Baltimore and Washington Railroad (as it was referred to then) is depicted south of the crossroad, with an area station stop labeled "Broadkill Station."

During the early twentieth century, the property utilized by Paramount Poultry, now the Allen Food Company, and setback off the main road to the northwest side of the railroad tracks, originally contained and functioned as a tomato factory. Sometime after 1920 the business/owners and buildings evolved into the poultry business (Dodd 2012). Throughout the 1920s and 1930s, the poultry boom brought a second surge of economic activity to Harbeson (WPA 1938:494).

By 1938, Tour 14 of the WPA's *Delaware: A Guide to the First State* described the area as follows:

The community of Harbeson is located along State Highway 18, a roadway that traverses east-west across the middle of Sussex County (from the Delaware Bay to the western Delaware State Line). The landscape in this part of the county is "flat, sandy plain" with small farms and squared-off sections of loblolly pine trees. At various times of the year, agricultural fields include corn, asparagus, broccoli, apples, peaches, tomatoes, peas, lima beans, and various other cannery-type crops.

Harbeson's built environment is a "hamlet of neat frame buildings."

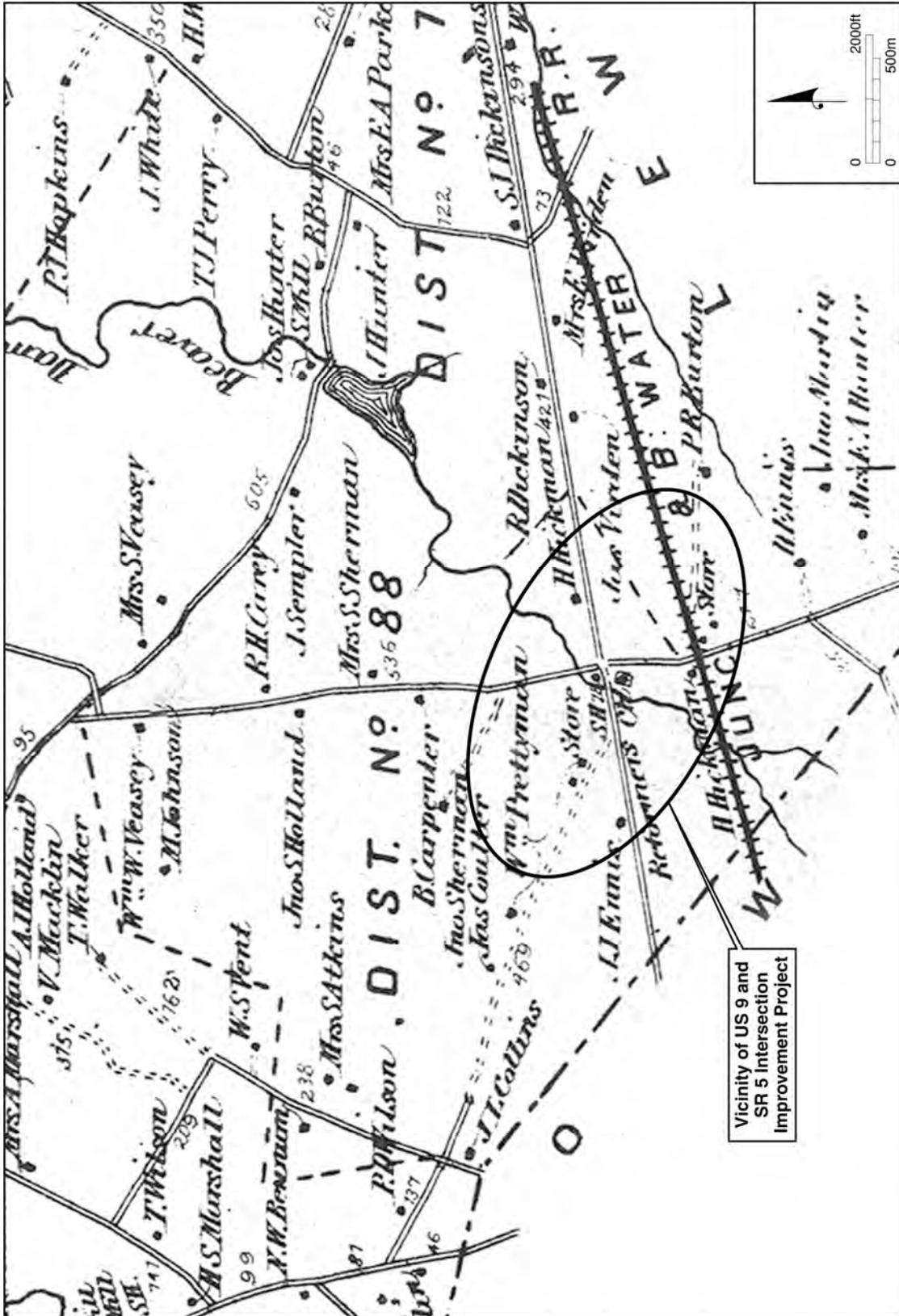


Figure 3. Harbeson as illustrated in the 1868 Beers atlas.

Further, during the 1937 holiday season, hundreds of local and surrounding area residents flocked to Harbeson to admire the Christmas illuminations that the community residents had displayed in their front yards. The illumination extravaganza stemmed from a rivalry that had started between neighbors. So many came to see this unprecedented display that at times the hundreds of cars ended up blocking parts of Harbeson Road and the traversing Highway that lay to the immediate north of town (WPA 1938:492-494).

A USGS map of the area was also published this same year (Figure 4). The community of “Harbeson” is illustrated, as well as the local crossroads (present US 9 and SR 5), a railroad line, and the Broadkill Station. A church is noted at the southwest corner of the crossroad intersection, and a school building to its immediate south (on the west side of SR 5/Harbeson Road). A dense collection of buildings is also denoted in a linear formation, side-by-side, along the west side of SR 5. Only a few constructions are denoted along the east side of the road and along the north side of US 9 (USGS 1938).

Six years later, by 1944, further development appears to have occurred along the west side of SR 5 and along both sides (north and south) of US 9 (Figure 4). By this time, the church is denoted on the east side of SR 5 (its present location), with “Beaverdam cemetery” remaining at the southwest corner of the crossroads (USGS 1944).

By 1955, a little more development is illustrated in the area (Figure 4). A substation is noted along the north side of US 9. Also of note is the visible enlargement of the industry along the northwest side of the railroad tracks further in town. Outbuildings of sorts are also illustrated to rear of building that flank SR 5 (USGS 1955).

A historic aerial of the area taken in 1961 clearly shows the dense development flanking the south end of SR 5 (Harbeson Road), and the development along the northwest side of US 9 (Georgetown Lewes Highway) (Figure 5).

As of the late 1970s, the town’s major industry continued to be poultry (Tabachnick et al. 1992:54). The Allen Food Company, now an Asian-owned company, continues this line of business in a large facility to the northwest side of the railroad tracks (Lawson 2012).

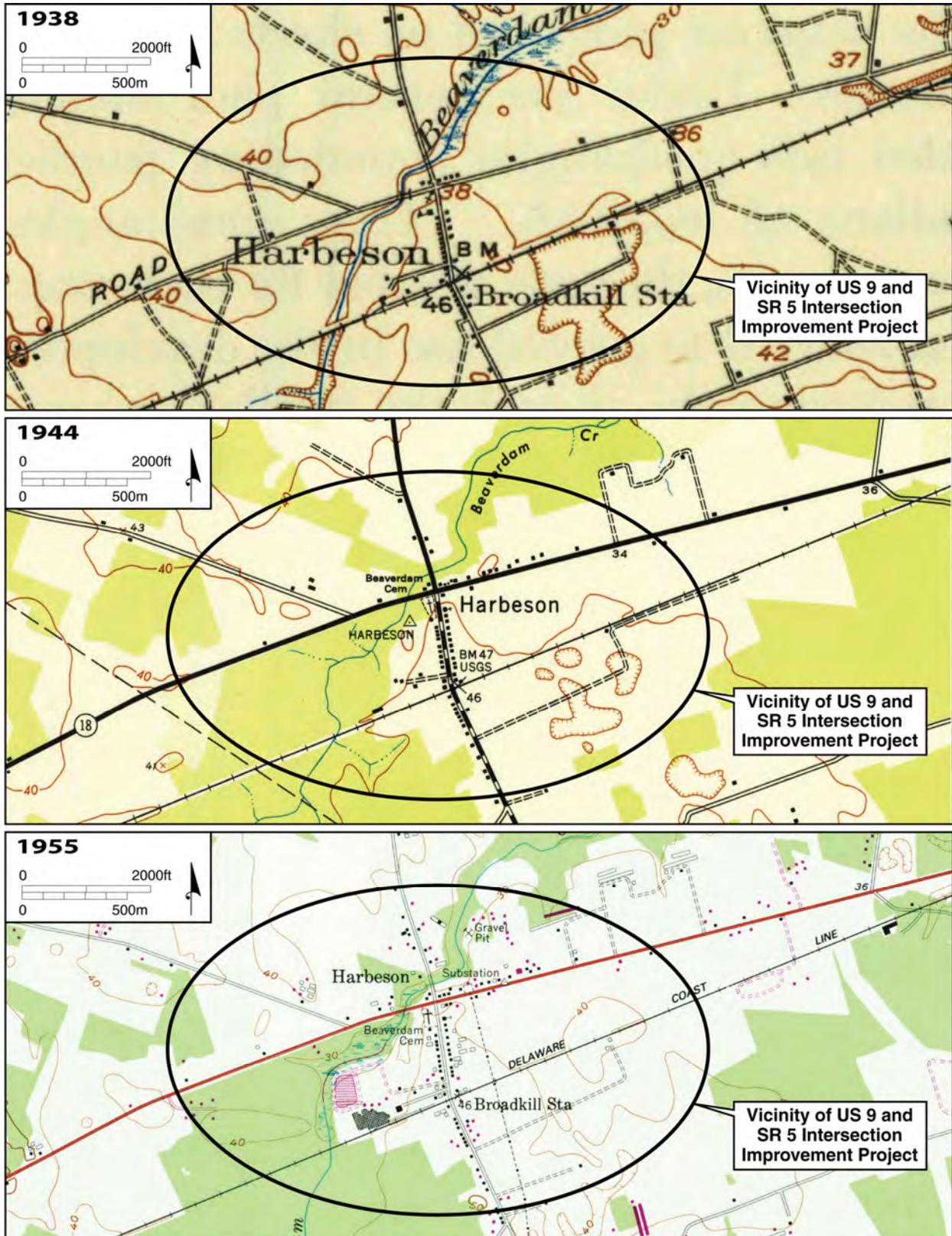


Figure 4. Harbeson and vicinity in 1938, 1944 and 1955 (USGS).



Figure 5. Project APE overlaid on 1961 aerial photograph (Delaware Datamil 1961).

3.0 RESEARCH DESIGN

One of the goals of the current project was to determine through field examination, research, and evaluation which properties containing historic-period buildings appeared eligible for listing in the National Register. Properties were largely evaluated for significance using contexts developed for the U.S. 113 North/South Study (McVarish et al. 2005, 2006); however, other publications and contexts were referenced in parts. The following property types were expected to be present within the APE: commercial properties; institutional and government-related buildings and sites; and residential properties. Eligibility criteria for each expected property type follow.

3.1 COMMERCIAL PROPERTIES

The one commercial building within the APE is an auto roadside garage and a former agricultural feed store. During the early decades of the automotive era, motorists relied upon the filling station to provide gas and oil. When their auto required repairs, car owners generally turned either to the repair facilities being built by major automotive companies such as Packard for service on the cars they produced or to a host of blacksmith shops and independent garages. By the 1920s, the combined filling station and garage began to be widespread although independent repair garages remained and continued to be built (Liebs 1985:102).

Most independent garages were simple buildings, rectangular in plan, built on a concrete slab with recesses for hydraulic lifts. For fire safety, most garages were constructed of concrete block. An office and parts room generally occupied one side of the building, while the remainder contained service bays. Vehicular access to the service bays was provided by roll-down doors in the front wall.

Registration Requirements: Independent garages may be eligible for the National Register under Criterion A for historic themes related to the automotive era.

For eligibility under Criterion B, the garage should be associated with a particular individual who was significantly involved with development of roadside architecture or commerce.

A garage may also be eligible under Criterion C as a derivative to service stations. In order to be considered eligible, a service station must exhibit four or more of the following aspects of integrity: location, design, feeling, association, workmanship, materials, and setting.

Garages may possibly be, though rarely are, eligible for the National Register under Criterion D for information potential if their physical fabric has the potential to yield significant information about construction practices.

Repair garages were located in both rural and more urbanized areas. Some were located far from service stations, and others adjacent to small service stations. To retain integrity of design, a garage should retain most or all of its original massing and fenestration. At least a portion of the components that convey the property's historic purpose, including roll-down bay doors, hydraulic vehicle lifts, and a small, generally corner, office need to be present. Some of these elements may have been replaced, but to retain integrity, the replacements must be similar in character and location to the original. If a service bay addition has been made to the garage, this addition should either be clearly subsidiary to the main block or must meet the 50-year age consideration of the National Register. If a garage has been significantly altered, it still may be eligible if it has remained in continuous use as a repair facility for at least 50 years.

3.2 AGRICULTURAL SUPPORT OPERATION

The one commercial building within the APE is a former agricultural feed store. A critical part of the agricultural economy was and is the feed store, or in some locations, the feed and seed store. It is here that farmers obtain both feed for their livestock and seed for their crops. In early years, these stores were often independent businesses. Now, frequently, they are allied with a chain such as Agway (originally founded as a farmers' cooperative) or allied with a particular product line, such as Ralston Purina. Although the size and configuration of a feed store differs depending on location and period, two types predominate. The earlier, in-town feed store was often a wood-framed, two-story building with a second-story loft into which feed was raised by a pulley system. The first floor contained the store proper.

Later feed stores often had a stepped parapet end gable and a series of loading bays along the side walls with either overhead or sliding doors. Some of these buildings were constructed of concrete blocks, while others were of wood-framed construction and clapboard siding, often sheathed in metal sheet. In both earlier and later feed stores, metal signs with feed company logos were a common part of the exterior decoration.

Registration Requirements: Pre-1960 feed stores are an increasingly rare element in the southern Delaware landscape, as independent feed businesses have become less common. Therefore, a feed store that retains integrity of design, setting, materials, workmanship, and association is likely to possess significance.

Under Criterion A, a feed store may be eligible if it is associated with an event significant in the history of the local area. For instance, such significance may arise from it being the first home of a prominent local business.

Under Criterion B, a feed store may be eligible if it is associated with the productive life of a businessman prominent in the commercial history of a community.

Under Criterion C, a feed store may be significant if it represents an intact or largely intact example of a historic feed store type.

Eligibility under Criterion D is probably less likely. It may, however, be eligible under Criterion D if the building or its components have the potential to yield information about historic feed production and commerce.

3.3 INFRASTRUCTURE

Roadways, and their related infrastructure, are continual works in progress, on local, state, and national levels. Widening and repaving occur, new intersections are created and existing intersections removed, and bypasses are built. The property types most likely associated with and representative of this type of work include road surfaces, signs, culverts and bridges, waysides, rest areas, and landscaping. Two culverts are within the present APE.

A culvert, a structure smaller than a bridge and generally in the form of a concrete or steel tube or pipe, allows water, often water drained from the road, to safely pass beneath the road surface. Pre-1963 culverts are expected to exist primarily on roadways where traffic volumes are lighter. Since the Delaware historic bridge survey (Lichtenstein 2000) did not address culverts, pre-1963 culverts would most likely be identified using as-builts in consultation with the DelDOT engineering staff.

3.4 INSTITUTIONAL AND GOVERNMENT-RELATED PROPERTIES

In the pre-automobile era, public institutional property location was largely governed by accessibility to roads and accessibility to power. For example, governmental related facilities were placed in a central location in the jurisdiction, often at a major crossroads to facilitate easy travel to them. Churches and schools were placed along roads in a position centrally located to the community they served. Institutional and governmental property types represented within the APE include a former school, a church, a cemetery, and former post office building.

3.4.1 Schools

The one school within the APE is a product of school consolidation that occurred during the mid-to-late nineteenth century. Although no school context has been developed for the state of Delaware, the following was collected from the Delaware Public Archives, from a publication titled *Delaware School District Organization and Boundaries* by Roger C. Mowrey, applicable to the present study.

From 1829 to approximately 1900, there was not much standardization in the forms of school districts except for the defining of boundaries by the commissioners in each county. When the General Assembly created or incorporated school districts, the names given to those responsible for the administration of schools were commissioners or board members, or trustees authorized for the various school districts which ranged from a group of four to thirteen. There did not seem to be any standard for the name or the number of the local governing body.

The desire for better education seemed to be evident as there were many laws that were passed which consolidated school districts.

After the Free School Act of 1829 (the first major school code) had been in existence for almost 90 years, discussion arose in many areas of the state concerning the necessity for further improvements in education. In the spring of 1917 a committee of five persons was appointed to survey white and colored schools and report findings and recommendations to the Governor and the General Assembly. On April 14, 1919, the second major school code was enacted.

The 1919 law put some standards into organization of school districts. Two classes of school districts were authorized. The larger and more responsible incorporated districts of the prior era were named “special school districts.” In Sussex County this included Georgetown, Laurel, Lewes and Seaford. These special school districts were endowed with the authority to own and administer buildings, grounds, and equipment; to conduct all grades; to provide free text-books and supplies; to elect a superintendent and a principal; to demand certification of teachers; and to levy taxes with the vote of the people. All other school districts were established as “school attendance” districts and were directly controlled by the State Board of Education through the Department of Public Instruction. However, as soon as two years later, the name of the attendance districts was legislated as a school district (Mowrey 1974:4-5).

Georgetown’s Special School District was created by the General Assembly April 14, 1919. The Beaver Dam No. 88 (Harbeson) school closed April 16, 1937 (Mowrey 1974:10).

Small, wood-frame school buildings (one-room and/or multi-room) were common throughout rural parts of southern Sussex County during the late nineteenth and early twentieth century. A review of the State Board of Education, Sussex County on-line photograph collection via the Delaware Public Archives website indicated that the vast majority appear to have been rectangular, gable-front constructions with

centralized entrances. Some of the entries were sheltered by enclosed vestibules or open entry porches. Among the designs employed in these buildings, most frequently seen were the Greek Revival and Folk Victorian styles.

Registration Requirements. A school has the potential of being eligible under any of the four eligibility criteria. Under Criterion A, it may be eligible for association with an important event or events in the history of education, such as the process of school desegregation or the development of a significant new curriculum. Under Criterion B, it may be eligible for association with an educator, a teacher or administrator, who had an important role in the history of education in the area or state. Under Criterion C, it may be eligible for its architecture, as a notable example of a particular style of architecture. Eligibility under Criterion D is less likely. This eligibility is dependent upon the fabric of the building having the potential to yield important historical insights concerning either building construction or educational processes.

Three key elements to the eligibility of most rural schools tend to be the retention of location, design, and interior integrity. Its location is often important to understanding its context. Further, its location is often complemented by its setting, particularly important in recapturing its sense of history. The school building should also retain its massing, form, and patterns of openings. Non-historic additions can severely change the appearance and proportions of this period. If the addition is part of the public school expansion it is significant to show progress of the school system and is acceptable. Patterns of fenestration are just as important as the actual window. Lastly, the interior spaces reflect character-defining element of the varying types, forms, and periods of these constructions. The small subdivided rooms, if applicable, help retain and convey the resources historic character.

3.4.2 Religious Properties

Although no historic or architectural context has been assembled for Delaware churches, a review of Frank Zebley's (1947) photographs of churches of the state indicates that several forms predominate. Only one church stands within the APE; it was established during the mid-nineteenth century and is of the steepled ell form.

Steepled Ell

The Steepled Ell has a different design than other gabled-end type religious constructions in that it encompasses larger design elements, bolder massing, and large geometric pieces. Even the trim boards are cut to emphasize its geometry: many are wide boards painted in a color that complements the wall such that the trim outlines and frames entire sections of the building. The gables throughout are wide, and each section is typically built up to two stories in height. The large wall spaces are pierced by multiple, side-by-side, elaborate stained glass windows with pronounced mullions. The window surrounds are most often, gothic or peak-head in design.

The prominent four-sided tower sometimes stands alone, but more often is built partially into the wall. Vertically, the tower and lantern, with exposed belfry and spire, are about the same height as the gable on the façade. The tower acts as a vestibule and contains the main entrance, typically paneled double-doors.

Steepled ell constructions were not heavily ornamented buildings. Decorative elements are showcased in its color (whether paint or in the cladding), some trim work, the tower, and the windows. The façade steeple acts as the primary picturesque visual effect. These type churches are typically located in rural, suburban or older residential settings at/near corner-lots or open-spaces where their design features are exemplified best (Gottfried and Jennings 1988:252).

Registration Requirements. A religious property has the potential to be eligible under any of the four National Register criteria. However, if the religious property is significant under one or more of the National Register criteria, it is also subject to the registration requirements of Criteria Consideration A: “A religious property is eligible if it derives its primary significance from architectural or artistic distinction or historical importance.”

Under Criterion A, a religious property can possess significance for any of three reasons: 1) It is significant under a theme in the history of religion having secular scholarly recognition, such as a documented role in the Great Awakening or the scene of a denominational schism; 2) it is significant under another historical theme, such as exploration, settlement, social philanthropy or education; or 3) it is significantly associated with traditional cultural values (National Park Service 1991:26).

Under Criterion B, a religious property can be eligible for association with a person important in religious history, if that significance has scholarly, secular recognition, or is important in other historic contexts. Properties associated with individuals important only within the context of a single congregation and lacking importance in any other historic context would not be eligible under Criterion B.

Under Criterion C, a religious property may be eligible for the National Register for its architectural design or type or period of construction. An example of a type of construction is a camp meeting, while a vernacular church may be eligible if it is a well-preserved example of a historic church type or design (National Park Service 1991:27-28).

Under Criterion D, a religious property may be eligible if it has the potential to yield important historical information. In the case of a building, information potential is most frequently conveyed in a building of early construction date or in a building incorporating unusual construction techniques.

To be eligible for the National Register, a religious property must reflect the appearance of its period of significance. Depending on its area of significance, its setting may or may not be important. Survival of the original historic fabric is important, particularly original windows and doors. If these are replaced, the replacement must be close in appearance to the originals. Additions, such as fellowship halls and educational buildings are common in the evolution of a religious property and do not preclude eligibility provided they do not overwhelm the original portions of the building.

3.4.3 Cemeteries

The cemetery within the APE is representative of a former church cemetery that has evolved into a community cemetery as a result of the move of the church.

Typically, cemeteries consist of stone markers designating graves, aligned in parallel rows. Markers are typically made of either granite or marble with lesser numbers of sandstone markers. Markers take a variety of forms. Older stones are most commonly slabs with lesser numbers of obelisks or columns, urns on pedestals, and other shapes. More recent grave markers are often either low slabs, sometimes triangular in cross section, or flush ground plaques. In some cemeteries, family groupings are designated by delineated plots, often fenced with metal pipe railings. Typically, graves are arranged in parallel rows, although some early cemeteries appear to be more randomly arranged.

Registration Requirements. A cemetery may be eligible under any one or more of the National Register Criteria. Under Criterion A, a cemetery may be eligible if it is closely associated with a significant historical event. For example, a cemetery that contains large numbers of Civil War soldiers may be eligible due to its association with that conflict. Under Criterion B, a cemetery may be eligible if it is the only remaining historic property associated with a person significant in local history. Under Criterion C, a

cemetery may be eligible if it is a notable example of landscape design or its stones represent notable examples of the stonemasons' art. Under Criterion D, a cemetery may be eligible if it has the potential to yield important information about funerary practices.

A cemetery that is nominated individually for Criterion A, B, or C must also meet National Register Criteria Consideration D:

A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

Currently no Delaware cemetery is individually listed in the National Register though cemeteries are included as components of a complex or as a resource in a historic district.

3.4.4 Post Offices

An early twentieth-century former post office, now utilized as a private commercial entity, stands within the APE. Although no historical or architectural context has been developed for post offices for the state of Delaware, a National Register Bulletin, published by the National Park Service, provides some national context for this resource type:

One important service instituted in the late 19th and early 20th centuries included rural free delivery. Long advocated by farmers, rural free delivery began experimentally in 1896 and permanently a few years later, and greatly reduced the isolation of rural areas. Between 1897 and 1908, local governments spent millions to improve roads in order to qualify for rural delivery service.

The 1913 Public Buildings Act, which authorized the construction of a large number of public buildings, prohibited the construction of new post office buildings in communities whose postal receipts totaled less than \$10,000.

The emphasis on economy and efficiency continued during the Depression, when the government rapidly expanded its public works program as a means of stimulating economic recovery and providing work for the unemployed, almost one third of whom were in the building trades. The number of public buildings constructed in the 1930's increased dramatically. Approximately three times the number of post offices were built in this period as had been built in the previous 50 years.

By 1943, construction of non-military buildings, especially post offices, was virtually at a standstill. However, the Federal Works Agency planned for a post-war public building program. The agency studied the character of building materials, designs, and construction methods used during the war years, and gauged the adaptability of the new materials and methods to post-war Federal construction.

After the war, Federal architectural activities were well diffused throughout military and civilian agencies. The Federal Works Agency--with its public buildings design function--was subsumed into the new General Services Administration in 1949. With the Public Buildings Act of 1949, the Office of the Supervising Architect increasingly relied on private architectural firms to carry out public building designs. The Office continued, however, to provide standard designs and guidelines for post office buildings, although the nature of those buildings changed remarkably after World War II. Post offices became prominent examples of the architectural tenet "form follows function." Postmaster General Arthur Summerfield desired utilitarian post office designs

with no extraneous frills, such as exterior entrance steps. New post offices had clean lines and standardized designs for lobby windows, counters, lock boxes, and letter drops.

Another significant difference between pre- and post-war post offices was site design relative to automobile accessibility. After World War II, post offices were located near major roadways or automobile traffic intersections, rather than along railroads or in town centers (Boland 1994:2-5).

The standards of construction and existence were obviously much different for post offices in rural locations/small communities than that in urban locations. No context has been located detailing typical or common architectural constructions of rural post offices; however, it seems that these locales often functioned out of privately owned spaces until federal funds were allocated for separate constructions. Boland states, "In many communities, early post offices were not housed in buildings constructed specifically for postal services, but shared space in residences, stores, or offices." Over time, these postal facilities may have become inadequate and may have had to be replaced and/or be moved (Boland 1994:15). For the community of Harbeson this seemed to be the case given the documentation from DelDOT's state contract records and oral history.

Registration Requirements. To qualify for listing in the National Register, a property must have significance in American history, architecture, archeology, engineering, or culture, and retain integrity of location, design, setting, materials, workmanship, feeling, and association. In addition to a context for post offices, Boland also cites steps to evaluating a post office for the National Register (Boland 1994:6-16):

Six steps designed to reveal whether or not the post office represents one or more significant themes in American history, and whether or not the post office possesses characteristics that would make it a good representative of those themes.

- 1) Obtain information about the specific post office based on physical inspection of the building and on documentation of its history;
- 2) Identify the appropriate historic themes within which the post office should be evaluated, including a geographical context, a particular cultural or historical development, and a specific time frame;
- 3) Outline characteristics the post office possesses
- 4) Evaluate its integrity
- 5) Determine the Need for Special Justification, if applicable
- 6) Evaluate the property

3.5 RESIDENCES

The residential development in the study area historically evolved as portions of former agricultural properties were subdivided into smaller residential lots stemming from the birth and development of a small town. The residential development closest to the heart of the town(s) often reflect common architectural styles, plans, and detail popular during its development. Styles and plans of houses reflect the lifestyles and economic levels of the residents, as well as the influence of the media, including architectural and general interest periodicals and plan books. Other influences include the predilections of local builders and the availability of prefabricated houses manufactured by companies such as Sears Roebuck and Aladdin.

Post-World War II residential construction in the APE, as elsewhere, reflected the influence of widespread economic and cultural trends. Economic trends that resulted in housing construction included public and private financial assistance; increased mobility due to improved roads and increased ownership

of automobiles; general post-war economic prosperity; relocation of jobs away from city and town cores; and economic transition away from agriculture and toward manufacturing and service jobs.

Cultural trends that resulted in residential development included an increased desire to own land; increased dissemination of a suburban ideal of independent ownership of a single-family home; changing living patterns; availability of new materials for home construction; and economic and racial segregation.

Several trends characterize the adaptations of post-World War II housing in Delaware. High style residences are not as common as simpler, small versions. Among the multiple reasons for this trend are economic conditions resulting in the need for rapidly built affordable housing. Within the APE, traditional suburban development appears later than in the more urbanized areas of Dover and north. This may be due to the prevailing rural character of Sussex County and due to the erection of houses along linear corridors and narrow, subdivided portions of farm tracts.

Residences built within the APE represent many of the common house types chronicled in architectural guidebooks and in specialized guides such as *Common Houses in America's Small Towns: The Atlantic Seaboard to the Mississippi Valley* (Jakle et al. 1989).

Among the house types and forms present in the APE are vernacular gothic revival houses, vernacular folk Victorian houses, bungalows, foursquare plan houses, Colonial Revival residences, Cape Cod cottages, and minimal traditional/ranch houses. The high-style origins of many of these designs began during the mid-nineteenth century by the wealthy. More affordable versions of the house types were erected using existing plans disseminated through periodicals and plan books, as well as plans obtained by builders and, in some cases, distributed through lumber yards or financial institutions. These designs received regional or national notoriety and distribution.

Most of the house styles/types and forms in the APE represent common nineteenth- and twentieth-century designs. For this reason, most examples, even those that retain a high degree of integrity, do not possess the requisite level of significance to be eligible for their architecture. The following registration requirements define characteristics that must be present to convey significance.

Because of the number and pervasiveness of recent house styles, such as the ranch or minimal ranch, only those examples unchanged from their original design are considered to retain integrity. For older residences, some degree of alteration is to be expected. In these house types, integrity is dependent on the presence of diagnostic features and the conveying of strong associations with the original period of construction.

3.5.1 Vernacular Gothic Revival (1870s-1890s)

This vernacular house type spanned a long history, emerging predominantly from the application of its gables. During the late nineteenth century the narrow gable, the most identifying element of the style, was featured over the front entrance (porch and/or main roof ridge), and was pierced by a small decorative window, oftentimes with a gothic or peaked-head. Over time this steeply pitched component was widened and began to function as a dormer. Replacement window types and sizes also changed with the times. Typically, this frame construction was rectangular in shape, with the wide side of the design toward the street. The exterior was most often covered in clapboard siding, with decorative shingles being featured in the gable ends during the later years. The fenestration of this design was symmetrical. Porches were often featured across the facades, with decorative elements such as brackets and stickwork ornaments which came over time. The interior of this house type had a central hall plan with four rooms to each floor.

Registration Requirements. To be eligible for the National Register under Criterion A, the house must either be associated with an important historic trend or a particular historic event. It is anticipated that few, if any, Vernacular Gothic Revival houses will possess these associations. To be eligible under Criterion B, the house must have been closely associated with the productive life of an individual significant in the history of the local area. It is also anticipated that few, if any, of these house types will possess these associations.

Eligibility of the house under Criterion C is more likely. Such a property must represent a significant example of a type or period of construction. To be eligible for its architecture, a Vernacular Gothic Revival dwelling must possess the key characteristic element of the style: a centralized gable. Additional elements such as gothic or peaked-headed windows, gabled returns, clapboard and/or decorative shingled siding, a full-width porch supported by square posts, with brackets and other decorative elements, and symmetrical fenestration would add to its significance. Integrity is dependent upon survival of its original elements such as brackets and windows, as well as survival of the original or historic cladding. Additions are acceptable providing they do not obscure the primary side(s) and are not out of character with the scale of the remaining portions of the house.

Eligibility under Criterion D is dependent upon the information potential of the house fabric. Without interior investigation of finishes, woodwork, and framing elements, the information potential cannot be completely assessed. Therefore, it is likely that Criterion D eligibility cannot be definitively addressed at the typical survey level.

3.5.2 Vernacular Folk Victorian (1870-1910)

Vernacular Folk Victorian houses are common within Sussex County. These dwellings are typically simply folk house forms (gabled-front, gabled-front with wing, side-gabled, or pyramidal) with Victorian decorative detailing, less elaborate than the high-style design being mimicked. The primary areas of detailing typically appear to be the porch and cornice lines. Ornamentation may include imbricated shingles in gable peaks, tripartite attic windows, and full-width or wraparound porches with turned posts, post brackets, or spindlework friezes. Fenestration is typically symmetrical and often consists of two-over-two, double-hung sash windows. Bay windows are sometimes present, particularly on the façade wall. Such houses are typically of wood-framed construction.

Registration Requirements. To be eligible for the National Register under Criterion A, the house must either be associated with an important historic trend or a particular historic event. If a farmhouse, the agricultural history of the property should be investigated to determine whether it possesses such associations. To be eligible under Criterion B, a dwelling must be associated with the productive life of an individual significant in the history of the local community.

To be eligible under Criterion C, a house must constitute a notable local example of a Victorian vernacular house. It must be better preserved than the typical example, retaining all major defining elements such as the porch, projecting bays, original or historic siding, imbricated sheathing within the gable peaks, and verge board ornamentation. Retention of the original windows or fenestration patterns is a necessary aspect of integrity of materials. Alterations must be minimal and the Victorian vernacular character of the house clearly present.

Eligibility under Criterion D is dependent upon the information potential of the house fabric. Without interior investigation of finishes, woodwork, and framing elements, the information potential cannot be completely assessed. Therefore, it is likely that Criterion D eligibility cannot be definitively addressed at the typical survey level.

3.5.3 Bungalow (1910s-1930s)

According to architectural historian Anthony King, the bungalow is America's first "distinctively national type" of house. It was one of the first common house ideas in the United States to break regional boundaries and gain acceptance almost everywhere. Based upon Arts and Crafts ideas, it enabled an inexpensive house to be built with open flowing spaces that appealed to Americans of modest means.

The bungalow grew in popularity as a result of prefabricated houses and the national media. The prefabricated houses, offered by Sears, Roebuck and Company, departed substantially from Arts and Crafts ideas. While William Morris and Gustav Stickley and others encouraged hand craftsmanship, the bungalow became the epitome of machine-made housing. The national media, including such magazines as *The American Architect*, *Good Housekeeping*, *Architectural Record*, *Country Life*, and *Ladies Home Journal* provided both photographs and floor plans of bungalow designs (Jakle et al. 1989:172-173).

Bungalows began to be built in the United States at about the turn of the twentieth century, became popular during the 1910s and remained popular through the 1930s (Noble 1984:146-147). Characterized by low silhouettes and low pitched overhanging roofs with inset front porches, bungalows were constructed both in the suburbs of the northern portion of the state and in more rural areas of Kent and Sussex counties. Bungalows were viewed as economical dwellings with easily built designs that appealed to both urban and rural residents. It was not uncommon for some, if not all, of the building materials to come from local mills (Mulchahey et al. 1990).

Bungalows in Delaware are typically three-bay, one- or one-and-one-half story houses of wood-framed, brick, stone, or concrete-block construction, or a combination of these materials. Wood-framed bungalows are often shingled, although clapboards are also frequently used as exterior cladding. A common feature of the bungalow is its low-pitched shallow roof with deep overhanging eaves supported by substantial brackets. The roof may be oriented with its ridge line either parallel or perpendicular to the street. Exposed structural members, such as rafter ends, are also typical. A deep porch with flared base nearly always extends across the façade and is supported by corner pillars. Pillars are often battered and may be constructed either of the same material as the dwelling or of a contrasting material, such as stucco or concrete. The porch roof may be cross-gabled or pyramidal but is most typically shed (Lanier and Herman 1997:179-180).

Gable-front "box" bungalows are usually one-and-one-half stories in height with a full-width, usually hip-roofed front porch. In some less elaborate, vernacular examples, the porch roof may take a shed configuration. This porch extends from the front wall of the house rather than being recessed as is often the case with side-gabled bungalows. Craftsmen elements may include exposed rafter tails, brackets, and battered wood box columns, often elevated on high plinths. Sometimes these dwellings may incorporate side cross gables.

Other examples of bungalows are more elaborate, drawing elements from classic California bungalows. These examples may include contrasting materials, such as wood shingles and rubble stone, one of more cross gables, partial width front porches, exposed rafter ends at unboxed eaves and knee-braced exposed beams at the gables. Fenestration may use three-over-one, four-over-one, six-over-one, or eight-over-one windows, as well as casement windows.

Bungalow plans often included fireplaces with rustic hearths. Plans also frequently included such built-in furniture as cupboards, buffets, bookcases, and window seats. Mulchahey et al. reported that a sampling of house plans published between 1910 and 1924 indicated that the average bungalow had five or six rooms including living rooms, dining room, kitchen, two or three bedrooms plus bath. Half had built-in buffets while about a third had built-in window seats or bookcases (Mulchahey et al. 1990:8-8). Because

interiors of dwellings were not viewed during the present survey, the character of furnishings and interior woodwork was unable to be assessed.

Most bungalows constructed in rural settings often adapted suburban design elements. At times, they were constructed on small lots along the roadway, often with sidewalks leading to the front doors and hedges marking property boundaries. Builders often treated rural roads as if they were streets and constructed an architectural form that followed a suburban, rather than a rural, pattern in size, orientation, and use of space. There was a clear contrast with neighboring farm houses which were generally set back further from the road and surrounded by domestic and agricultural outbuildings (Mulchahey et al. 1990).

Registration Requirements: To possess significance under Criterion A, the bungalow must be representative of an important historical trend. A development of bungalows that represents the first suburban neighborhood in an area or region may be eligible. Individual eligibility requires that innovative building technology be present on the exterior or interior, or that the building exemplify important achievements of architecture/engineering. Eligibility under Criterion B requires association with the productive life of a historically significant individual. To be eligible under National Register Criterion C, a house must be a notable example of the architecture of its time, often an architect-designed example of this house type, possessing diagnostic elements of the Craftsman style such as a shallow-pitched roof, overhanging eaves, and a wide porch extending across the façade, squat, often battered porch posts, contrasting materials, exposed rafter ends, eaves brackets, and multi-light double-hung sashes. The significance of the dwelling is enhanced if the eaves are supported by brackets and if its design includes a bay window. Covering of original siding materials with historic replacement siding, such as clapboards or cement-asbestos shingles, may be acceptable if the building maintains its original design, materials, workmanship, and massing. Open or enclosed front and rear porches are integral components of a bungalow. To be eligible, a bungalow should retain its original porch(es). Replacement windows may have been installed. However, the original fenestration pattern should remain. Bungalows should retain the original door placement if not the door(s) itself/themselves.

The interior plan of a bungalow is characterized by a compact, informal arrangement of adjacent rooms with spaces that flow together (Lanier and Herman 1997:48). Bungalows often included fireplaces with rustic hearths, as well as built-in furniture such as cupboards, buffets, bookcases and window seats (Mulchahey et al. 1990:8-8). The interior plan and interior furnishings of an eligible bungalow will be basically unchanged. Because building interiors were not included in this survey, the applicability of these interior criteria to bungalows of southern Sussex County could not be assessed.

Eligibility under Criterion D requires that the property possess information potential in the existing building fabric. Few, if any, of the bungalows in the APE are expected to meet any of these eligibility criteria.

Changes in use do not automatically disqualify a bungalow from eligibility. However, to be eligible, a bungalow must still retain integrity and distinctive exterior stylistic elements. Because of the commonness of the bungalow type throughout much of the United States, National Register eligibility requires more than retention of integrity.

3.5.4 Foursquare (1900-1920s)

The foursquare, also known as the American Foursquare, emerged as comfortable, space-efficient housing for middle class families. During the Victorian era, it was fashionable to build complex, highly ornamented dwellings with complicated floor plans with many small rooms, hallways, and stairways. By the turn of the century, many homebuilders were seeking easier to erect, more economical forms for America's middle class.

The foursquare dominated suburban neighborhoods through the first decades of the twentieth century. The square form made the houses especially practical for narrow city and suburban lots. Its plan, generally consisting of four square rooms above three square rooms and an entrance hall eliminated the need for long hallways and made efficient use of interior space. In addition, the simple symmetrical foursquare was less costly to build than complicated Victorians. Mail order companies also favored foursquares for pre-cut “kit” homes (Pollock n.d.; Craven 2004).

Along with the bungalow, the foursquare is the most common early twentieth-century house type in Delaware and much of the remainder of the eastern United States. Foursquare dwellings are generally two stories in height, constructed in a cubic shape and crowned by a hipped or pyramidal hipped roof. Some foursquares have four dormer windows, one projecting from each roof slope, while others feature a single dormer projecting from the front roof slope. Dormers are typically hipped in shape. Other common exterior features include a single-story porch with substantial columns or posts extending the width of the front elevation, a window designed to provide light for the stairway located midway between the first and second floors on an exterior side wall, and side bay windows (Lanier and Herman 1997:182). Some foursquares lack exterior ornamentation, while others may be stylistically associated with the Colonial Revival, Craftsman, or Prairie styles (Wyatt n.d.:30). Foursquares are most commonly built using wood-framed construction, but were also built of brick and sheathed in stucco.

Registration Requirements. A foursquare house must be a two- or two-and-one-half-story, hip-roofed house of a simple square or nearly-square plan and elevation. It should be a plain, substantial building with a porch across the front. Its eligibility is strengthened if it has dormers as an additional feature (Chase et al. 1992:62).

To possess significance under Criterion A, the foursquare must exemplify an important historic trend or event. The historic associations must be convincingly conveyed by the appearance of the present building. Eligibility under Criterion B requires association with the productive life of an individual important in the history of a community or area. Eligibility under Criterion C requires architectural distinction. An eligible foursquare will be more elaborate and better preserved than the average foursquare in a particular area. Stylistic elements that contribute to significance under Criterion C are derived from the Prairie, Craftsman, or Colonial Revival styles. Elements typical of the Prairie style include elaborate main entries, geometrically-patterned window glazing, and paneled square porch posts. Elements typical of the Craftsman style include battered porch posts, multi-light double-hung sashes, and exposed rafter ends. Elements typical of the Colonial Revival style include elaborate pedimented door surrounds, often with fanlights, single or paired classical column porch posts, and occasionally, pedimented dormers. Eligibility under Criterion D requires that the property possess information potential in the existing building fabric. Few, if any, of the foursquares in the APE are expected to meet any of these eligibility criteria.

To be eligible for the National Register, a foursquare must possess at least four aspects of integrity, including location, design, setting, materials, workmanship, feeling, or association. All diagnostic elements must be present and visible. Window or door replacements, if present, must retain the character of the original windows and doors. Resheathing in modern materials is acceptable only if the resheathing occurred more than 50 years ago.

3.5.5 Colonial Revival (1890s-1940)

The genesis of the Colonial Revival style in the United States has been traced back to Philadelphia’s Centennial Exposition. Shortly after the exposition awakened interest in Colonial architecture, prominent architects traveled around New England to study buildings of the Colonial era. The result was grand

mansions for the wealthy, not historically correct copies, but free interpretations with details inspired by colonial precedents.

During the first decades of the twentieth century, the Colonial Revival became a more common style for middle class houses. The later examples are generally simpler than earlier examples, incorporating design influences rather than copying architectural elements of Colonial prototypes (McAlester and McAlester 1997:326). Of the varying types, the side-gabled subtype is represented in the present APE. This type is most simply described as two-story rectangular-block construction covered by a side-gabled roof. Its details tend to be exaggerated prior to 1910 and more “correct” thereafter. This type predominates after the 1910s. Identifying features include accentuated front entries with gabled porch elements and/or decorative door surrounds such as, pilasters, fanlights, sidelights, symmetrical facades with centralized doors, and windows with double-hung sashes and multi-pane lights (McAlester and McAlester 1997:321-322)

Registration Requirements: A Colonial Revival house should present a symmetrical organization. It should be a two or two-and-one-half story, three, five or seven bay, side-gabled dwelling generally with symmetrical fenestration. Although materials may vary, a Colonial Revival dwelling’s significance will be enhanced if it includes decorative details such as a pilastered entry with sidelights and fanlight or transom and windows ornamented with shutters. A dentilled cornice is sometimes present on more elaborate examples.

To possess significance under Criterion A, the house must exemplify an important historical trend or event. The historical associations must be convincingly conveyed by the appearance of the present building. Eligibility under Criterion B requires association with the productive life of an individual important in the history of a community or area. Eligibility under Criterion C requires architectural distinction. An eligible Colonial Revival house will be more elaborately detailed and better preserved than the average Colonial Revival house in a particular area. Stylistic elements present in an eligible Colonial Revival house may include elaborate door surrounds, often with transom, fanlights or sidelights, original windows, often multi-light-over-one, original open end porches, boxes cornices ornamented with dentils or modillion blocks, and pedimented gabled dormers. Eligibility under Criterion D requires that the property possess information potential in the existing building fabric. Few, if any, of the houses of this style in the APE are expected to meet any of these eligibility criteria.

Eligible Colonial Revival houses should retain integrity of the majority of these aspects: location, design, setting, materials, workmanship, feeling, and association; and should not have significant unsympathetic additions to any elevation that obscure the original form and function of the dwelling. Porches may be screened in, but in-filled porches that were originally open generally preclude eligibility. Dwellings should retain their original window and door location and window sash arrangements even if they do not retain their original windows or doors.

3.5.6 Cape Cod (1930-1950s)

In basic form, the Cape Cod is a simple, side-gabled cottage with diagnostic attic dormers. It represented a more affordable version of most Colonial Revival types. In this way, it represented a successor of the bungalow and appealed to the same demographic group, providing a small, economical, yet old fashioned house. The Cape Cod received national publicity through books such as *Houses for Homemakers* by Boston architect Royal Barry Wills.

The Cape Cod house came to its greatest popularity in the 1940s and 1950s as GIs returning home sought to buy houses for their families. Plans for Cape Cod homes by Wills and other architects were circulated

nationally through the “House of the Month” scheme, which distributed plans and models to banks and savings and loans all over the country. In addition, planned developments such as Levittown, New York featured Cape Cod houses (National Association of Realtors n.d.).

This one-and-one-half story dwelling is typically three bays wide with a steep side-gabled roof. A distinctive feature is the presence of two or sometimes three, gabled dormers that pierce the front roof slope. The Cape Cod is most frequently of wood-framed construction with a clapboard exterior, although brick and stucco are also used. The dwelling is usually symmetrical with a central entry flanked by a pair of windows on either side. The entry is frequently ornamented with a pediment and pilasters and occasionally a transom and sidelights (Chase et al. 1992:50). In less elaborate examples, the main entry is sheltered by a gabled hood. Another Colonial Revival detail present on some examples is a dentilled cornice.

Registration Requirements: A Cape Cod must be characterized by a side-gable orientation with a steeply pitched roof pierced by two or three gabled dormers. The eligibility of a house of this style under Criterion C is strengthened if the dwelling is symmetrical in design, has traditional classical decoration around the door, and has ornamental shutters at the windows (Chase et al. 1992:63).

To possess significance under Criterion A, the house must exemplify an important historical trend or event. The historical associations must be convincingly conveyed by the appearance of the present building. Eligibility under Criterion B requires association with the productive life of an individual important in the history of a community or area. Eligibility under Criterion C requires architectural distinction. An eligible Cape Cod will be better preserved than the average Cape Cod in a particular area and will exhibit the diagnostic elements of its building type. These elements include elaborated entrances, often with pilasters and a patterned transom, symmetrical fenestration with multi-light, double-hung sash windows, ornamental shutters, and symmetrical, often pedimented, front dormers. Eligibility under Criterion D requires that the property possess information potential in the existing building fabric. Because most Cape Cods in southern Delaware are inexpensive vernacular residences, few, if any, of the Cape Cods in the APE are expected to individually meet any of these eligibility criteria. Individual Cape Cods in a group of similar dwellings may be eligible as components of a historic district.

To be eligible for the National Register, a Cape Cod must possess integrity of design, materials, workmanship, and association. All of the original diagnostic elements of the type must be present and unaltered including ornamental shutters. The house must not have been re-sheathed unless the re-sheathing occurred more than 50 years ago. Additions, if present, must not have been made to the primary elevations of the house. Any addition must be substantially smaller in scale than the main house block.

3.5.7 Minimal Traditional (1946 - present)

The minimal traditional style was a simplified form of the pre-war popular Tudor style that flourished during the 1920s and 30s. Like the Tudor, most minimal traditional constructions adopted the noticeable front gable and massive chimney. High roof pitches were lowered and the façade was simplified. A big picture window was added to show off newly purchased furniture, but the size of other windows was reduced to preserve the illusion of privacy. Aspect of the interior such as the attic was reduced to little more than a crawl space. In many areas, these nondescript “ranchettes” followed one another in an endless stretch of nearly identical houses. Well known post-war developers such as William Levitt largely contributed to the nationwide boom of this style of construction and sought to build good, low-cost housing for the millions of people who wanted to own their first house in the postwar economic boom period (McAlester and McAlester 1997:477; Split Level.net 2004).

Like the standard ranch, the minimal traditional is a simple, single-story, rectangular house. Unlike the standard ranch, garages are not attached or integrated, but are self-standing structures when they exist. A small dwelling of five rooms or less, the minimal traditional resembles an elongated double-pile cottage. Window treatment, especially the use of picture windows or horizontal bands of double-hung windows, conveys the ranch allusion. The minimal traditional has a side-gabled roof and little or no overhanging eave (McAlester and McAlester 1997:478; Jakle et al. 1989:187).

Registration Requirements: To possess significance under Criterion A, the residence must be representative of an important historical trend. A development of houses that represents the first suburban neighborhood in an area or region may be eligible. Individual eligibility requires the presence of innovative building technology on the exterior and/or interior, or important achievements of architecture/engineering. Eligibility under Criterion B requires association with a historically significant individual. To be eligible under National Register Criterion C, a house must be a notable example of the architecture of its time, often an elaborate, architect-designed example of a house type. However, the nature of this property type, as a simple, rapidly built, inexpensive dwelling, precludes this. Eligibility under Criterion D requires that the building fabric possesses information potential. Because of the number of remaining properties of this type, individual examples are generally not eligible for the National Register under any of the four criteria. Instead, groups of similar houses may be eligible as a historic district if their historical significance can be documented.

To possess the requisite integrity to be National Register-eligible, all original exterior details must be present. The form of the house is typically rectangular, slightly more elongated than the World War II-era cottage. The one-story houses can have hipped or side-gabled roofs. The windows generally include a single picture window and ribbons of double hung windows. Original fenestration and sash patterns of all bay openings must be maintained and retain their original character. To retain integrity, no additions may have been made to the façade of the house. An addition to another side must be clearly subsidiary to the main block of the house.

4.0 PROPERTY DESCRIPTIONS AND EVALUATIONS

4.1 CRS PROPERTY SUMMARY

A total of twenty-six (26) pre-1963 individual resources and one (1) historic district were identified within the APE of the US 9 and SR 5 Intersection Improvements Project (Figure 6). Of the individual resources, 25 are architectural resources and 1 is a landscape (cemetery). Eighteen of the resources had already been identified and were included in the CRS files at the SHPO, but the remaining eight individual resources and one historic district were identified and surveyed for the first time during the current investigation. All of the properties described and evaluated below were formally evaluated for National Register eligibility. Two of the resources (shown on Figure 7) appear collectively to possess architectural significance and retain sufficient integrity to convey that significance. The historic district was not formally evaluated, but each of the properties that fell within its proposed boundary was examined for contributing status, should the district be determined eligible after further investigation.

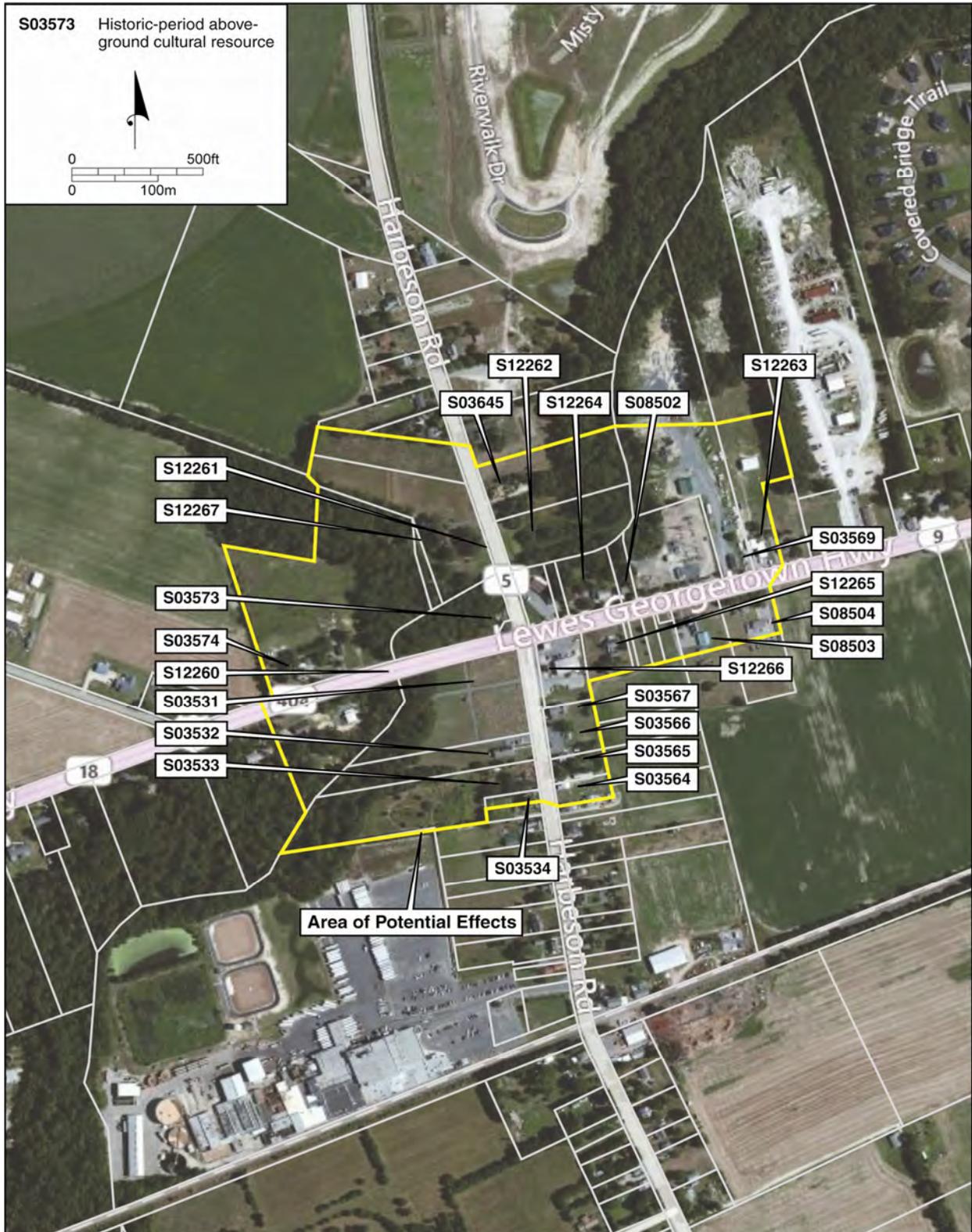


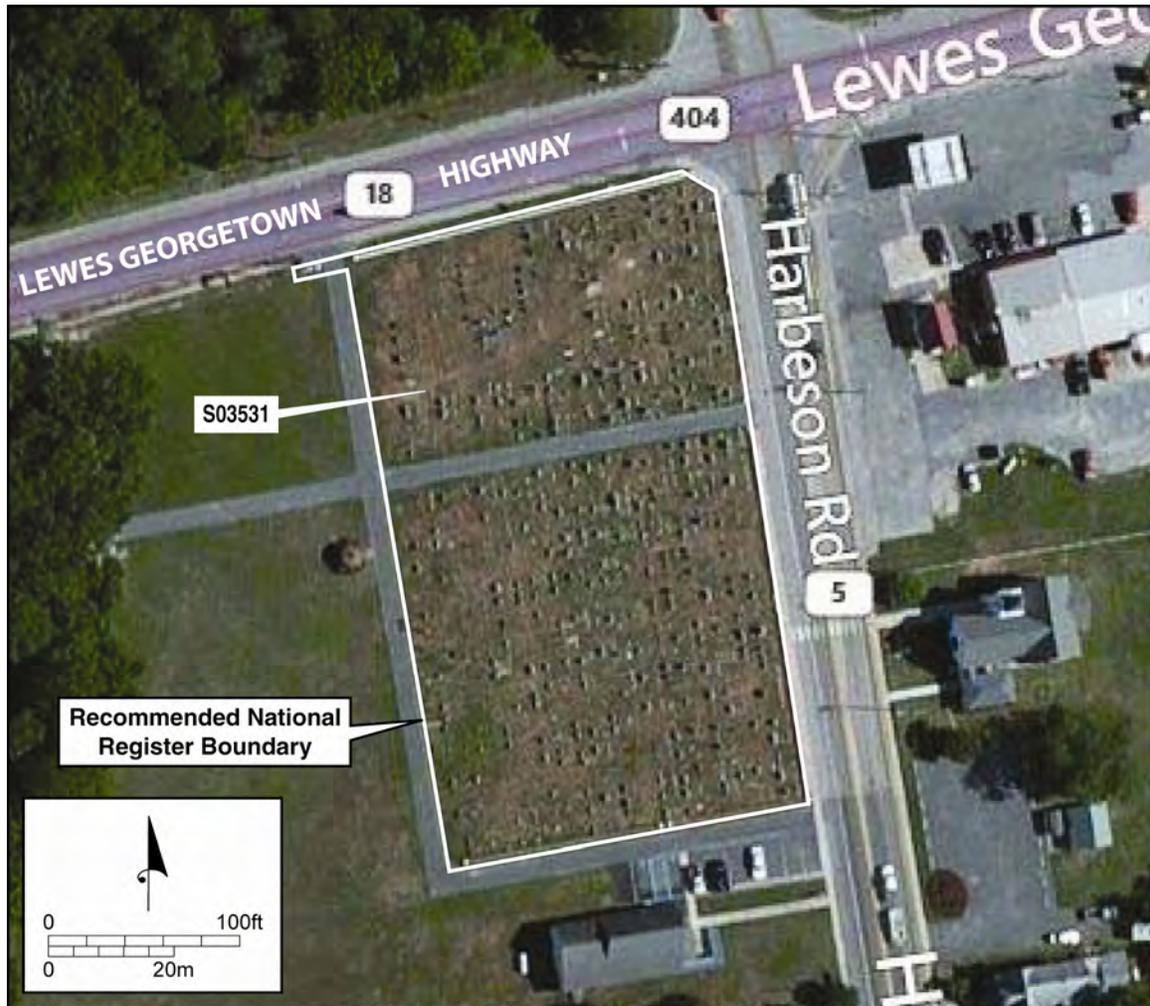
Figure 6. Historic-period above-ground cultural resources identified within the APE (Microsoft Bing 2010).



Figure 7. Locations and boundaries of resources recommended eligible for the National Register collectively as a single historic property (Microsoft Bing 2010).

4.2 PROPERTY EVALUATIONS

4.2.1 Beaver Dam Cemetery/Harbeson Cemetery (S03531) SW Corner of US 9 & SR 5



Aerial map showing cemetery and recommended National Register boundary.

Description

This property is situated along the south side of US 9/SR 404, at the southwest corner of US 9/SR 404 (Lewes Georgetown Highway) and SR 5 (Harbeson Road). The property contains a cemetery and wood-framed gazebo to the rear west side. A paved drive/walking path sections the burials into two large areas. The drive enters the property from the southeast corner of the parcel, from Harbeson Road. The former Lewes Georgetown Highway entrance, at the center point of the north property line, has been posted with “Do Not Enter” signage. A short brick wall stands along the perimeter edges of the south, east and north corners of the cemetery, and a rusticated concrete-block wall along the north side. A concrete sidewalk starts at the northeast corner of the property and continues along its entire east edge.

This mid-nineteenth-century cemetery contains burials arranged in rows, with headstones that face east. The headstones vary in height and style, including upright, slant, and flat slabs, as well as a few obelisk-shaped stones. Most have low-relief carvings with floral and/or biblical designs. A few of the obelisks are topped with urns. Headstone materials include polished granite, chiseled granite, fieldstone, marble, limestone, and sandstone finishes. Burial dates on the markings range from 1855 to 2010. The oldest markers are naturally deteriorated and hard to read and are located in the north-northwest area of the property along the south side of US 9/SR 404.

The cemetery contains many family plots. A few of the family plots cover multiple spaces and are marked with headstones inscribed with the names of multiple family members, indicating interments over a number of years or decades. A few of the surnames noted were Walls, Wilson, Ennis, Atkins, Prettyman, Rust, Koeppel, Kopple, Warrington, Roach, Carey, Warrington, Veasey, Davidson, and Rogers.

History

Historic map documentation of this property clearly depicts a religious building at this location from as early as 1868, as seen on the 1868 Beers atlas (see Figure 3). The property is denoted by a square-shaped boundary marked “Reformers Ch.”

Early twentieth-century roadway contracts detailing roadway construction from the northeast area of Georgetown to the west side of Harbeson, following the present US 9/404, denote this property as being owned by the “Beaverdam M.P. Church.” Additional details note the area as being fenced-in by a cement block wall along its north boundary and iron fencing to its west (State Highway Department 191?).

Between 1923 and 1926 two additional roadway projects illustrate Beaver Dam M.E. Church toward the northeast corner of the property, facing east toward Harbeson Road. A “stone wall” fence is delineated along the north and east property line, and iron fencing along the south (State Highway Department 1923 and 1926).

In 1936 a roadway widening project from Georgetown to Cool Spring, denotes the property as the “Beaver Dam M.P. Church.” A concrete block wall is illustrated as standing along the property’s north property line (State Highway Department 1936). A 1937 aerial photograph shows no development on the property (Delaware Datamil 1937); however, a 1938 USGS topographic map denotes a religious structure (topped by a cross symbol) in the northeast corner of the property (see Figure 4).

In 1944 and again in 1955 (Figure 4) the property is denoted as having religious association and labeled as the Beaverdam Cemetery in the community of “Harbeson.” A church building is illustrated across the street (USGS 1944, 1955). Roadway improvements from 1953 and 1960 denote the property as the “Harbeson Church Cemetery” with a concrete wall along its north property boundary, and a brick wall to the east (State Highway Department 1953 and 1960). Aerial photographs from 1954, 1961, and 1968 continue to show no above-ground development on the property (Delaware Datamil 1954, 1961, 1968).

According to church historian Frank Zebley the first church of the area is believed to have been built in the vicinity of the present cemetery circa 1820. The building was a small, one-story construction that faced SR 404. At that time the village of Harbeson was known as “Beaver Dam.” A second church was built in 1874 on the same lot, but oriented toward SR 5. It is believed that the original church was moved to Cave Neck, near Milton, for use by another congregation. The second or present church was remodeled in 1885 and moved to its present location in 1927. Local residents Harbeson Hickman and Edgar Sipple donated the land for the church to be moved (Zebley 1947:286). Soon thereafter an addition for the Sunday school was built (Tabachnick et al. 1992:307).

Scharf's *History of Delaware*, as well as a history of the Harbeson United Methodist Church compiled by the Harbeson United Methodist Women, indicate that prior to 1844 the Methodist Protestants of south Broad Kiln Hundred met in private houses. In 1844 land was donated by Barclay Wilson. Shortly thereafter the Beaver Dam Methodist Protestant Church was built. This one-story frame building measured approximately twenty-eight feet in width by thirty-two feet in length and was located to the rear of the burials. In 1885 additional land was donated to the organization by Harbeson Hickman. A new church building was constructed (the present building), a one-story frame building measuring approximately thirty by forty feet, at the corner of the cemetery near the crossroads. By 1927, the congregation had outgrown this building, so the building was moved across the street to its present location where an addition was then added (Scharf 1888:1260; Harbeson United Methodist Women 1988: iii).

A longtime resident of Harbeson confirmed that the building formerly stood on the cemetery property. As she remembered, the building was moved to its current location sometime after 1900. The cemetery was historically referred to as Beaver Dam Cemetery and affiliated with the church, but later became known as the Harbeson Cemetery (Wagamon 2012).

According to a deed on-file at the Sussex County Recorder of Deeds in Georgetown, on October 5, 1949 the Trustees of the Harbeson Beaver Dam Methodist Church (at that time being Hyland Smith, Frank Davidson, Albert Davidson, Howard Clifton, Walter Jefferson, and Wallace Koeppel) conveyed this property to the Harbeson Cemetery Improvement Co., a corporation of the State. Part of the deed description refers to the land as "...being the same tract of land that has been used and dedicated as a cemetery for a period of years." (Sussex County Deed Book 392:121-122). No previous deed reference was noted in this document.

Tax assessment records of the property, beginning in 1974, note very little about this parcel of land. The property is noted as being owned by the Harbeson Cemetery Improvement Co., and the property contains approximately 4.04 acres of land.

Evaluation

Previous survey and investigations of this property describe this cemetery as being located across the street from the church. Headstones stand in rows. The earliest marked burial appeared to date to the 1850s. Common family names included Veasey, Wales, and Hickman (Goddard and Hawk 1983; Tabachnick et al. 1992). The 1992 survey recommended the property as a contributing resource to the proposed Harbeson Historic District. It along with eight other area resources was considered significant as a group of mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

In order for a cemetery to be eligible for listing in the National Register it must meet the regular National Register requirements and special requirements such as, it derives its primary significance from grave of persons of transcendent importance, from age, from its distinctive design features, or from association with historic events. Harbeson Cemetery is a community burial ground that has served the needs of the community of Harbeson and surrounding area since 1949. Before this date it served as a cemetery for the Beaverdam/Harbeson Methodist Church. As surveyed and documented, the earliest burials within the grounds date to the 1850s. Although it is one of the older cemeteries in the area, Harbeson Cemetery is not known to be associated with any event of historical significance and is therefore recommended not eligible for the National Register under Criterion A.

The land on which the cemetery is located once belonged to Barclay Wilson. Research has not revealed that Wilson was influential in the area. Harbeson Hickman, a wealthy and generous land owner of the area, then donated more land, allowing for expansion and development of the property. Though Hickman is considered a significant person to the area, given his great land contributions for various developments of the local community, he is not known to have been directly associated with the church or funerary development of the property. No other individuals significant in the history of the local community have been linked to this property. In order for a cemetery to be eligible for its association with important people, it must contain “the graves of a number of persons who were exceptionally significant in determining the course of a State’s political or economic history during a particular period” (National Park Service 1991:34). To-date, it is not known that anyone buried in Harbeson Cemetery played a significant role in determining the course of history for Delaware. For all these reasons, this cemetery is recommended not eligible for the National Register under Criterion B.

As a typical, geometrically arranged cemetery, it also appears to lack significance under National Register Criterion C individually for its design and construction. The gravestones markings contain common mid-to-late nineteenth- and twentieth-century markers and are not likely to provide new information that is not already available through other means. The cemetery does appear significant under National Register Criterion C for its design associations with the church building (S03567). Between 1844, when the first Beaver Dam Methodist Protestant Church was built on the parcel, until 1927, when the second church was removed from the parcel to a new site across SR 5 (Harbeson Road), the cemetery served as the church yard, reflecting a common burial pattern during the nineteenth and early twentieth century. Removal of the church building has not diminished the integrity of setting, feeling, and association with this design convention. The association of the cemetery with the church building continues to the present, despite the ownership transfer in 1949.

The cemetery is not known to contain graves of people that represent a demographic with osteological research potential or who died of diseases or conditions that warrant investigation. The property is therefore not likely to be eligible under Criterion D.

Although the cemetery is not eligible for the National Register as an individual resource, it is recommended eligible as a component of a complex which also includes the church building (S083567). The proposed National Register boundary for the cemetery component of the complex is defined by the outer walls of the cemetery. The cemetery property would also contribute to the proposed Harbeson Historic District.

Cemetery (S03531)





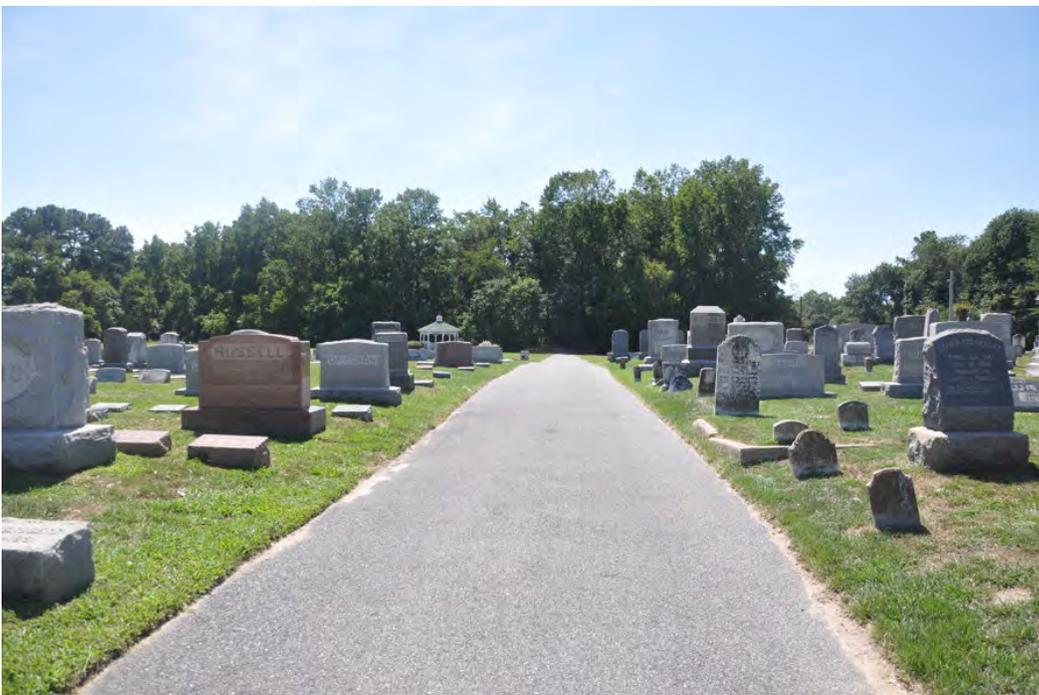
Cemetery, looking southwest from northeast corner of Harbeson Road and Lewes Georgetown Highway intersection.



Cemetery, looking west-northwest from east side of Harbeson Road.



Cemetery, looking southwest from corner of main entrance along Harbeson Road.



Cemetery, looking west along main entrance off Harbeson Road.



Cemetery, looking west-northwest from corner of main entrance along Harbeson Road.



Gazebo in cemetery, looking southwest.

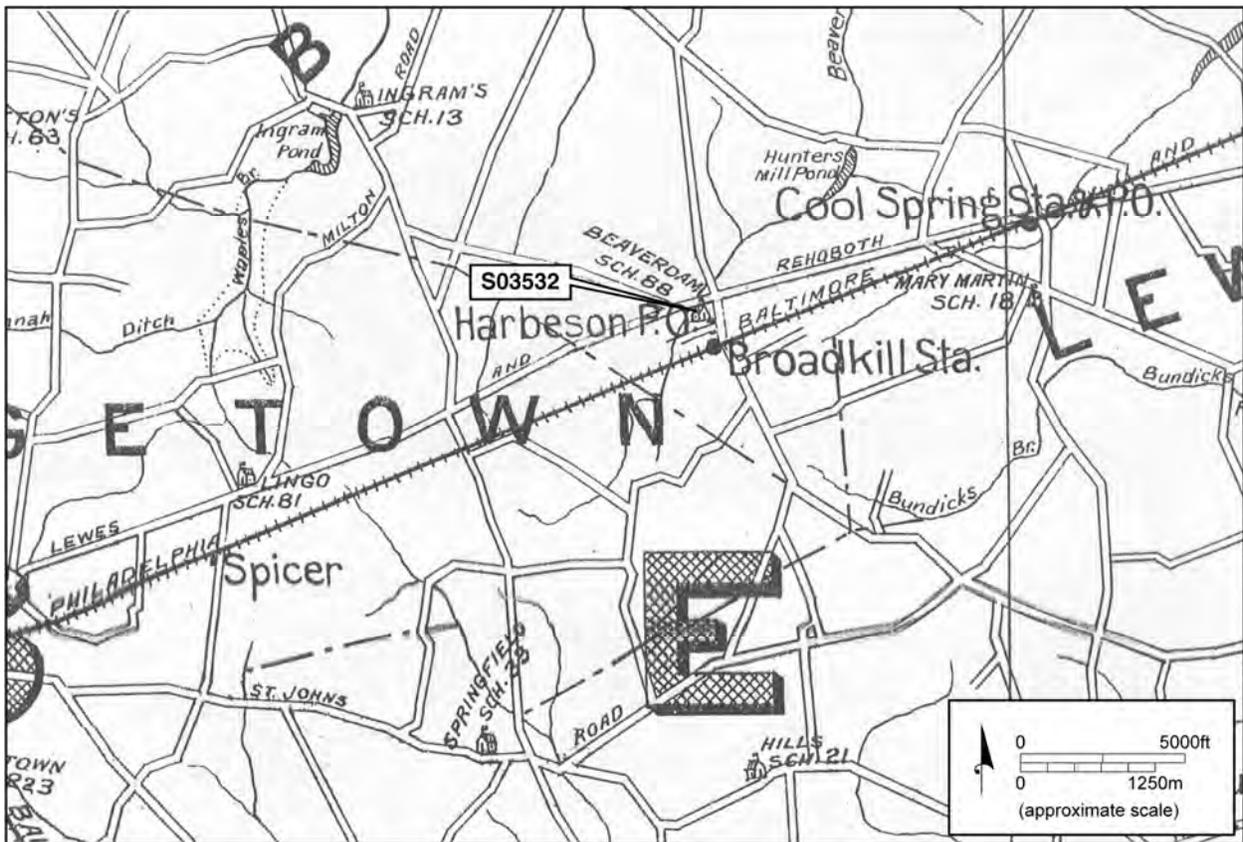


Cemetery, looking east-northeast.

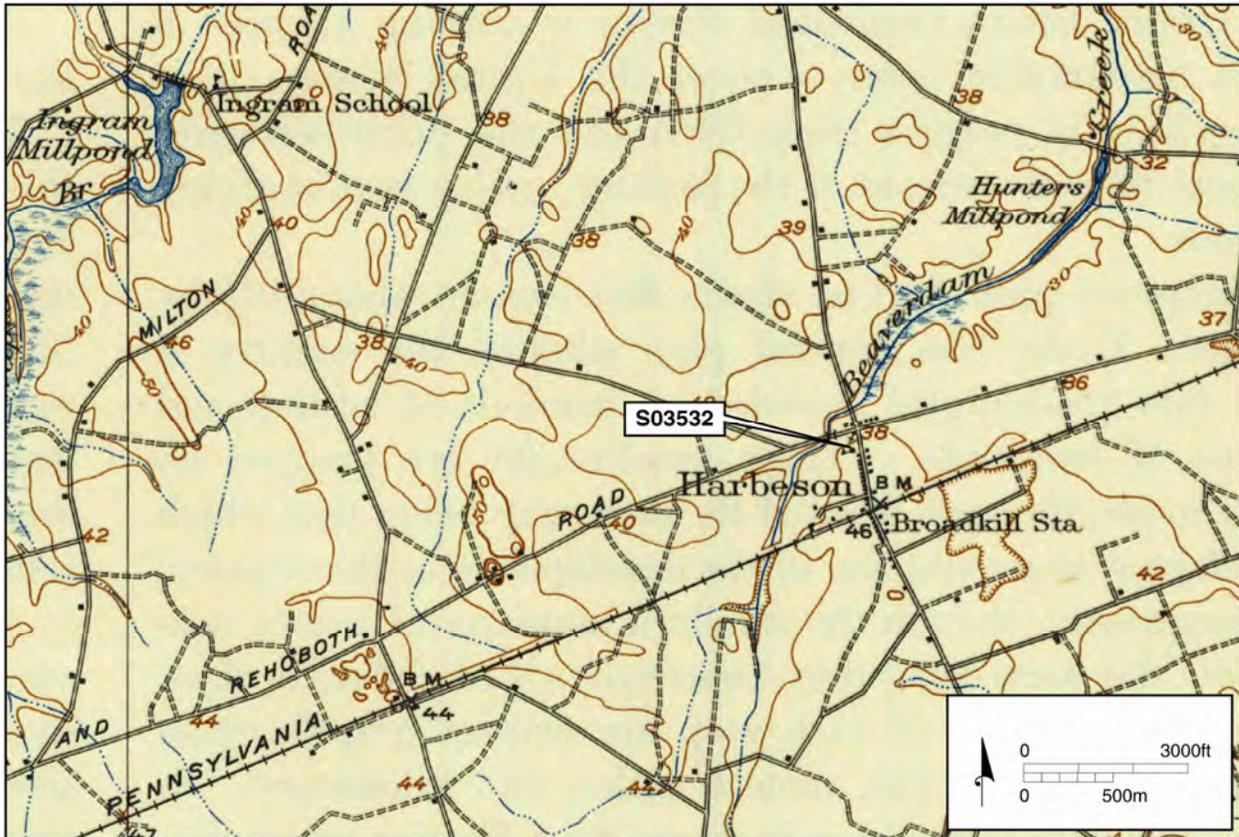
4.2.2 Beaver Dam School No. 88 / Harbeson Church Hall (S03532)
18636 Harbeson Road



Historic photo of school building.



Detail of Mueller map (1919) showing school building.



Detail USGS map (1938) showing school building.

Description

This property is located south of the Lewes Georgetown Highway, along the west side of Harbeson Road. Harbeson Cemetery abuts the north side of property, and a residential property, masked by tall hedges and trees, stands to the south. The school building faces east, with a concrete walkway leading to and from the building from the public sidewalk that lies across the front of the property. A small vehicular parking area is located along the property's east side, accessed from the cemetery paved drive from Harbeson Road. The property is primarily open with only a few hedges and floral bushes planted across the façade of the building.

The two-story, frame, school building is rectangular in shape, including two gabled cells (larger one to the front, and smaller gabled cell to the rear) with a full-length, shed-roofed addition that spans its south side. The gabled façade features a hip-roofed porch enclosure pierced by two entrances on the front, and a handicap entrance on its south end. An L-shaped, wood handicap ramp is constructed near this south end entrance, leading to the property's concrete walkway. The side, north wall of the building measures seven bays in length. The fenestration pattern appears regular; however, all openings appear to contain replacement, double-hung, one-over-one, vinyl-sash windows. The rear west wall of the building contains two openings, one within the south end of the gable and one within the shed-roofed addition. Like the windows on the north wall, both appear to be replacement, double-hung, one-over-one, vinyl-sash openings. The south wall of the building measures eight bays in length. An opening pierces the southwest corner, adjoined by a concrete pad entrance and brick steps flanked by pipe-metal handrails. All the remaining openings are double-hung, one-over-one, vinyl sash windows.

The entirety of this building is covered in cement-asbestos shingles. Both gabled cells of the main block appear to stand on a brick foundation, parged in concrete. The addition along the south wall stands on an exposed concrete block foundation. The entire gabled and shed-roofed areas are sheathed in asphalt shingles.

History

No documentary evidence has been located to-date, establishing the exact year of construction to this building. The Beers atlas of 1868 denotes no development on the location; however, architectural evidence and documentation from the early twentieth century both attest to a construction dating to the early twentieth century. In 1919 Mueller published a collection of maps illustrating the locations of Delaware's post offices and schools. By that time a schoolhouse is denoted in the vicinity of this property, known as "BeaverDam School 88" (Mueller 1919).

According to *Delaware School District Organization and Boundaries* (Mowrey 1974) between 1829 and ca. 1900 there was little standardization in the forms of school districts except for the defining of boundaries by the commissioners in each county. When the General Assembly created or incorporated school districts, the responsibility was given to local commissioners or board members. Trustees authorized for the various school districts ranged in number from four to thirteen. There did not seem to be any standard for the name or the number of the local governing body.

In 1875, legislation was enacted which provided greater State administrative control without changing local school district organization. At that time a State superintendence was established, as well as a State Board of Education comprised of four persons. Certification for teachers also became a part of the law.

The desire for better education seemed evident as laws continued to be passed. Since the Free School Act of 1829 (the first major school code) had been in existence for almost 90 years, discussion arose in many areas of the state concerning the necessity for further improvements in education. In the spring of 1917 a committee of five persons was appointed to survey white and colored schools and report findings and recommendations to the Governor and the General Assembly. On April 14, 1919, the second major school code was enacted.

One of the things this 1919 law did was put some standards into organization of school districts. Two classes of school districts were authorized. The larger and more responsible incorporated districts of the prior era were named "special school districts." In Sussex County these included Georgetown, Laurel, Lewes, and Seaford. The special school districts were authorized to own and administer buildings, grounds, and equipment; to conduct all grades; to provide free text-books and supplies; to elect a superintendent and a principal; to demand certification of teachers; and to levy taxes with the vote of the people. All other school districts were established as "school attendance" districts and were directly controlled by the State Board of Education through the Department of Public Instruction. However, two years later, the attendance districts were legislated as school districts (Mowrey 1974:4-5).

Though the Georgetown Special School District was created by the State General Assembly on April 14, 1919, the Beaver Dam No. 88 (Harbeson) School was not closed until April 16, 1937 (Mowrey 1974:10).

Educational directories on-file at the Delaware Public Archives in Dover record the names of teachers, their addresses, wages (until 1918), and trustees associated with the schools (post 1920). For the Beaver Dam No. 88 School, the following was documented:

1914-1915 (p. 34) teachers name and address: Maude W. Blackstone, Harbeson; Laura L. Jones Harbeson; Salary: \$42.50

1915-16 (p. 81) Ressie I. Megee, Harbeson; Laura L. Jones, Harbeson; Salary \$45.00
1916-17 (p. 68) R. Dale Scarborough, Harbeson; Laura L. Jones; Salary \$45.00
1917-18 (p. 63) Laura Calhoun, Harbeson; Lida M. Simpler; Salary \$50.00
1919-20 (p. 39) Naamah Lank, Principal, Harbeson; Alberta Waples, Harbeson
1921-22 (p. 49) Teachers - Adelia West and Mildred Short of Harbeson; Trustees - Millard Carlisle, Harbeson; Theodore M. Jarvis (P), Harbeson; Alfred H. McGee, Harbeson; Adelia West, Harbeson

Trustees & Teachers:

1922-23 (p. 33) Millard Carlisle, Harbeson; Theodore M. Jarvis (P), Harbeson; Alfred H. McGee, Harbeson; Clarence E. Wharton, Harbeson; Mildred Short, Harbeson
1923-24 (p. 33) Millard Carlisle, Harbeson; Theodore M. Jarvis (P), Harbeson; Alfred H. McGee, Harbeson
1924-25 (p. 32) Millard Carlisle, Harbeson; Theodore M. Jarvis (P), Harbeson; Arthur H. McGee, Harbeson
1925-26 (p. 35) Hugo Kopple, Harbeson; Theodore M. Jarvis (P), Harbeson; Arthur H. McGee, Harbeson; Mary E. Crane, Harbeson; Maxine Phillips, Frankford
1925-26 (p. 33), District 88-18, Hugo Kopple, Harbeson; Theodore M. Jarvis, Harbeson; Arthur H. McGee, Harbeson (P);
1927-28 (p. 33), District 88-18, Hugo Kopple, Harbeson; Theodore M. Jarvis, Harbeson; Alfred H. McGee, Harbeson (P); Mrs. Florence T. Dolby, Harbeson; Gertrude Wolfley, Harbeson
1928-29 (p. 30), District 88-18, Hugo E. Kopple, Harbeson; Theodore M. Jarvis, Harbeson; Alfred H. McGee, Harbeson (P); Mabel Bryant, Harbeson; Gertrude Wolfley, Harbeson
1928-29 (p. 33), District 88, Hugo E. Kopple, Harbeson; Theodore M. Jarvis, Harbeson; Alfred H. McGee, Harbeson (P); Margaret Hamilton, Harbeson; Irene Hastings, Harbeson
1930-31 (p. 33), District 88, Hugo E. Kopple, Harbeson; Theodore M. Jarvis, Harbeson; Alfred H. McGee, Harbeson (P); Margaret Hamilton, Harbeson; Irene Hastings, Harbeson
1931-32 (p. 37), District 88, William H. Prettyman, Harbeson; Mrs. Nellie Rust, Harbeson; Theodore M. Jarvis, Harbeson; Alfred H. McGee, Harbeson (P); 1-5 Margaret E. Miller, Harbeson
1932-33 (p. 35), District 88, William I. Pase, Harbeson; William H. Prettyman, Harbeson; Mrs. Nellie Rust (P), Harbeson; Alfred H. McGee, Harbeson; 1-5 Mrs. Lida M. Gordy, Harbeson
1933-34 (p. 35), District 88, Lewis L. Hudson, Harbeson; William I. Pase, Harbeson; William H. Prettyman, Harbeson; Mrs. Nellie Rust (P), Harbeson; 1-5 Mrs. Lida M. Gordy, Harbeson
1934-35 (p. 39), District 88, Lewis L. Hudson, Harbeson; William I. Pase, Harbeson; William H. Prettyman, Harbeson; Mrs. Nellie Rust (P), Harbeson; 1-5 Mrs. Lida M. Gordy, Harbeson
1935-36 (p. 37), District 88, William T. Hamilton, Harbeson; Lewis L. Hudson, Harbeson; William I. Pase, Harbeson; Mrs. Nellie Rust (P), Harbeson; 1-5 Mrs. Lida M. Gordy, Harbeson
1936-37 (p. 38), District 88, William T. Hamilton, Harbeson; Lewis L. Hudson, Harbeson; William I. Pase, Harbeson; Mrs. Nellie Rust (P), Harbeson; 1-5 Mrs. Lida M. Gordy, Harbeson
1937-38 (p. 37), Harbeson (CLOSED May, 1937)

A ledger book documenting meeting and accounting records for District No.88 was also located at the Delaware Public Archives. The book appeared thorough in its records; however, the legibility and locations of actions in the transcriptions quickly became too difficult to follow or were lacking. The first couple of pages noted the following about District No.88 specifically:

Deed of District No. 88 laid off by the subscribers April 1, 1857.
District formed from Nos. 11, 13 & 81
Signature of commissioners, James F. Burbon, Josiah Simpler, Nehemiah D. Helch

Accounting records of the school appear to be kept in this book up until 1918-1919. From these notes, it is obvious that District No.88 formed out of the consolidation of three previously existing districts (Nos.11, 13 & 81). Construction of the district's first building began as early as 1857, however not at the present location. The only map known to exist closest to that time period is the Beers Atlas of 1868. In reviewing this map, the entire rural crossroad area [Harbeson] is noted as "Dist No. 88," and one school is denoted within the district's boundaries. The location of that school was at the northwest corner of the intersection

of the Lewes Georgetown Highway (US 9/SR 404) and Harbeson Road (SR 5). However, this school appears to be labeled as “SH 78,” not 88. Deed research of this corner property confirmed the previous existence of a school in this location, affiliated with District 88. In a deed dated April 1, 1919, Silas J. and Annie Warrington conveyed this 2-acre tract of land to Sheridan W. Warrington for \$800.00. Part of the written description of the property states that the property was “Better known as the old school grounds of District No.88” (Sussex County Deed Book 219:253).

In addition to Mueller’s 1919 map that documents the existence of the schoolhouse on Harbeson Road, south of the cemetery, a roadway contract from June 1926, detailing roadway construction from the south side of Harbeson to Hollyville (following the present SR 5), documents a building on the property, known as the Beaverdam School (State Highway Department 1926).

A 1937 aerial photograph of the area shows the building on the property (Delaware Datamil 1937). The building is depicted again a year later, on a 1938 USGS topographic map of the area, and oddly enough, continues to be documented as an educational structure. By 1944, a building remains on the property; however, its educational affiliation is no longer apparent (USGS 1944). This building remains on the property as seen on mapping from 1954, 1955, 1961, and 1968, with no particular identification (Delaware Datamil 1954, 1961, 1968; USGS 1955).

A longtime resident of Harbeson confirmed that the building used to be a school. As she described, the building was originally two stories in height. The first floor housed grades 1-5, and the second floor grades 6-8. When the building was acquired by the church for the use as a community hall, its second level was removed, and additions were made to the front and side walls (Wagamon 2012).

According to a deed on-file at the Sussex County Recorder of Deeds in Georgetown, on November 8, 1902, Silas J. Warrington and his wife Annie conveyed this property to Alfred H. Megee, Lewis H. Dodd, and James G. Coulter (?), Commissioners of School District number eighty-eight (88). At that time, the property contained a total of one acre and 105.2 square perches and was purchased for \$39.72. Part of the deed description refers to the land as previously “...being a part of a larger tract of land which Silas J. Warrington purchased from Harry B. Hickman...” (Sussex County Deed Book 144:590-593).

Exactly thirty-five years later, on November 8, 1937, the Board of Education of Georgetown Special School District conveyed the property to the Trustees of Beaver Dam Methodist Protestant Church. Near the beginning of this deed it is disclosed that the lands became that of the grantor by the consolidation of School Dist No. 88 with the Georgetown Special School District through proceedings and laws followed by the State of Delaware. On October 2, 1937 the property was sold at public auction to the highest bidder, the grantee (Sussex County Deed Book 313:389-391).

Tax assessment records of the property, beginning in 1974, note very little about this parcel of land. The property is identified as being owned by the Beaver Dam Methodist Protestant Church, and the property encompassing approximately 1.55-acres of land.

Evaluation

Previous survey and investigations of this property identify this building as the church community hall. This one-and-one-half-story, rectangular-shaped building measured two bays wide by four bays deep. A one-story addition extended from the south and east walls (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, the building was recommended as a contributing resource to the proposed Harbeson Historic District. It along with eight other area resources was considered significant as a group of mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled

crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

For this survey the school was evaluated under the context of public education in south Delaware. Built during the early twentieth century, this school building (given its size, scale, and history) is representative of the growing student-age population and attendance in small rural communities of south Delaware. Its closure was the result of a consolidation with a larger, incorporated district. This was a statewide process in Delaware, enacted in 1919, but its enforcement was slow in some rural areas of south Delaware. Given its estimated time of construction, up until its closure, the building served educational purposes for little more than thirty years. Upon acquisition by the local church, the building underwent multiple modern alterations. The height of the building has been reduced (from two stories to one), an enclosed entry has been added across the façade, an addition has been attached along one side of the building and all of the original windows and doors have been replaced. Overall, the former school building has lost its integrity of design, materials, workmanship, feeling, and association. For these reasons, it is recommended not eligible for the National Register under Criterion A.

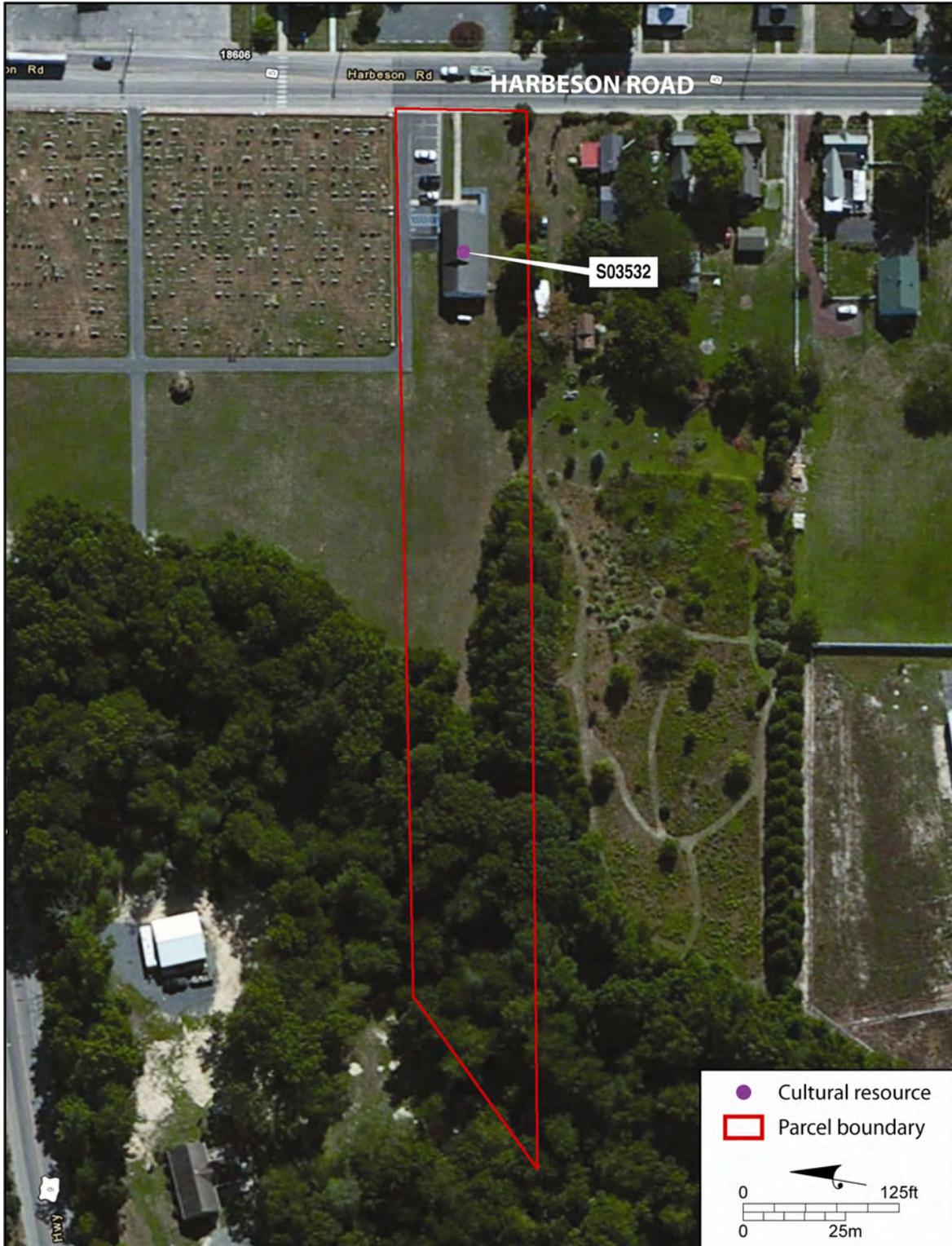
To be considered eligible for inclusion in the National Register under Criterion B, a building must be associated with the productive life of an important person. To-date research has not revealed any individuals significant in the history of the local community that could be linked to the school. Therefore, it is recommended not eligible for the National Register under Criterion B.

Architecturally, the former school building was an example of a vernacular Folk construction, though major changes have been made to its original design. Its simplistic gable-fronted shape is diagnostic of this style. Though aspects of the original educational construction are still visible, the building has undergone too many alterations to adequately convey its past use. The removal of the building's second level and rooftop belfry substantially altered its integrity of design, workmanship, and feeling. Further, the other modifications (side addition and replacement and addition of openings) reflect non-sensitive/period design and material changes. Overall the building has been too modernized and altered to convey significance. For these reasons, it is recommended not eligible for the National Register under Criterion C.

The building reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

18636 Harbeson Road (S03532)





Church hall façade, looking west from east side of Harbeson Road.



Church hall façade and south side, looking west-northwest.



Church hall rear and north side, looking southeast.



Church hall rear and south side, looking northeast.

4.2.3 Johnson / Rust Dwelling (S03533) 18672 Harbeson Road

Description

This property is located south of the Lewes Georgetown Highway, along the west side of Harbeson Road. The Harbeson Church Hall abuts the north side of the property. To the south stands another residential property. This property is deep and covers multiple acres. According to the homeowner the rear of the property contains approximately 4 acres of land, registered as a wildlife preserve. The dwelling stands towards the east end of the property facing east. A concrete walkway spans the width of the property, alongside the roadway. A short gravel driveway enters the property from Harbeson Road, and lies to the south side of the house. Nearly all parts of the property are heavily landscaped, and a portion of the rear lawn is fenced. A few outbuildings stand to the rear of dwelling.

This two-story frame dwelling (.001) stands close to the roadway and consists of multiple rear and side additions. The historic main block is a simple rectangular-shaped, gable-fronted construction. A one-story, shed-roofed addition extends from its north side wall, sheltering what appears to be an enclosed sun porch. A one-and-one-half-story, gambrel-roofed, covered addition extends from the rear, west wall of the main block. Along the south wall of this area of the house, near the driveway, stands a small shed-roofed enclosure, sheltering the dwelling's main entrance. Further west stands a large, two-story, side-gabled addition. A one-story, shed-roofed, screened porch extends from the addition's rear southwest corner.

All aspects of this dwelling (both interior and exterior) appear to have undergone modification over the years, including changes to all areas of its fenestration. Various window types, the vast majority being replacement, are exhibited on all the sides of the main block and the additions. Some of the openings are flanked by non-functioning, vinyl-paneled shutters. The entire exterior of the house has been clad in vinyl siding, some hung vertically and some hung horizontally. The gabled rooftops are sheathed in different types of asphalt shingles. The three areas sheltered by shed-roofed coverings are sheathed by standing seam metal. No chimneys are evident; however, a metal heat exhaust rises from the north side of the gambrel ridge.

The façade of the main block is pierced by four windows: a modern, three-dimensional bay, centrally located on the entrance level; two double-hung, one-over-one, vinyl sashes on the second floor; and a single gabled, peaked-head, double-hung, one-over-one, wood sash window, centered with the gabled attic level. The glaze of this opening contains a stained-glass design that includes images of the ocean, seagulls, and the sun, rising and/or setting. The north wall is partially obscured by the sun porch addition, which is naturally lit by large fixed window openings piercing each side. Beneath each large pane is a smaller, rectangular-shaped, retractable awning sash which provides means of ventilation. A single entrance pierces the north side of this addition. Above the sun porch, along the second level of this wall, are two single, double-hung, one-over-one, vinyl-sash openings. The rear of the main block is nearly all obstructed by the rear gambrel-roofed addition. A single double-hung, one-over-sash window still appears within the center of the gable of the attic level of the house. The south wall of the main block measures two bays deep. Single double-hung, one-over-sash, vinyl-sash windows pierce both the entrance and second levels of this side of the house. Along this wall of the house, the replacement siding hides any noticeable end of the historic main block of the dwelling with the rear additions; however, from the interior it is distinguishable with the wall divisions.

Per the owner of the house, all of the additions are post mid-twentieth century (ca. 1980s). Both are two-stories in height. They, like the other parts of the house, are covered in vinyl and contain multiple types of window with irregular fenestration patterns.

In the center of the gated, rear lawn stands a decorative rear outbuilding (.002). As understood by the owner of the property, this small frame, gabled construction used to function as the local railroad station privy. The sidewalls are now open and fully exposed, but the north and south walls are sheathed in board-and-batten siding. Curved rafter ends are noticeable along the roof edges to the east and west. A vented cupola tops the center of the roof ridge. Also located at the north and south ends of the ridge are decorative wood arrows that point upwards towards the sky. Presently the building is simply used for outdoor landscaping beautification purposes.

Two additional frame outbuildings stand west of the fenced-in area; however, both were built by the present owner between the 1980s and 1990s. Both buildings are used for garage/shed-like purposes.

History

According to historic map documentation no development appeared in the location as of the mid-to-late nineteenth century (Beers 1868). Per the present owner, this house was built in 1898 by Howard Johnson. The second owner's surname was Rust. The third owner of the house only held the property for about six months, and their last name was Hurdle. In 1980, the property was acquired by the present owner, Harold David Johnson, Jr. Shortly thereafter, he and his wife began renovating the house throughout, evident from the interior and exterior (Johnson 2012).

Aside from legal filings at the courthouse, the first known documentation of this property is during the early twentieth century. Roadway contracts from 1926, detailing roadway construction extending from the south side of Harbeson to Hollyville (following present SR 5) denote a frame house on the property. At that time, the dwelling was noted as being owned by Harry Rust (State Highway Department 1926).

A 1937 aerial photograph of the area documents a string of development immediately south of the former school building (S03532) and along the east side of S.R. 5 (Harbeson Road). It shows a dwelling on this property (Delaware Datamil 1937). The 1938 USGS topographic map of the area also show a dwelling on this property. From this point forward, a dwelling remains on the property, as seen on mapping from 1944, 1954, 1955, 1961 and 1968. An outbuilding or two is denoted on the 1955 map of the area; however, the resolution of the aerials is too poor to indicate many details (Delaware Datamil 1954, 1961, 1968; USGS 1944, 1955).

Oddly enough, tax assessment records from 1974 to the present document little or no permit-related activity, such as new construction or building additions, on the property. Per the present owner, the additions to the house were constructed ca. 1982, and the two lawn equipment sheds were built to the rear of the gated lawn area ca. 1990s (Johnson 2012).

Evaluation

Initial identification and documentation of this property occurred in 1983. Recorded at that time were the house and two outbuildings, a barn and privy. The two-and-one-half-story rectangular-shaped dwelling was sheathed in asbestos siding and featured three additions: a screened porch to the north, a large addition to the west, and a screened porch to the south. The two-seater privy was enclosed with two, six-panel wood doors (Goddard and Hawk 1983).

The historical pattern most clearly associated with this property is simply the late nineteenth-century growth of the town of Harbeson. No event or process of clear historic importance is associated with the dwelling, and it is therefore recommended not eligible under National Register Criterion A.

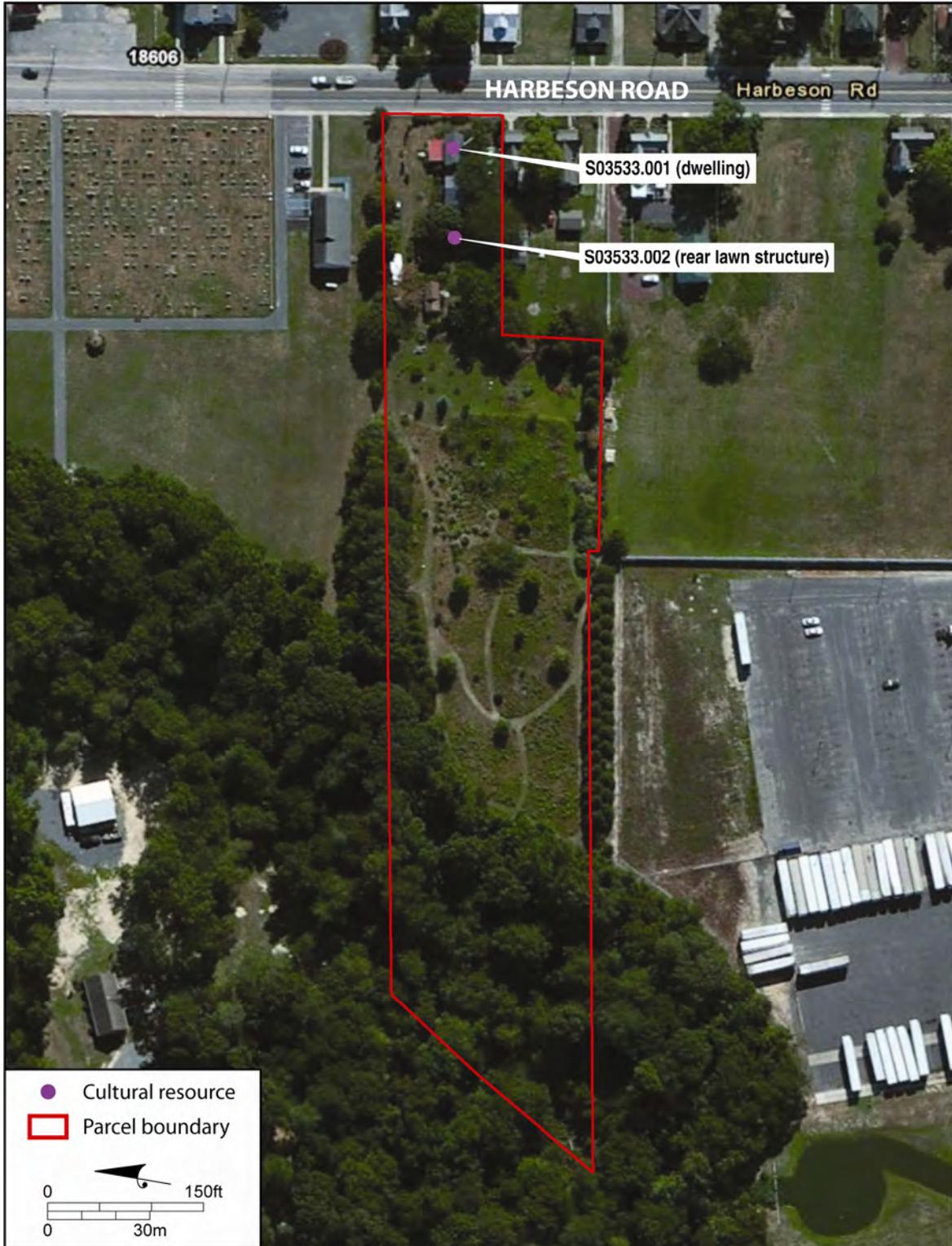
The dwelling was probably built by Harry D. Rust. The Rust family name appears repeatedly throughout historical records for Sussex County, but the individual significance of Harry has not been established. Harry was born February 11, 1885, in Georgetown to Clara B. Barker (mother) and Robert R. Rust (father). Harry was a grain thrasher by occupation and was married to Amanda J. Both are buried in the nearby Harbeson Cemetery (Anonymous 2006a and 2006b). Though he was probably a well known individual of the town, there is no evidence that Harry made a lasting contribution to his community. He does not appear in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899). A road south of the railroad tracks, south of Doddtown Road, is locally known as RUST Road (Route 292A); however, Harry Rust's name has not been incorporated into the local geography. Lacking an association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular, folk Victorian gable-front construction. The style is typically defined by the presence of detailed porches and Victorian design elements on simple house forms that mimic, but do not copy, high-style Victorians (McAlester and McAlester 1997:308). This example possesses a typical front-gabled form. It lacks, however, any type of front porch, which is believed to have originally existed upon its construction. In recent years, this house has undergone a great deal of modifications, including fenestration pattern changes on all sides, the attachment of sizable additions to three sides (north, west, and south), and the application of replacement materials throughout. The historic main block is still visible, as well as two original windows featured in the attic level of the gable ends; however, those are the only visible remaining original elements. Overall, the house lacks integrity of design, materials, workmanship, and feeling because of the dramatic modifications. For these reasons it is recommended not eligible under Criterion C.

Although it is possible that the dwelling incorporates standard late nineteenth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions, which may be determined in a more thorough investigation by a qualified conservator. Further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

Johnson / Rust Dwelling (S03533)





Dwelling (.001) façade and north side, looking southwest.



Dwelling (.001) façade, looking west.



Dwelling (.001) south side, looking northwest.



Dwelling (.001) north side, looking south.



Dwelling (.001) rear and north side and rear lawn structure (.002), looking southeast.



Rear lawn structure (.002), looking south.



Modern garage with attached shed, looking east.

4.2.4 Dwelling, 18678 Harbeson Road (S03534)

Description

This property is located along the west side of Harbeson Road, flanked by two other residential properties containing dwellings of similar style. The dwelling stands close to the road facing east. A concrete walkway spans the width of the property, alongside the roadway. An earthen driveway enters the property from Harbeson Road, and lies to the south side of the house. The front of the property is shaded by tall trees, and ornamental plantings grow alongside each wall of the house. The rear of the property is completely open and contains two outbuildings.

The simple, two-story, vernacular, frame dwelling (.001) is L-shaped, with a small shed-roofed porch on the façade and a wrap-around porch addition/enclosure to the rear. Staggered wood shingles cover the main block. The front porch is sheathed in traditional cedar wood shingle, and the rear addition/enclosure in a combination of vinyl and staggered wood shingles. The main block of the house rests atop a brick foundation, and the additions atop concrete-block. The majority of the rooftop areas are sheathed in asphalt shingles with the exception of part of the rear addition/enclosure which is covered by corrugated and standing-seam metal. Exposed curved brackets are featured along the roof ends of the main block and along a small portion of the rear enclosure. A brick chimney, parged in concrete, rises from the interior of the rear gable end. A second chimney, a concrete block addition, rises from the exterior of the front, south gabled end.

Though partially obscured by the porch, the façade measures three bays wide and features regular fenestration. All of the windows are single, double-hung, two-over-two, wood-sash openings. The main entrance, located toward the northeast corner, is a replacement (fiberglass) and is sheltered by the porch. The small enclosed entry porch appears as a replacement or new addition. It is completely enclosed by traditional cedar wood shingles and double-hung, one-over-one, vinyl-sash openings. An aluminum storm door pierces its northeast corner, providing access. The floor of the porch is poured concrete atop concrete block. The north sidewall measures two bays deep. The fenestration is irregular and consists of single, double-hung, one-over-one, vinyl-sash openings. Though the entrance level of the south sidewall is partially obscured by an addition/enclosure, two windows are visible on the second level, a one-over-one vinyl-sash and one, two-over-two, wood-sash, double-hung opening. This side of the addition/enclosure is covered in vinyl and is pierced by three small casement-style windows and a three-pane over three-panel door. The rear, west wall features a continuation of the wrap-around addition/enclosure, covered in staggered wood shingles like the main house. A single double-hung wood-sash window is featured within the center wall of this rear enclosure. Additionally, a small shed roof addition extends from a section of this rear enclosure, covered in traditional cedar wood shingles, and shelters a few modern utilities.

To the rear of the house stand two outbuildings, one ca. 1960s garage/workshop (.002), facing east, and one ca. 1980s wood-framed shed, facing south. The concrete-block garage/workshop building stands one story in height atop a poured concrete foundation. A flat-roof sheathed in corrugated metal shelters the top of the construction. A full-width, shed-roofed porch, supported by wood posts on concrete decking, fronts the building, sheltering the one centralized door opening on the facade. Presently, a vertical wood-slat door is hinged to the door frame. A single, triple-sash, aluminum-framed, awning-style window also pierces the center of the south wall, with a concrete sill below.

History

According to historic map documentation no development appeared in this location as of the mid-to-late nineteenth century (Beers 1868). Architectural evidence suggests that this house was likely built a year or two after the neighboring dwelling to the immediate north, ca. 1900.

Aside from legal filings at the courthouse, the first known documentation of this property is during the early twentieth century. Roadway contracts from 1926, detailing roadway construction extending from the south side of Harbeson to Hollyville (following the present SR 5), denote a frame house on the property. At that time, the dwelling was noted as being owned by Benjamin Chamberlain (State Highway Department 1926).

A 1937 aerial photograph of the area documents a string of development immediately south of the former school building (S03532) and along the east side of SR 5 (Harbeson Road). A dwelling is noted on this property (Delaware Datamil 1937). A dwelling is also shown on the 1938 USGS topographic map of the area. From this point forward, a dwelling remains on the property, as seen on mapping from 1944, 1954, 1955, 1961 and 1968. An outbuilding or two is denoted on the 1955 map of the area; however, the resolution of the aerials is too poor to make out many details (Delaware Datamil 1954, 1961, 1968; USGS 1944, 1955).

Oddly enough, tax assessment records for the property since 1974 document little to no permit-related activity, such as new construction, building additions and/or demolition. Based on documentation from a previous survey of the property in 1983 survey, the garage that once stood at the end of the property's driveway has been demolished.

Presently, the house is vacant. According to a neighbor, the house has been vacant for nearly two years (Johnson 2012).

Evaluation

Initial identification and documentation of this property was in 1983. Recorded at that time were the house and two outbuildings. The two-and-one-half-story, frame, L-shaped dwelling was sheathed in patterned wood-shingled siding and featured a one-story, L-shaped addition to the rear. An entry porch was also noted across the façade. A garage stood at the end of the gravel drive and a shed to the rear of the house (Goddard and Hawk 1983).

The historical pattern most clearly associated with this property is simply the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of clear historic importance is associated with the dwelling, and therefore the property is recommended not eligible under National Register Criterion A.

To-date, the property is lacking any association with a person of historical significance, and is therefore recommended not eligible under National Register Criterion B.

Architecturally, the dwelling is representative of a vernacular, folk Victorian style. The style is typically defined by the presence of detailed porches and Victorian design elements on simple house forms that mimic, but do not copy, high-style Victorians (McAlester and McAlester 1997:308). This example possesses aspects of the typical gabled-front-and-wing form. The main block of the house has been preserved and retains its original fenestration, period windows, wood-shingle siding, and exposed, curved rafter ends under the eaves of the roof. The front porch and rear modifications, however, have altered aspects of the dwelling's integrity. Though sensitive in its construction with the use of similar materials to that of the main block, the front porch appears to be a ca. 1960s replacement. The original porch was likely full-width or a hood, and likely included some wood detailing similar to that of the main block. The rear addition/enclosure appears to have been made ca. 1990s. It is covered in vinyl siding and features fenestration and window and door openings that are completely modern to the house. Originally, this section of house likely featured a rear, open porch or simply a covered, back entrance to the house.

Overall, the house now lacks integrity of design, materials, workmanship, and feeling because of the alterations described. For these reasons it is recommended not eligible under Criterion C.

Although it is possible that the dwelling incorporates standard late nineteenth- and early twentieth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions, which may be determined in a more thorough investigation by a qualified conservator. Further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

18678 Harbeson Road (S03534)





Dwelling (.001) façade, looking west.



Dwelling (.001) north side, looking southwest.



Detail of decorative curved gables along roof ridge of dwelling.



Dwelling (.001) south side, looking north.



Dwelling (.001) rear wall, looking east.



Shed and outbuilding (.002), looking west.



Dwelling (.001) rear, outbuilding (.002) and shed, looking northeast.

4.2.5 Rust Dwelling (S03564) 18675 Harbeson Road

Description

This property is located along the east side of Harbeson Road between two other residential properties. The property to the north is masked by tall trees, and the property to the south is fully open and contains a mirror construction to the dwelling on this property. A concrete sidewalk spans the front of the property, lying parallel to the roadway, with a centralized walkway leading to and from the house. A gravel L-shaped driveway enters the property from Harbeson Road, lying to the north side of the dwelling. The property is completely open, featuring little-to-no landscaping, only a few small floral plantings across the façade. Three outbuildings stand to the rear of the property, a ca. 1940s vehicular garage (.002), a ca. 1940s agricultural/animal shed (.003), and a ca. 1950s tool shed (.004).

The one-and-one-half-story frame bungalow (.001) stands on brick foundation, and the exterior walls are covered in vinyl. A side-gabled roof sheathed in standing-seam metal covers the dwelling. A large gabled dormer extends from the centers of the front roof plane, pierced by a small single, double-hung, one-over-one, vinyl sash window. A brick chimney rises from the center interior of the roof ridge. Small decorative knee-brace brackets are featured in the eaves along the north and south sides of the house, as well as a few in/around the dormer.

The façade of the house faces west. A set of wide brick steps front a full-width inset porch, enclosed by jalousie sashes. From the centralized replacement storm door that enters the porch one can deduce that this side of the dwelling is organized into three bays. A second centralized sixteen-pane, wood-framed door provides entrance into the main interior. Single, double-hung, three-over-one, wood-sash windows flank this opening. The north sidewall also measures three bays deep. A shed-roofed bay extends from this wall, containing a pair of double-hung, one-over-one, vinyl-sash windows. Another pair and then a single window follow along the wall, further east. A single, double-hung, one-over-one, vinyl-sash window also pierces the upper level. The rear wall of the house contains two openings, a single, double-hung, one-over-one, vinyl-sash window towards the southeast corner and a centralized entrance. The door is a replacement (fiberglass), sheltered by corrugated metal awning. Modern wood decking fronts the entry. The north sidewall, like the south wall and façade, is organized into three bays. A single, double-hung, one-over-one, vinyl-sash window pierces the northeast corner, sided to the west by two pairs of double-hung, one-over-one, vinyl-sash windows.

A one-story, gabled-front vehicular garage stands closest to the house, approximately fifteen feet from the rear, northeast corner facing west. The exterior walls of this building are sheathed in vinyl, and the roof in standing-seam metal. A large paneled garage door pierces the façade, and a single, double-hung, one-over-one, vinyl-sash window is featured along the south wall. A small, shed-roofed addition extends from the rear of the building. To the immediate rear, east of the garage, stands a large rectangular-shaped agricultural/animal shed or stable. The walls of this building are covered in a combination of vertical and horizontal wood-plank siding. A large shed roof sheathed in standing-seam metal shelters the structure. This building faces south and features six entries across its façade. The doors vary between single swing-hinge openings and sliding doors. The rear wall of the building is pierced by four single swing-hinge openings. Standing approximately fifteen feet south of the animal pen is a one-story, gabled tool shed. This entire building (walls and roof) is covered in standing-seam metal. A sliding door entrance is featured on its north side.

History

According to historic map documentation, no development appeared in this location as of the mid-to-late nineteenth century (Beers 1868). Architectural evidence suggests that this house was likely built ca. 1920s. Tax assessment records indicate the dwelling's date of construction as 1922.

Aside from legal filings at the courthouse, the first known documentation of this property is during the early twentieth century. Roadway contracts from 1926, detailing roadway construction extending from the south side of Harbeson to Hollyville (following the present SR 5), denote a bungalow on the property. At that time, the dwelling was noted as being owned by Clara Rust (State Highway Department 1926).

A 1937 aerial photograph of the area documents a string of development flanking both sides of SR 5 (Harbeson Road). A dwelling and outbuildings are apparent on this property (Delaware Datamil 1937). The 1938 and 1944 USGS topographic maps of the area illustrate only a primary building on the property. All maps from 1954 forward show a dwelling and outbuildings at this location (Delaware Datamil 1954, 1961, 1968; USGS 1955).

As understood from a local resident, this property is presently used as a rental home. The owner of the property, whose surname is Rust, lives in the dwelling to the immediate south. It is uncertain if animals are still kept on the property but historically chickens were kept in the larger of the three buildings, as well as horse (Wagaman 2012). Tax assessment and legal filing indicate that the present owners of the property are Lloyd William and Gloria Rust.

Evaluation

Initial identification and documentation of this property occurred in 1983. Recorded at that time were the house and five outbuildings. The one-and-one-half-story frame dwelling was sheathed in aluminum siding and featured a full-width porch across the front. The outbuildings included a garage, a chicken house, two sheds, and a privy (Goddard and Hawk 1983).

The historical pattern most clearly associated with this property is simply the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of clear historic importance is known to have been associated with the dwelling, and therefore the property is recommended not eligible under National Register Criterion A.

The dwelling was likely built by George A. and Clara Ellen S. Rust. The Rust family name appears repeatedly throughout historical records for Sussex County, but the individual significance of George and/or Clara has not been established. George was born in December 1865, and Clara in January 1867. The two were married in 1886. Both are buried in the nearby Harbeson Cemetery (Anonymous 2006). Though the two were probably well known among their neighbors in the town of Harbeson, there is no evidence found to-date indicating lasting contribution to this community. Neither appears in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899). A road south of the railroad tracks, south of Doddtown Road, is locally known as RUST Road (Route 292A); however, George and/or Clara Rust's names have not been incorporated into the local geography. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of the vernacular bungalow style. From the late nineteenth century to the early to mid-twentieth century these small model homes were a building boom for single-family dwellings. In addition to being affordable they offered a casual living, with open floor plans that had plenty of air and light and less complicated furnishings. This style construction typically consisted of

one-and-one-half-story homes with wide overhanging eaves, and deep porches, and typically had simple interiors that featured built-in cupboards and cozy inglenooks. Other common features included grouped windows, low-pitch roofs, gabled or shed-roofed dormers, and exposed rafter ends (Carley 1994:212, Gottfried and Jennings 1988:216). Many aspects of this type have been retained, such as its height, shape, form, low-pitched roof, dormer, overhanging eaves, deep porch, and fenestration. However, the exterior walls have been completely covered in vinyl, and all of the windows and doors throughout have been replaced. Decorative Victorian-era brackets have been added along the eaves of the side walls, and the front porch has also been enclosed with jalousie windows. Overall, the house lacks integrity of design, materials, workmanship, and feeling as a result of its modifications. Additionally, better preserved examples of this style are known to exist in the nearby area. For these reasons this house is recommended not eligible under Criterion C.

All of the constructions on this property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore the property is not likely to be eligible under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

18675 Harbeson Road (S03564)





Dwelling (.001) façade and north side and outbuilding (.002), looking east.



Dwelling (.001) façade and south side, looking east-northeast.



Dwelling (.001) rear and north side, looking southwest.



Detail of decorative bracket along roof ridge of dwelling.



Dwelling (.001) south side and rear outbuildings (.002,.003,.004), looking northeast.



Garage (.002) façade and north side, looking southeast.

4.2.6 Barker / Wagamon Dwelling (S03565) 18665 Harbeson Road

Description

This property is located along the east side of Harbeson Road and contains a large dwelling facing west. The Harbeson United Methodist Church abuts the north side of the property, and a residential property stands to the south. The house stands close to the roadway. A concrete path leads to and from the front entrance of the dwelling from the walkway that lies across the front of the property, alongside the roadway. A gravel driveway enters the property from Harbeson Road and lies to the north side of the house. The property is well shaded by tall trees to its south and rear sides. Ornamental shrubs and plantings are noticeable on all sides. A post mid-twentieth-century shed stands to the rear of the dwelling.

The two-story, vernacular frame dwelling is L-shaped and similar in style to some of its neighboring properties. A full-width porch enclosure stands across the façade, and multiple additions have been attached to the side and rear. The additions include a two-story, shed-roofed addition across the rear ell, a one-story, shed-roofed addition extending from the rear south sidewall addition, a full-width, shed-roofed patio/porch enclosure from the rear wall, and a small, gabled office addition extending east from the rear of the enclosure. The main block of the house stands on a brick foundation, and all exterior walls are covered in vinyl siding. The complex gabled roof is sheathed in asphalt. A brick chimney rises from the center interior of the rear ell.

Though partially obscured by the enclosed porch, the façade is three bays wide and features regular fenestration. Two single, double-hung, one-over-one, wood-sash windows flank a centralized entrance leading into the main interior of the house. The second level features three, equally-spaced, single, double-hung, one-over-one, wood-sash windows, topped by a centralized gabled-peak, double-hung, two-over-two, wood-sash opening within a central, gabled wall dormer. The porch along the entrance level also features a similar design, as the roof is primarily shed with a central, gabled design over the central entrance. This enclosure is naturally lit by side-by-side, double-hung, one-over-one, aluminum-framed windows on all sides. The south wall of the house is two bays deep, and like the façade, features regular fenestration. Two windows pierce the entrance level, topped by two additional openings on the second level, topped by a single window centered within the side gable. Fenestration and details within the rear ell are completely obscured by the additions. The rear wall is also obscured by additions and modifications. A single window opening (double-hung, one-over-one) remains along the second level, as well as an opening centered within the gable. The north sidewall of the main block is three bays deep. Both the entrance and second levels feature three openings each, and a single opening appears centered within the center of the side gable. Like all of the other windows in the house, these are double-hung, one-over-one, wood sashes.

History

According to historic map documentation no development appeared in this location as of the mid-to-late nineteenth century (Beers 1868). Architectural evidence suggests that this house was likely built ca. 1890s. Tax assessment records indicate the dwelling's date of construction as 1920.

This house was built in 1895 by Harry and Edith Barker (parents of the present owner). Bill Stewart, another local resident of Harbeson and good friend of Mr. Barker, also helped with parts of its construction. In addition to the house, the property also contained a large barn to the rear of the house, but it was demolished ca. 2005. Mr. Barker owned and operated a local sawmill business and was also a local

thrasher man. After Edith's death, Lydia (the younger of two daughters) and her husband, Richard "Dick" Wagamon, moved into the house. During the 1970s they made additions to the dwelling, including an enclosed rear patio, an office (for Lydia's husband), and an additional bedroom and bathroom on the first level (Wagamon 2012).

Aside from legal filings at the courthouse, the first known documentation of this property was during the early twentieth century. Roadway contracts from 1926, detailing roadway construction extending from the south side of Harbeson to Hollyville (following the present SR 5) denote a house on the property. At that time, the dwelling was noted as being owned by Harry Barker (State Highway Department 1926).

A 1937 aerial photograph of the area documents a string of development flanking both sides of SR 5 (Harbeson Road). A dwelling is shown on this property by this point in time (Delaware Datamil 1937). The 1938 and 1944 USGS topographic maps of the area also illustrate a building on the property. All mapping from 1954 forward show a dwelling and outbuildings on the property (Delaware Datamil 1954, 1961, 1968; USGS 1955).

Evaluation

Initial identification and documentation of this property occurred in 1983. At that time the property consisted of a house and barn. The two-and-one-half-story frame, rectangular-shaped dwelling was sheathed in asbestos siding and featured a full-width porch across the front. Two additions extended from the rear of the house (Goddard and Hawk 1983).

The historical pattern most clearly associated with this property is simply the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of clear historic importance is known to have been associated with the dwelling, and therefore the property is recommended not eligible under National Register Criterion A.

The dwelling was built by Harry Barker. To-date, no individual significance of this person has found or established. Though Mr. and Mrs. Barker were probably well known among their neighbors in the town of Harbeson, there is no evidence to-date indicating lasting contribution to this community. Neither appears in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899), and their names have not been incorporated into the local geography. Richard Wagamon, who passed away in 2000, held several occupations in life, including a poultry feed business developer, a superintendent for pile-driving during the construction of the Cape May-Lewes Ferry, and an insurance agent. He was involved in a number of local organizations, and received numerous honors and awards throughout his career in insurance. However, like his in-laws, no local, state, or national individual significance or lasting contribution has been established for him. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of the vernacular, Gothic Revival style. This vernacular house type spanned a long history, emerging predominantly from the application of its gables. During the late nineteenth century the narrow gable, the most identifying element of the style, was featured over the front entrance (porch and/or main roof ridge), and was pierced by a small decorative window, oftentimes with a gothic or peaked-head. Typically, this frame construction was rectangular in shape, with the wide side of the design toward the street. The exterior was most often covered in clapboard siding, with decorative shingles being featured in the gable ends during the later years. The fenestration of this design was symmetrical. Porches were often featured across the facades with decorative elements (Gottfried and Jennings 1988:178; McAlester and McAlester 1997:196-209).

This example possesses a typical centered-gable form. Over the years, this house has undergone a great deal of modifications, including the enclosure of the front porch, fenestration pattern changes to both sidewalls and the rear, the attachment of sizable additions to the south and east sides of the house, and the application of vinyl siding to the entire exterior. The historic main block is still visible, as well as the original windows openings across the façade; however, noticeable changes are apparent across the remaining wall surfaces. Overall, the house lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

Although it is possible that the dwelling incorporates standard late nineteenth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions, which may be determined in a more thorough investigation by a qualified conservator. Further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

18665 Harbeson Road (S03565)





Dwelling façade and north side, looking east-southeast.



Dwelling façade and north side, looking southeast.



Dwelling north side, looking south-southwest.



Dwelling rear enclosure and addition, looking south.



Dwelling south side, looking northwest.

4.2.7 Dwelling / Harbeson United Church Parsonage (S03566)

Description

This property is located along the east side of Harbeson Road and has been absorbed by the neighboring Harbeson United Methodist Church. The area consists of a large gravel parking lot with two outbuildings standing toward the center rear of the property.

Historically, the property contained a dwelling/church parsonage (.001), associated with the church. Sometime after the year 2000, due to its poor condition, the house was demolished. Remaining from the residential property is the ca. 1960 garage (.002). This frame, one-story building stands upon a concrete-block foundation, and its walls are covered in cement-asbestos shingles. The gabled roof is sheathed in standing-seam metal.

The façade of the building faces south and is pierced by an off-centered garage door opening. The door is multi-panel and metal. The east wall features no bays; however, the rear includes a single, double-hung, one-over-one, wood-sash opening, flanked by non-functional vinyl shutters. The west sidewall has both a window and door opening. Like the window on the rear, this window is a double-hung, one-over-one, wood-sash opening, flanked by non-functional vinyl shutters. The side entrance is a three-pane-over-two panel wood door. A pad of concrete sits along this side of the building with a modern shed atop a large wood pallet.

History

According to historic map documentation, no development appeared in this location as of the mid-to-late nineteenth century (Beers 1868). Tax assessment records indicate a date of construction for the church and parsonage as ca. 1910.

Only one deed pertaining to this property was located on-file at the Sussex County Recorder of Deeds in Georgetown. The document is dated July 15, 1888, and describes the conveyance of one acre of land from Harbeson Hickman (of Lewes) and his wife Elizabeth to the Trustees of the Methodist Episcopal Church at Harbeson (at that time being Henry S. Thompson, Asa F. Conwell, Moses H. Megee, Benton Carpenter, and John C. Thompson) (Sussex County Deed Book 109:325). This conveyance describes and covers agreements to the land that both the church and former parsonage (now gravel parking lot) utilize.

The first known documentation of the property including construction is during the early twentieth century. Roadway contracts from 1926, detailing roadway construction extending from the south side of Harbeson to Hollyville (following the present SR 5), denote a house on the property. At that time, the dwelling was noted as being the Beaverdam M.E. Church Parsonage (State Highway Department 1926).

A 1937 aerial photograph of the area documents a string of development flanking both sides of SR 5 (Harbeson Road). A dwelling is definitely apparent on this property by that date (Delaware Datamil 1937). Maps from 1938, 1944, 1954, and 1955 all denote a building on the property (Delaware Datamil 1954; USGS 1938, 1944, 1955). Six years later, by 1961, a rear outbuilding appears to the rear of the house (Delaware Datamil 1961, 1968).

A longtime resident of Harbeson and member of the church confirmed that a church parsonage used to stand between her house and the church building, but was torn down sometime after 2000. The garage of the former house still remains and is used for storage purposes by the church (Wagamon 2012).

Evaluation

According to previous surveys of this area, this property once contained a two-one-half-story, frame, L-plan dwelling. The house measured three bays wide and one bay deep, and featured a two-story, canted bay on the north side of the façade. A full-width screen porch also stood across the façade, sheltered by a hipped roof. A two-story, gabled ell extended from the rear, creating the L-plan form. Several one-story additions had been constructed and attached to the rear. Cement-asbestos sheathed the entire exterior, and the foundation was concrete block (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this dwelling was recommended as a contributing resource to the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is simply the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of clear historic importance is known to have been associated with the property. Therefore, the property is recommended not eligible under National Register Criterion A.

The land on which the former parsonage was located once belonged to Harbeson Hickman. Mr. Hickman was a wealthy and generous land owner of the area who resided in Lewes with his wife. Though Hickman is considered a significant person to the area, given his great land contributions for various developments of the local community, he is not known to have been directly associated with the church. No other individuals significant in the history of the local community have been linked to this property. Therefore, it is recommended not eligible for the National Register under Criterion B.

Architecturally, with the demolition of the house/former parsonage the property's context has been lost and has essentially lost all aspects of integrity. A historic-period (ca. 1960s) garage does remain on the property; however, it lacks any type of significance. For these reasons, the property is recommended not eligible under Criterion C.

The building that remains on this property reflects common mid-twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, the property is not likely to be eligible under Criterion D.

The property is recommended not eligible individually but eligible as a contributing resource of the proposed Harbeson Historic District.

18657 Harbeson Road (S03566)



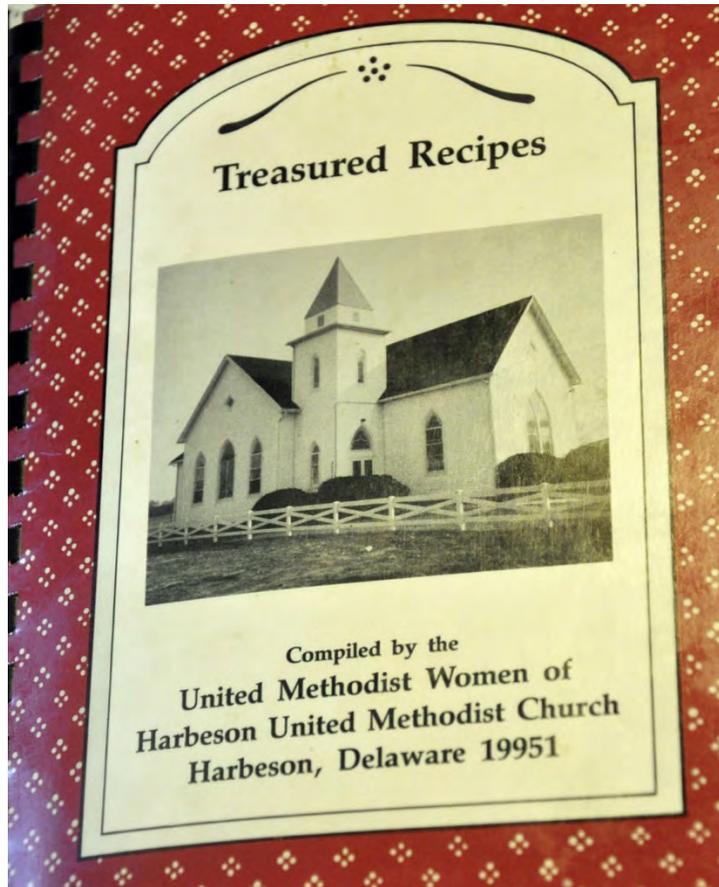


Garage (.002) and shed, looking east.



Garage (.002) and shed, looking north.

4.2.8 Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church
(S03567)



Historic photograph of church on cover of cookbook.



Aerial map showing church and recommended National Register boundary.

Description

This property is situated along the south side of US 9/SR 404, to the east side of Harbeson Road. The property contains a late nineteenth-century church facing west. A concrete sidewalk spans the width of the property, along the front or west property line, lying alongside the roadway. Two walkways stem from the sidewalk, leading two and from two different entrances located within the front façade of the building. A gravel parking lot for the property is situated to the south side of the building. Signage stands in the front lawn area of the property. The property is fairly open, with only a few shade trees throughout. Ornamental plantings grow across the façade wall and a small portion of the sidewalks.

The one-and-one-half-story, L-shaped, wood-framed, steeped-ell church stands slightly setback from the roadway, at the northwest corner of the property. The main block of the building rests upon a rusticated concrete-block foundation. The exterior walls are clad in vinyl, and the complex gabled roof in asphalt shingles. A brick chimney rises from the rear exterior of the south sidewall. A small, single-room addition extends from the front south wall of the main block, attached by a small hyphen.

A square-shaped tower with an enclosed belfry, topped by a four-sided spire, rises from the bend in the L-shaped form of the building at the building's northwest corner. A concrete handicap ramp, flanked by metal hand railing, leads to and from the sidewalk leading to the main entrance of the building, situated within the center of the entrance level of the tower. This entrance consists of replacement (fiberglass) double-doors topped by a gothic-head, stained-glass transom. Further up, along the second level of this side of the tower, is a narrow gothic-head, stained-glass window. The north side of the tower is pierced by two additional gothic-head, stained-glass windows, one at the entrance level and one on the second level.

The remainder of the façade side of the building consists of a gabled end, south of the tower. This area of the building is pierced by a large gothic-head, stained-glass window, topped by a diamond-shaped fixed sash centered within the balcony/attic level of the interior.

To the south stands the building's addition. This one-story, one-room, rectangular-shaped section of the building stands perpendicular to the road, covered by a hipped roof. A small gabled hyphen extends from the southwest corner of the south wall connecting the two cells. A secondary entrance, fronted by a small set of concrete steps with metal hand railing, pierces the façade of this cell, sided by a diamond-shaped fixed window. Two small openings also pierce the addition's south wall, as well as a single opening on the rear, west wall. These windows are double-hung, one-over-one, vinyl-sash openings.

The south sidewall of the main block measures five bays deep. The fenestration is regular and consists of large gothic-head, stained-glass, wood sash windows all across the entrance level. A single diamond-shaped, fixed window is centered within the gable at the east end. The north sidewall contains four bays. Like the south wall, these openings are large gothic-head, stained-glass, wood-sash windows at the entrance level. A single diamond-shaped fixed window is centered within the gable toward the east end.

The rear wall of the church is five bays wide. A wide yet short gabled ell extends east from this wall, sheltering four out of the five windows. All of the windows are gothic-head, stained-glass, wood sash openings. A rear entrance into the church pierces the south end of the ell, fronted by a steep concrete stoop. The wood-framed door is a four-pane-over-three-panel, and is fronted by a modern storm door.

The church building has two datestones. The older of the two is located along the north wall, toward the rear northeast corner and reads:

<p style="text-align: center;">Beaver Dam M.P. Church 1885</p>
--

The second datestone is also located on the north wall, toward the front northwest corner. This stone reads:

<p style="text-align: center;">Beaver Dam M.P. Church Rebuilt 1927</p>
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History

According to church historian Frank Zebley, the first church of the area was built in the vicinity of the present cemetery ca. 1820. The building was a small, one-story construction that faced SR 404. At that time the village of Harbeson was known as "Beaver Dam." A second church was built in 1874 on the same lot, but oriented toward SR 5. It is believed that the original church was moved to Cave Neck, near

Milton, for use by another congregation. The second or present-day church was remodeled in 1885, and moved to its present location in 1927. Local residents, Harbeson Hickman and Edgar Sipple, donated the land for the church to be moved (Zebley 1947:286). Soon thereafter an addition for the Sunday school was built (Tabachnick et al. 1992:307).

Scharf's *History of Delaware* notes that prior to 1844, the Methodist Protestants of south Broad Kiln Hundred met in private houses. In this particular year, land was donated to the society by Barclay Wilson. Shortly thereafter, the Beaver Dam Methodist Protestant Church was built. This one-story frame building measured approximately twenty-eight feet in width by thirty-two feet in length. Services were held at this building until 1885, when additional land was donated by Harbeson Hickman, and the present building was built, a one-story frame building measuring approximately thirty by forty feet. Around this time it was also connected to the Milton circuit. Silas M. Warrington was the appointed superintendent of Sunday school. Circa 1888, the board of trustees was comprised of William H. Prettyman, Thomas W. Walls, Peter A. Dodd, James A. Coulter, and Silas M. Warrington (Scharf 1888:1260).

Another history of the Harbeson United Methodist Church, compiled and printed by the Harbeson United Methodist Women in a cookbook published in 1988, provides a similar account, however in more detail:

Early church members held services in their private homes until 1844 when Barclay Wilson donated land for the purpose of building a church. A one-story frame building was erected back of what is now the cemetery and the church was called Beaver Dam Methodist-Protestant Church.

In 1885 additional land was donated by Harbeson Hickman and a church was built on the corner of the cemetery near the crossroads. The church became part of the Milton Circuit and membership was fifty-four.

The name was changed from Beaver Dam Church to Harbeson Methodist-Protestant Church in 1901 when it became part of the Harbeson-Reynolds Charge. Later Groome Memorial Church in Lewes, Delaware was added and it became the Harbeson Charge. In 1927 the church membership had outgrown the old building so it was moved across the road to its present site where an addition was built on for the Sunday School.

At the time of the printing of the old cookbook titled "The Best in Cooking" in Harbeson 1962-63, Harbeson Charge, Dover District, of the Peninsula Conference, consisted of three churches: Sand Hill, Indian Mission and Harbeson Methodist. Membership at that time was 127 with an average Sunday School attendance of 101 and the properties consisted of the church, a recently remodeled parsonage and a recently enlarged church hall.

From 1967 to 1975 the Harbeson Charge had two churches namely, Harbeson and Indian Mission. In 1968 the name was changed to the Harbeson United Methodist Church and the women's group was changed from Woman's Society of Christian Service to the Harbeson United Methodist Women.

From 1975 to present date Harbeson United Methodist Church has been part of the Milton Goshen-Harbeson Charge with our minister residing in the Goshen parsonage. Present membership is ninety-four.

Another page in the book listed the ministers serving the church since 1901:

1901 – Frank A. Holland	1914 – Fred Phillips
1902 – F.L. Stevenson	1916 – C.M. Adams
1904 – W.S. Sites	1917 – Zebra Adams
1908 – Ben A. Bryan	1918 – C.S. Larrimore
1910 – E.W. Simms	1920 – H.L. Murphy

1923 – C.W. Cullum	1957 – Dale Pruitt
1925 – L.W. Gordon	1959 – Harvey T. Sturgis
1927 – L.E. Haddaway	1961 – John E. Taylor
1930 – P.M.R. Schauer	1964 – Charles M. Moyer
1937 – J.P. George	1967 – William D. Morgan
1943 – R. Ward Mills	1969 – W.A. Hill
1945 – Roy Jones	1970 – Robert E. Rogers
1946 – E.E. Crockett	1972 – Thomas C. Short
1949 – Thomas C. Jones	1975 – Howard E. Evans
1951 – Donovan White	1981 – Charles C. Huffman
1952 – A.T.P. Hudson	1983 – Douglas M. Ridley
1954 – Wm.T. Archer, Jr.	1988 – Robert L. Thomas
1956 – Harry Branford	

Based on information posted on the current property signage, the present-day pastor is Don Mummert.

No development appeared on this property as of 1868 (Beers 1868). Nearly seventy years later, per a 1937 aerial photograph of the area, a large construction and outbuildings(?) appeared on the property (Delaware Datamil 1937). A 1938 USGS topographic map of the area denoted a religious structure in the northeast corner of the present-day cemetery property.

By 1944, and again in 1955, the property was denoted as containing a religious structure. The Beaverdam Cemetery was illustrated across the street, on the west side of SR 5 (USGS 1944, 1955). Aerial photographs from 1954, 1961, and 1968 all show the church building on this property (Delaware Datamil 1954, 1961, 1968).

On a document for a 1956 roadway project from Harbeson to Waples Pond the property is simply noted as being large and containing a church (State Highway Department 1956).

Only one deed pertaining to this property was located on-file at the Sussex County Recorder of Deeds in Georgetown. The document is dated July 15, 1888 and describes the conveyance of one acre of land from Harbeson Hickman (of Lewes) and his wife Elizabeth to the Trustees of the Methodist Episcopal Church at Harbeson (at that time being Henry S. Thompson, Asa F. Conwell, Moses H. Megee, Benton Carpenter, and John C. Thompson) (Sussex County Deed Book 109:325). This conveyance describes and covers agreements to the land that both the church and former parsonage (now gravel parking lot) utilize.

A longtime resident of Harbeson confirmed that the building used to stand on the cemetery property. As she remembered, the building was moved to its current location sometime after the twentieth century. The cemetery was historically referred to as Beaver Dam Cemetery and was affiliated with the church, but later became known as Harbeson Cemetery (Wagamon 2012).

Evaluation

Previous surveys of this property describe this building as a one-story, Gothic-style church with a protruding, rear apse and two-story bell tower. Aluminum siding covers the exterior. Pointed, Gothic-style windows pierce each façade, and diamond-shaped openings are centered within each of the gable peaks. The entrance was contained within the bell tower, located on the north façade (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this building was recommended as a contributing resource to the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of mid-nineteenth and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

As a religious property, Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church could possess historical significance if it is associated with a theme in the history of religion having secular scholarly recognition; it is associated with another historical theme, such as exploration, settlement, social philanthropy or education; or it is significantly associated with traditional cultural values. This church houses a small, local congregation, and research has not demonstrated its association with any significant historical trend. Originally built in ca. 1830-40s, it does represent one of the oldest and longest-lasting Methodist churches in the area, but the original building is no longer extant, and the current building, erected in 1885, reflects a later period in the church's history. Therefore, the Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church is recommended not eligible for the National Register under Criterion A.

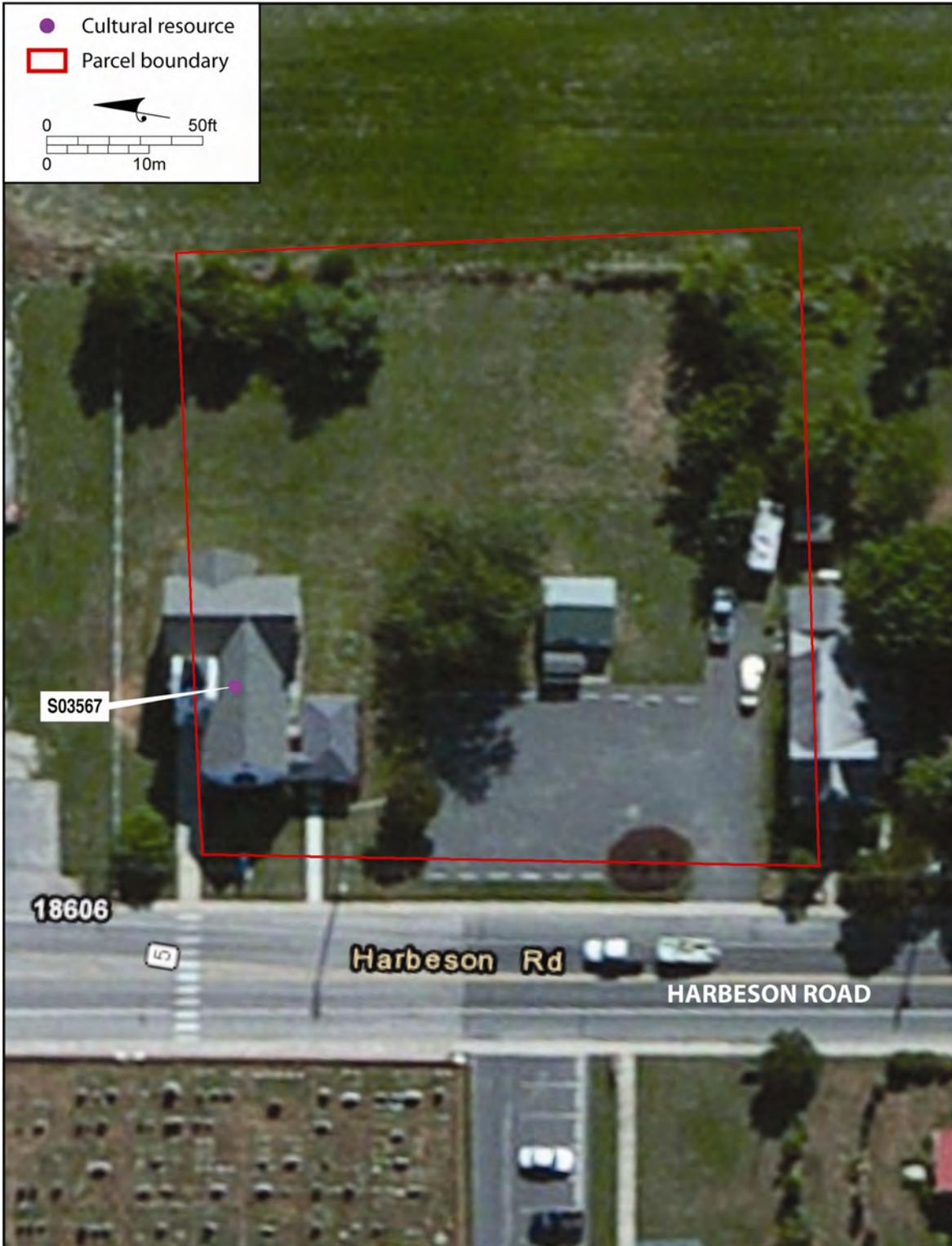
The land on which the church is located once belonged to Harbeson Hickman. Mr. Hickman was a wealthy and generous landowner of the area who resided in Lewes with his wife. Though Hickman is considered a significant person to the area given his great land contributions for various developments of the local community, he is not known to have been directly associated with the church. No other individuals significant in the history of the local community have been linked to this property. Therefore, it is recommended not eligible for the National Register under Criterion B.

Architecturally, the Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church is a modestly designed, steepled-ell church typical of the area from the late nineteenth-century. Simple vernacular details of narrow peaked-head windows and paired front entry doors within an enclosed belfry lend an understated style that continues to reflect the building's spiritual purpose. The building's main cell has been well preserved; however, modern alterations have been made in recent years. The stained-glass windows throughout appear to be replacements, and the exterior walls of the building have been completely covered in vinyl. Additionally, a handicap ramp with metal hand railing has been installed at the building's main, front entrance, and a one-story addition has been attached to the building south wall. Overall, these changes do not detract from the construction's overall design or feeling. Its location (though moved from its original location, just across the street), along Harbeson's main thoroughfare and near the center of town reflects its role as an anchor for the local community, a sense further enhanced by the cemetery located across the street. As a largely intact example of a typical late nineteenth-century, vernacular, steepled-ell style church, the Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church is recommended eligible for the National Register under Criterion C. Because the church is recommended eligible based solely on architectural characteristics, as judged in secular terms, it meets the requirements of Criteria Consideration A: Religious Properties.

Although it is likely that the church incorporates standards and construction techniques from the late nineteenth century, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions. A more thorough investigation by a qualified conservator might be able to determine such information. Regardless, further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If ever determined that the church was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The church is recommended eligible as part of a complex which also includes the former church cemetery (S083531) across SR 5 (Harbeson Road) to the west. The suggested National Register boundary for the church portion of the complex consists of a polygon-shaped boundary around the outer walls of the church building. The period of significance for the church is 1885 when the building was erected and 1927 when the building was rebuilt. These years also reflect its architectural significance. The church property would also contribute to the proposed Harbeson Historic District.

18647 Harbeson Road (S03567)





Church (S03567) and outbuildings (modern and S03566.002), looking east-northeast.



Church (.001) façade and north side, looking southeast.



Church (.001) rear and south side, looking northwest.



Church (.001) rear and north side, looking west-southwest.



Detail of 1885 datestone on north wall of church.



Detail of 1927 datestone on north, front wall of church.

4.2.9 Davidson Dwelling (S03569)

Description

This property is located along the north side of Lewes Georgetown Highway and contains a dwelling and two outbuildings. The Delmarva Power and Light Harbeson Substation abuts the property on the west, and a commercial garage stands to the east. A wide, linear gravel driveway enters the property from the Lewes Georgetown Highway on the west side of the house and leads to buildings and equipment situated toward the middle-rear areas of the property. The rear perimeter edges of the property are heavily forested; however, the front is open with little-to-no landscaping. Beds of ornamental shrubs and plantings grow along the exterior wall of the dwelling. A split-rail fence stands to the east side of the house. A mid-twentieth-century garage/shed stands to the rear of the dwelling.

The rectangular-shaped one-and-one-half-story, vernacular frame bungalow (.001) stands close to the roadway facing south. Full-width porch enclosures stand across both the façade and rear walls. A brick stoop fronts the front entrance, and a small modern wood deck provides access to the rear. The entire house stands on a rusticated, concrete-block foundation, and all exterior walls are covered in aluminum siding. The gabled-front roof is sheathed in asphalt shingles. A brick chimney rises from the center interior of the house, to the west side of the roof ridge.

Though partially obscured by the enclosed porch, the façade measures three bays wide and features regular fenestration. Double-hung, one-over-one, wood-sash windows flank a centralized main entrance. A pair of double-hung, one-over-one, wood-sash windows is center within the upper level of the front gable. The porch is sheltered by a hipped roof and enclosed with siding (like that of the house) and features pairs of double-hung, one-over-one, wood sash windows on each side. A centralized, wood-framed, one-light-over-two-cross-panel-type door provides entry into the interior. The west wall of the house measures three bays deep and, like the façade, features regular fenestration. Three pairs of equally-spaced, double-hung, one-over-one, wood sash windows pierce the wall. The east wall also features three bays; however, the openings are single. Fenestration and details of the main rear wall are obscured because of the rear porch enclosure. Like the façade, this enclosure is also covered by a hipped roof, and its walls are covered in aluminum like the main house. A centralized, wood-framed, four-pane-over-three-cross-panel door provides entry into the interior. Double-hung, one-over-one, wood sash windows pierce each wall, providing natural light to the interior. A single, double-hung, one-over-one, wood sash opening is centered within the upper level of the gable end.

North of the house stands a frame, one-story, shed-roofed garage/shed (.002), facing south. The building stands on an elevated concrete-block foundation. Both its walls and rooftop are covered in standing-seam metal. Two sliding door entries pierce the façade.

History

The only development that appeared on this side of the Lewes Georgetown Highway as of 1868 is a building or dwelling owned by “H. Hickman” (Beers 1868). However, no building or dwelling within this area of the APE dates to this period of construction.

By 1923, a document for a roadway project that spanned from the east side of Harbeson to a local County Road to the west, following the present US 9/SR 404, denotes a dwelling on this property, owned by Lewis C. Hudson (State Highway Department 1923).

In 1936, a document for another roadway project, showing roadway widening from the northeast side of Georgetown to Cool Spring, notes a “frame bungalow” on the property. Lewis C. Hudson continued to be

noted as the owner of the property (State Highway Department 1936). A 1937 aerial photograph of the area illustrates development on this property; however, the resolution of the aerial is too poor to show details of construction (Delaware Datamil 1937). USGS 1938 and 1944 topographic maps of the area definitely denote a building on the property.

Nine years later, a document for roadway improvements from Harbeson to Five Points denotes Harry Hudson as the owner of the property (State Highway Department 1953). An aerial photograph from 1954 shows a dwelling and outbuildings on the property (Delaware Datamil 1954). The dwelling and outbuildings continue to appear on maps of the area from 1955 through 1968 (Delaware Datamil 1961, 1968; USGS 1955).

According to previous recordation of the property, this house was apparently built in 1936 by John Warrington (Goddard and Hawk 1983). Presently, this house is occupied by a tenant, and used for both residential and commercial purposes. The owner of property is Bob Davidson, who operates a business in a large modern building to the rear of property.

Evaluation

Previous survey and investigations of this property describe this dwelling complex, on the north side of Route 404 beside the Harbeson Power Plant, as a one-and-one-half-story house with stylistic Craftsman elements. Several historic outbuildings were also associated with the property, including a chicken house, a vehicular storage building, and frame animal shed (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this dwelling was recommended individually eligible for the National Register for its architectural significance as a stylistic vernacular dwelling with well retained Craftsman elements, as well as its association and retention of early twentieth-century agricultural surroundings (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

The dwelling was likely built by John Warrington, a self-employed building contractor from Harbeson. John was born in 1899. As a young man, he worked for the railroad, illuminating tracks at night with kerosene lamps. He later became self-employed. John was married to Carrie F. Warrington, both of whom were members of Harbeson United Methodist Church. John is buried in the nearby Harbeson Cemetery (Anonymous 1995). Though he was probably well known among neighbors in the town of Harbeson, there is no evidence found to-date indicating any lasting contribution to this community. Neither person appears in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899), and their names have not been incorporated into the local geography. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of the vernacular bungalow style. From the late nineteenth century to the early to mid-twentieth century these small model homes were a building boom for single-family dwellings. In addition to being affordable they offered a casual living, with open floor plans that had plenty of air and light and less complicated furnishings. This style construction typically consisted of one-and-one-half-story homes with wide overhanging eaves and deep porches, and typically had simple interiors that featured built-in cupboards and cozy inglenooks. Other common features included grouped windows, low-pitch roofs, gabled or shed-roofed dormers, and exposed rafter ends (Carley 1994:212, Gottfried and Jennings 1988:216). This example retains a number of aspects to this period of construction, including its height, shape, form, porch, fenestration, and paired openings. However, the

exterior walls are believed to have been covered by replacement aluminum siding, and all of the windows throughout appear to be one-over-one sash replacements. A rear wood deck has also been attached across the rear wall of the house. Though minimal, overall the house lacks integrity of materials, workmanship, and feeling as a result of these modifications. Additionally, better preserved examples of this style are known to exist in the nearby area. The group of agricultural outbuildings that formerly existed have since been removed from the property, altering the historically agricultural rural setting the property once maintained. For all these reasons this house is recommended not eligible under Criterion C.

All of the constructions on this property reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore, the property is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26527 Lewes Georgetown Highway (S03569)





Dwelling (.001) façade and west side, looking north-northeast.



Dwelling (.001) rear and west side, looking southeast.



Dwelling (.001) rear and east side, looking southwest.



Garage (.002) façade and west side, looking northeast.



Garage (.002) and modern building, looking north.

4.2.10 Dwelling, NE corner of US 9 & SR 5 intersection (S03570)

Description

This property is located at the northeast corner of the intersection of the Lewes Georgetown Highway and Harbeson Road and contains a ca. 1980s commercial building that stands at an angle to the intersection, facing southwest. A large paved drive/parking area cuts across the southwest corner of the lot, fronting the building.

Historically, the property contained a dwelling and store that faced south towards the highway. Sometime after the 1960s the buildings were demolished. Nothing architecturally remains on this property from this earlier time period.

History

No development is denoted in the location of this property on the 1868 map of the area (Beers 1868). Roadway contracts from the early twentieth century document a dwelling and store on this property, owned by William Stewart. Contracts from 1923 specifically noted a two-story frame dwelling, a one-story frame store (both facing south towards US 9/SR 404), and a one-story frame wheelwright (facing west toward SR 5) (State Highway Department 191?, 1923).

By 1936, a document for a roadway widening project denotes a two-story, frame dwelling and a one-story frame dwelling (facing south towards US 9/SR 404) (State Highway Department 1936). A 1937 aerial photograph of the area documents a small string of development on the north side of SR 404 (Lewes Georgetown Highway). A dwelling or building is definitely apparent on this property by this point in time, facing south towards the roadway (Delaware Datamil 1937). USGS maps and aerials from 1938 through 1968 continue to show or denote a building on the property (Delaware Datamil 1954, 1961, 1968; USGS 1938, 1944, 1955).

Roadway contracts from 1953 through 1956 continue to detail and illustrate the property containing three buildings (a store, frame dwelling, and wheelwright), under the ownership of William Stewart. By 1960 only one building appears to remain, the two-story frame dwelling (State Highway Department 1953, 1956, 1960).



4.2.11 Post Office (S03571)

Description

This building stands on the property at the southeast corner of the intersection of the Lewes Georgetown Highway and Harbeson Road. The property also contains a ca. 1980s multi-complex commercial building and gas pumps, covered by a large flat-roofed awning. Little to no part of the property is landscaped. Paved driving/parking areas surround the buildings and development.

In 1983 the former post office building was identified and surveyed on this property as standing three buildings from the east of the corner intersection, along the south side of the highway (in the approximate location of the present-day convenient store side addition). At that time, the building was assigned and recorded as SHPO CRS# S03571. By 1992, the gabled convenient-store building had expanded, resulting in the demolition or move of CRS# S03572 (a former store) and move of CRS# S03571 (the former post office). Though moved, the former post office building remained on the property, only in a new location. The 1992 survey and report continue to refer to the building as CRS# S03571; however, out of deference to the possibility of any archaeological potential in/around the building's former location, this survey documents and evaluates the building's current location as CRS# S12266. The former location is now topped by asphalt and the multi-complex commercial building.

History

The establishment of the railroad station in 1869 was the origin of the village. T.R. Burton was appointed station agent and postmaster that same year. Burton filled both positions until 1885 when he was succeeded by S.A. Jarvis (Scharf 1888). No development is denoted in the location of this property on the 1868 map of the area (Beers 1868). Mueller's Clyde of America Map from 1919 denotes a "Harbeson P.O." However, its exact location is not shown.

Roadway contracts from 1923 illustrate no buildings on this property, only the property's owner, Charles Ennis. Three years, in 1926, a store is illustrated on the property, and the property owner is shown as Nora V. Evans. Contracts from 1936 denote a filling station/dwelling on the property, owned by Jessie Lingo (State Highway Department 1923, 1926, 1936).

A 1937 aerial photograph of the property shows some form of construction on the property; however, the resolution of the mapping is too poor to indicate detail (Delaware Datamil 1937). The 1938 USGS map of the area denotes nothing on the property. From 1944 through 1954 maps of the area show one building on the property (Delaware Datamil 1954; USGS 1944). A year later, a 1955 USGS map of the area illustrates two buildings and one outbuilding on the property. These buildings appear to remain through 1968 (Delaware Datamil 1961, 1968).

Roadway contracts from 1953 denote Nora Ennis as the owner of the property. Three years later, contract records simply note the property as "Tydol Gas Station," which is again noted in records from 1960 (State Highway Department 1953, 1956, 1960).

According to a longtime resident of the area, the original post office of Harbeson stood somewhere along South Harbeson Road, closer to the railroad tracks. The facility then moved to the corner property, nestled among a short row of buildings facing the highway. When the gas station expanded, the building was moved to its current location. The building continued to house the post office for a couple of years in this location, but then the post office moved into the multi-complex building. Shortly after the post office

vacated the building, it was converted into a barber shop. It is unknown whether the present-day barber shop was the *original* post office of the area (Wagaman 2012).

Previous survey and investigation (1992) identify this building as a Post Office, located at the southeast corner of the intersection of Route 404 and Road 5. The small one-and-one-half-story building was clad in aluminum siding top a concrete foundation. The gabled roof was sheathed in shingles. The building appeared to recently have been moved for the construction of a nearby mini mart/gas station. Its date of construction was unknown, but appeared to be early twentieth century. A previous survey (1983) of the building noted its constructions as circa 1930 (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this building was recommended as a contributing resource to the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of mid-nineteenth and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).



4.2.12 Store (S03572)

Description

Historically, this building stood on the property at the southeast corner of the intersection of the Lewes Georgetown Highway and Harbeson Road. The Harbeson United Methodist Church abuts the property to the south. As of 1983, the building stood two buildings east of the corner, along the south side of the highway, facing north. Sometime shortly thereafter, this building was either demolished or moved from this location in preparations for the construction of a side addition onto the already standing, gabled convenience store building.

History

No development is denoted in the location of this property on the 1868 map of the area (Beers 1868). Roadway contracts from 1923 illustrate no buildings on this property, only the property's owner, Charles Ennis. Three years later, in 1926, a store is illustrated on the property, and the property owner as Nora V. Evans. Contracts from 1936 denote a filling station/dwelling on the property, owned by Jessie Lingo (State Highway Department 1923, 1926, 1936).

A 1937 aerial photograph shows some form of construction on the property (Delaware Datamil 1937). Oddly, the 1938 USGS map denotes nothing on the property. From 1944 through 1954 maps of the area continue to show one building on the property (Delaware Datamil 1954; USGS 1944). A year later, a 1955 USGS map of the area illustrates two buildings and one outbuilding on the property, which appear to remain through 1968 (Delaware Datamil 1961, 1968).

Roadway contracts from 1953 denote Nora Ennis as the owner of the property. Three years later, contract records simply note the property as "Tydol Gas Station," which is again noted in records from 1960 (State Highway Department 1953, 1956, 1960).



4.2.13 Dwelling, NW corner of Harbeson Road (SR 5) & Lewes Georgetown Hwy (US 9/SR 404) (S03573)

Description

This property is located at the northwest corner of the intersection of the Lewes Georgetown Highway and Harbeson Road and contains a vacant/abandon dwelling. The Beaverdam Creek runs along and conveniently marks the property's north and west sides. Dense overgrowth, including trees, vines, and shrubs, shrouds all sides of the house. A small grass parking area lies to the front and southeast corner of the property.

The two-story, T-plan, frame dwelling stands close to the roadway, facing east toward Harbeson Road. The house is in poor condition. Work appears to have been started in recent years, but abruptly stopped for reasons unknown. Timber scaffolding still stands abandoned across the façade, with signs of roof repair started. Two additions extend from the south side of the dwelling: a large shed-roofed dormer atop the original one-and-one-half-story gabled ell; and a one-story, shed-roofed, porch-enclosure-like-extension from the ground level. The house stands on a rusticated concrete block foundation, and the exterior walls are covered in cement-asbestos shingles. The roof is sheathed in asphalt shingles. Cornice returns are featured in the front side-gabled cell of the house, and a single gabled wall dormer rises from the north wall of the rear ell.

The façade is two bays wide. A side-entrance, wood-panel door pierces the southeast corner, sheltered by a gabled hood. A pair of replacement, double-hung, one-over-one, vinyl-sash windows are featured to the north side of the door, and two equally-spaced single openings pierce the second level. Only the front/east end of the south wall is exposed, as the rear portion is obscured by additions. This front cell of the house is one bay deep and features three windows, one on each level. The openings on the entrance and second levels are staggered and are single replacement, double-hung, one-over-one, vinyl sash windows. Centered within the gable in the attic level of the house is a single double-hung, six-over-six, wood sash opening. The front cell of the north wall features five windows: two single replacement, double-hung, one-over-one, vinyl sash openings along the entrance level; one single, double-hung, six-over-six, wood sash openings along the second level; and two fixed, rectangular openings across the attic level. The north wall of the ell is pierced by two single replacement, double-hung, one-over-one, vinyl sash openings. Fenestration and details of the rear of the house were obscured due to the heavy overgrowth.

History

The Beers atlas of 1868 denoted a school at this location, specifically, "SH 78." By 1919, Mueller's Clyde of America map, which typically denoted the locations of all area schools and post offices, illustrates nothing on this corner property. The local school by this time was illustrated as being immediately south, on the west side of SR 5 (Harbeson Road), and labeled as "Beaverdam Sch. 88."

Early twentieth-century, roadway contracts detail a chicken house, privy, dwelling, garage gas pump, and shed on the property, all owned by S.J. Warrington. By 1923, S.W. (Sheridan W.) Warrington was the noted property owner, and the property contained a one-story, frame garage, frame dwelling, and machine shop, all facing east toward Harbeson Road/SR 5 (State Highway Department 191?, 1923).

Roadway contracts from 1936 detailed a one-story dwelling, repair shop, and gas pumps on the property. By this time Leta Warrington (wife of the deceased Sheridan W.) was the noted property owner. Contracts detailing projects taking place from 1953 through 1960 continued to affiliate Leta Warrington

as the owner of the property. By 1960 only one frame building was noted as remaining on the property (State Highway Department 1936, 1953, 1956, 1960).

Aerial photographs and USGS topographic maps from 1937 through 1961 definitely showed two buildings on the property, one appearing to face south toward SR 404 (Lewes Georgetown Highway) and one facing east toward SR 5 (Harbeson Road) (Delaware Datamil 1937, 1954 and 1961; USGS 1938, 1944 and 1955). By 1968, one building appeared near the corner of the property. It appears in size, scale, and orientation to be the present-day dwelling (Delaware Datamil 1968).

Evaluation

Previous survey and investigation (1992) described this two-and-one-half-story dwelling as being located at the northwest corner of the intersection of SR 404 and SR 5. Previous identification and survey from eleven years earlier (1983) noted the same dwelling. However, it also noted that the house had been moved to this location, but it is unclear when this occurred and from where (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this dwelling was recommended as a contributing resource to the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

The dwelling appears to have been built by or associated with Sheridan Warrington. To-date, no individual significance of this person has been found or established. Though Sheridan and Leta Warrington were probably well known among their neighbors in the town of Harbeson, there is no evidence to-date indicating any local, state, or national significance or lasting contribution to this community. Neither person appears in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899), and their names have not been incorporated into the local geography. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, the dwelling is representative of a vernacular, folk Victorian style. The style is typically defined by the presence of detailed porches and Victorian design elements on simple house forms that mimic, but do not copy, high-style Victorians (McAlester and McAlester 1997:308). This example possesses aspects of the typical side-gabled, two-story form (a subtype of the I-house). This example does not feature the typical full-width open porch across the façade, but rather a gabled hood over the main entrance. Recent modifications reflect fenestration pattern changes and the replacement of nearly all openings, and the attachment of sizable additions to the rear of the house. Though sensitive with the use of similar materials to the dwelling's period of construction, the exterior walls have also been re-clad in patterned cement-asbestos siding (versus wood shingles). Overall, the house lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

Although it is possible that the dwelling incorporates standard late nineteenth-century construction techniques, deconstruction and/or demolition may reveal that it contains information important to the understanding of vernacular architecture traditions, which may be determined in a more thorough investigation by a qualified conservator. Further investigation would be necessary to fully determine whether the property is eligible under Criterion D and has important information to yield. If it is

determined that the building was constructed using standard building technology of the time, including balloon or platform framing, this property would not be eligible for listing under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

Northwest corner of US 9 & SR 5 intersection (S03573)





Dwelling façade and north side, looking west-southwest.



Dwelling south side, looking north.



Dwelling rear, looking northeast.

4.2.14 Prettyman Complex / Compass Point Associates (S03574)

Description

This property is located along the north side of the Lewes Georgetown Highway, west of the Lewes Georgetown Highway and Harbeson Road intersection. Historically, the property encompassed the dwelling, multiple outbuildings, and acres of farmland; however, in more recent years, it has been subdivided. In September 1983 the property was surveyed and documented on SHPO CRS forms, including a house (.001), modern garage (.002), machine shed (.003), carriage house (.004), and old garage. The “old garage” has since been demolished. Presently, the dwelling, garage, fountain, and majority of the curvilinear driveway are contained within a square-shaped parcel of land encompassing 1.2 acres. The property’s former barn and equipment shed stand within a much larger, polygon-shaped parcel of land, including 8.05-acres of farm and wood land. The following description, historical narrative, and National Register evaluation address the two properties as one.

The dwelling stands toward the west end of the property, facing south toward Lewes Georgetown Highway. A paved curvilinear driveway enters the property, snaking around small portions of landscape between the house and carriage house/former barn. Tall, overgrown shrubs grow alongside the dwelling. The front residential-like area of the property features landscaped shrubs and evergreens, whereas the rear is primarily tilled farmland and dense woodlands. The outbuildings all stand fairly close to one another, near the front of the property.

This two-and-one-half-story frame foursquare (.001) stands close to the road. The main block of the house is a simple square-shaped construction, atop a rusticated concrete-block foundation, sheltered by a pyramidal roof. A full-width open porch stands across the façade, sheltering the main entrance. This flat-roofed entrance is supported by Tuscan wood columns atop a concrete deck with brick edging. Across the rear stands a large addition, a full-width L-shaped enclosure with an attached, full-width wood deck extending north. Lattice-style fencing is situated along the perimeter edges of the deck for privacy.

Signs of renovations in the recent years are definitely apparent from the exterior of the house. All fenestration patterns have been maintained; however, all of the windows have been replaced with double-hung, one-over-one, vinyl sash openings. Decorative non-functional shutters flank each window. A few of the doors have also been replaced. Additionally, the entire exterior of the house has been clad in vinyl siding. The rooftops (to the dwelling, dormer, porch, and addition) are all sheathed in rolled asphalt. An original brick chimney rises from the center interior roof-ridge peak. A newer brick chimney (ca. 1970s) rises up the center exterior of the façade. A hip-roofed dormer extends from the front roof ridge, pierced by a pair of small fixed, single-pane windows.

The façade of the house measures three bays wide. A side-entrance, multi-pane, wood-and-glass door pierces the southeast corner. Two triple, side-by-side windows appear west of the door, flanking the front façade chimney. The second level of the façade is pierced by three single, equally-spaced openings. The east wall is three bays deep. A wood-framed, single-pane-over-three-panel door pierces the center of the entrance level, sheltered by a hip-roofed portico supported by wood columns. A small single opening is located at the southeast corner of the wall, and a triple window opening pierces the northeast corner. The second level features two single openings. The entrance level of the west wall of the house is largely obscured by overgrown shrubs; however, it features no openings. The second level of this wall is pierced by a pair of window openings. Like the west wall, details of the rear entrance level of the house are obscured (by an addition/enclosure); however, the second level is visible and features three single openings.

At the northeast corner of the dwelling stands a garage (.002), semi-attached to the dwelling by its rear addition/enclosure. This one-story, frame ca. 1950s building stands on a concrete-block foundation with walls covered in vinyl. A pyramidal roof, sheathed in rolled asphalt, shelters the building, topped at the center by a decorative, non-functional ventilator. An iron weathervane with flying goose ornamentation rises from the center of this feature. The building, facing south, is two bays wide. Two garage doors pierce the front. They are highly decorated by multi-pane openings and flanking shutters, appearing almost as French door openings. The east wall is also two bays deep, featuring two single, double-hung, one-over-one, vinyl sash openings. The west wall is pierced by a single window and an additional side entrance, a three-pane-over-three-panel, wood-framed door. The rear wall features only one window opening.

Further northeast on the property stands a one-story frame shed (.003). This ca. 1940s building was built above ground and has exterior walls covered in board and batten. A side-gabled roof, sheathed in corrugated metal, covers the structure. The building faces south and features six bays across its front side. Four of the bays are open, and two feature wood-slat, hinge-swing doors. The building features no openings on its side or rear walls.

Approximately fifteen feet in front of the shed stands a two-story frame, former barn/carriage house (.004). This ca. 1930s building stands on a paneled concrete-block foundation, and its walls are sheathed in horizontal wood clapboard. A large gable-fronted roof shelters the interior, sheathed in rolled asphalt. A pyramidal ventilator sits along the center of the roof ridge, topped by an iron weathervane. Three equally-spaced, iron and glass ball, lightning rod elements also line the roof ridge. This building faces south and features two openings across its façade. The entrance level is pierced by a large centralized double-door entry with two multi-paned fiberglass doors. Multi-paned sidelights and decorative, non-functional shutters flank the opening. Above the door, along the second/loft level is a single, double-hung, one-over-one, vinyl sash window, also flanked by non-functional shutters. The east wall of the building is three bays deep. A wood-slat, hinge-swing door, flanked by single window openings, pierces the center of the entrance level. Atop the entrance, along the second level, is another single window opening. The west wall features three openings: two single window openings along the entrance level and one along the second level. The rear, north wall of the building features only one bay, a centralized fiberglass door.

Lastly, located within the landscaping portions of the driveway, closer to house and garage, is an early twentieth-century circular fountain (.005). The brick construction measures approximately six feet in diameter and is encircled by a brick path along its outside walls. Its basin area is parged with concrete and features exposed copper faucets along the interior walls. In recent years, large plastic, ornamental dragon-and-lantern elements have been placed along the top wall of the fountain. The bases of these decorative pieces are further supported by stacks of loose bricks. At the time of survey, the fountain was not in use.

History

No development is denoted in the location of this property on Beer's 1868 atlas of the area. A roadway contract from the early twentieth century denotes the owner of the property as William H. Prettyman. By 1936, records illustrate a two-story, frame dwelling and frame filling station on the property, under the same title of ownership (State Highway Department 191?, 1936).

A 1937 aerial photograph definitely shows development on the property. The resolution of the mapping is too poor to extract the exact number and/or details of building; however, the oval-shaped driveway is apparent, as well as outbuildings (Delaware Datamil 1937). Oddly, the 1938 USGS map of the area denotes nothing on the property. The 1944 map of the area illustrates one building on the property (USGS 1944). USGS maps and aerials from 1954 through 1968 show the main dwelling and multiple outbuildings on the property (Delaware Datamil 1954, 1961, and 1968; USGS 1955).

A roadway contract from 1953 continues to denote buildings on this property under the ownership of William H. Prettyman. In 1960, records illustrate a two-story, frame dwelling and a frame repair shop on the property (State Highway Department 1953, 1960).

According to a long-time resident of the area, the Prettyman House was owned by William and Esther Prettyman. At some point in time, it was left to Jimmy Prettyman, who lives in Rehoboth. It is unknown who Jimmy sold the property to. Jimmy has a sister named Coretta Prettyman, and a brother named Bill Henry (Wagamon 2012).

Compass Point Associates, a commercial business, currently owns and utilizes the property. They have been the owners for the past six years. Since their acquisition of the property, the portion of the property that contains the former barn and equipment shed, located toward the east end of the driveway, has been subdivided and is owned by a different property owner. In years past, the larger of the two buildings served as a antique/gift-type shop; however, neither building is currently in use.

In the basement of the former dwelling is the date 1935, etched in a pad of concrete.

Evaluation

The surveys of 1983 and 1992 both included this property on the north side of SR 404. Further, the late nineteenth-century Colonial Revival complex was recommended not eligible. It was described as compromised as a result of having undergone a series of additions, changes to its fenestration, and the attachment of a replacement porch and chimney to the façade (Goddard and Hawk 1983; Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

The dwelling was built by William Henry Prettyman. To-date, no individual significance of this person has been found or established. Mr. Prettyman was born a Delawarean, June 9, 1850. He married Cora Etta Smith, and like his father (William Henry Prettyman) was a farmer to the local area. According to his death certificate, he died March 1, 1922 as a result of having pneumonia. He is buried in the local Harbeson (Beaverdam) Cemetery (Marshall-Steele 2011). Though Mr. and Mrs. Prettyman were probably well known among their neighbors in the town of Harbeson, there is no evidence to-date indicating lasting contribution to this community. Neither person appears in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899). There is a road north of the Lewes Georgetown Highway that lies at a diagonal between Harbeson and Gravel Hill Roads named PRETTYMAN Road (County Road 254). Research thus far has not clarified when exactly this roadway was given this name, but based on historic maps, it appears to have been sometime during the twentieth century. Though not known for certain, it is believed that it was given this name based on the amount of land historically associated with the Prettyman family in and around this general area. William Henry Prettyman, specifically, has not been incorporated into the local geography. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of the American Foursquare. This house type emerged as comfortable, space-efficient housing for middle class families. Much different from Victorian-era constructions which tended to be complex, highly ornamented dwellings with complicated floor plans with many small rooms, hallways, and stairways, foursquares were easier to erect, and more economical forms of construction. Foursquare dwellings were generally two stories in height, constructed in a cubic

shape and crowned by a hipped or pyramidal hipped roof. Dormer windows were not uncommon, projecting from the roof slope(s). Their plan generally consisted of four square rooms above three square rooms and an entrance hall. Common exterior features included a single-story porch with substantial columns or posts extending the width of the front elevation, a window designed to provide light for the stairway located midway between the first and second floors on an exterior side wall, and side bay windows (Lanier and Herman 1997:182).

This example possesses elements similar to that of the hip-roofed, symmetrical, front-entry plan type. Over the years, this house has undergone a great deal of modifications, including the application of vinyl siding to the entire exterior, the replacement of all the windows throughout with single-pane, vinyl-sash openings, the addition of a chimney to the front façade, the attachment of a full-width enclosure across the rear (creating access to the once separated garage), and the construction and attachment of a large, wood deck to the back. The historic main block is still visible, as well as the original fenestration across the façade; however, noticeable changes are apparent across the remaining wall surfaces.

Further, some of the outbuildings and a structure on the property have been adaptively reused for new purposes and in the process also undergone modifications. The former vehicular garage (.002) appears to have been repurposed for office use. Like the house, its main block has been maintained; however, its window and door openings have all been replaced. Most noticeable (and insensitive to its period of construction) are the original garage bay openings on the building's façade that have been re-designed to act/look as pairs of French-door openings. The former barn/carriage house (.004) has been converted into a free-standing commercial building (showroom and/or office space). Fenestration changes are apparent on each wall of the building, and new windows and doors have been installed. Lastly, the fountain (.006) has been modified with the addition of large plastic East Asian ornamentations, introducing an exotic element/feeling to a formerly middle-class, all-American rural agricultural setting. Overall, the house lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

The dwelling and outbuildings reflect common twentieth-century construction techniques and are not likely to provide new information regarding building technology that is not already available through other means; therefore, the property is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26373 Lewes Georgetown Highway (S03574)





Dwelling (.001), garage (.002) and water fountain (.003), looking northwest.



Dwelling (.001) façade and west side, looking northeast.



Dwelling (.001) façade and east side, looking northwest.



Dwelling (.001) rear, south-southeast.



Outbuilding (.003), looking northeast.



Outbuilding (.004) west side, looking east.



Outbuilding (.004) façade and east side, looking northwest.



Water fountain (.006), looking northwest.

4.2.15 Dwelling, 18557 Harbeson Road (S03645)

Description

This property is located north of the Lewes Georgetown Highway and Harbeson Road intersection, along the east side of Harbeson Road facing west. The property is sided to the north by another residential property and to the south by a half-demolished former feed store. A partially paved linear driveway enters the property from the roadway, lying to the south side of the dwelling. Shrubs are planted across the front of the house, with open lawn space primarily to the front and north sides. Tall trees and shrubs grow along the property's south side, and dense woods are to the rear.

The one-and-one-half-story frame bungalow stands on rusticated concrete-block foundation, and its exterior walls are covered in staggered wood shingles. A large side-gabled roof sheathed in asphalt shingles covers the dwelling. A large gabled dormer, pierced by a set of triple, double-hung, one-over-one wood-sash windows, extends from the center of the front roof plane. A brick chimney rises from the center interior of the roof ridge. A one-story, shed-roofed addition, measuring approximately one-room in size, extends from the north sidewall. This construction stands on a plain concrete-block foundation and is sided in the same wood shingles as the main block. Two double-hung windows pierce its north side.

The façade features a full-width inset screened porch, supported by four-sided wood posts atop brick pillars. Corrugated metal awnings have been hung in particular areas around the outside of the porch to block the sun. This wall of the house has three bays. A wood-framed, multi-paned door stands at the center, flanked on either side by a pair of double-hung, one-over-one, wood-sash windows. The south sidewall is two bays deep. A shed-roofed bay extends from the middle to southeast corner of this wall and features a secondary entrance on its west end. The two entrance level windows are pairs of double-hung, one-over-one, wood-sash openings. Centered within the gable (upper level) is a set of triple, double-hung, one-over-one, wood-sash windows. Original details of the north wall are partially obscured because of the above-mentioned side addition; however, like the south wall, the north sidewall also features a shed-roofed bay that extends from the middle to northwest corner of the house. This extension features a set of triple, double-hung, one-over-one, wood-sash windows. Centered within the gable is a single, double-hung, one-over-one, vinyl-sash opening. The rear of the house/property was inaccessible so no details could be documented.

History

No development is denoted in the location of this property on Beer's 1868 atlas of the area. A roadway contract from 1923 illustrates no development on the property; however, the owner is noted as George A. Rust. Lack of illustration of any buildings *may* have been due to their setback from the road/project area (State Highway Department 1923).

By 1937 an aerial photograph definitely shows development on this property. The resolution of the mapping is too poor to extract the exact number and/or details of buildings; however, a dwelling and outbuildings are apparent (Delaware Datamil 1937). Oddly, the 1938 USGS map of the area denotes nothing in the location of this property. The 1944 map of the area illustrates one building on the property (USGS 1944). USGS and photographic aerial maps from 1954 through 1968 show the main dwelling and multiple outbuildings on the property (Delaware Datamil 1954, 1961, and 1968; USGS 1955).

Roadway construction plans from 1956 illustrate one building on the property, a one-and-one-half-story dwelling. The owner is noted as Lawrence Mason (State Highway Department 1956).

Evaluation

This property was included in both previous studies. The one-and-one-half-story bungalow, located on the east side of SR 5, north of SR 404, was then described as being clad in aluminum siding and resting on a concrete foundation. A number of frame outbuildings stood to the rear of the property, including a meat house, vehicular storage buildings, corn cribs, chicken houses, and a possible spring house (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this dwelling was recommended as a contributing resource to the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

The dwelling was likely built by George A. Rust, the same gentleman that owned the dwelling located at 18675 Harbeson Road (S03564). The surname Rust appears repeatedly throughout historical records for Sussex County, but the individual significance of George has not been established. George was born in December 1865 and died in June 1955, and is buried in the nearby Harbeson Cemetery (Anonymous 2006). Though he was probably well-known among his neighbors in the town of Harbeson, there is no evidence found to-date indicating a lasting contribution to this community. Further, he does appear in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899). A road south of the railroad tracks, south of Doddtown Road, is locally known as RUST Road (Route 292A); however, George Rust's name has not been incorporated into the local geography.

The second known owner of the dwelling was Lawrence Mason. Lawrence was born in 1889 and died in 1979. He was married to Meta M., who was born in 1893 and died in 1983. The two are both buried in the nearby Harbeson (Beaverdam) Cemetery (Marshall-Steele 2011). No individual significance is known or has been established for Lawrence, and no evidence found to-date indicates a lasting contribution to this community.

Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular bungalow style. From the late nineteenth century to the early to mid-twentieth century these small model homes were a building boom for single-family dwellings. In addition to being affordable they offered a casual living, with open floor plans that had plenty of air and light and less complicated furnishings. This style construction typically consisted of one-and-one-half-story homes with wide overhanging eaves and deep porches, and typically had simple interiors that featured built-in cupboards and cozy inglenooks. Other common features included grouped windows, low-pitch roofs, gabled or shed-roofed dormers, and exposed rafter ends (Carley 1994:212, Gottfried and Jennings 1988:216).

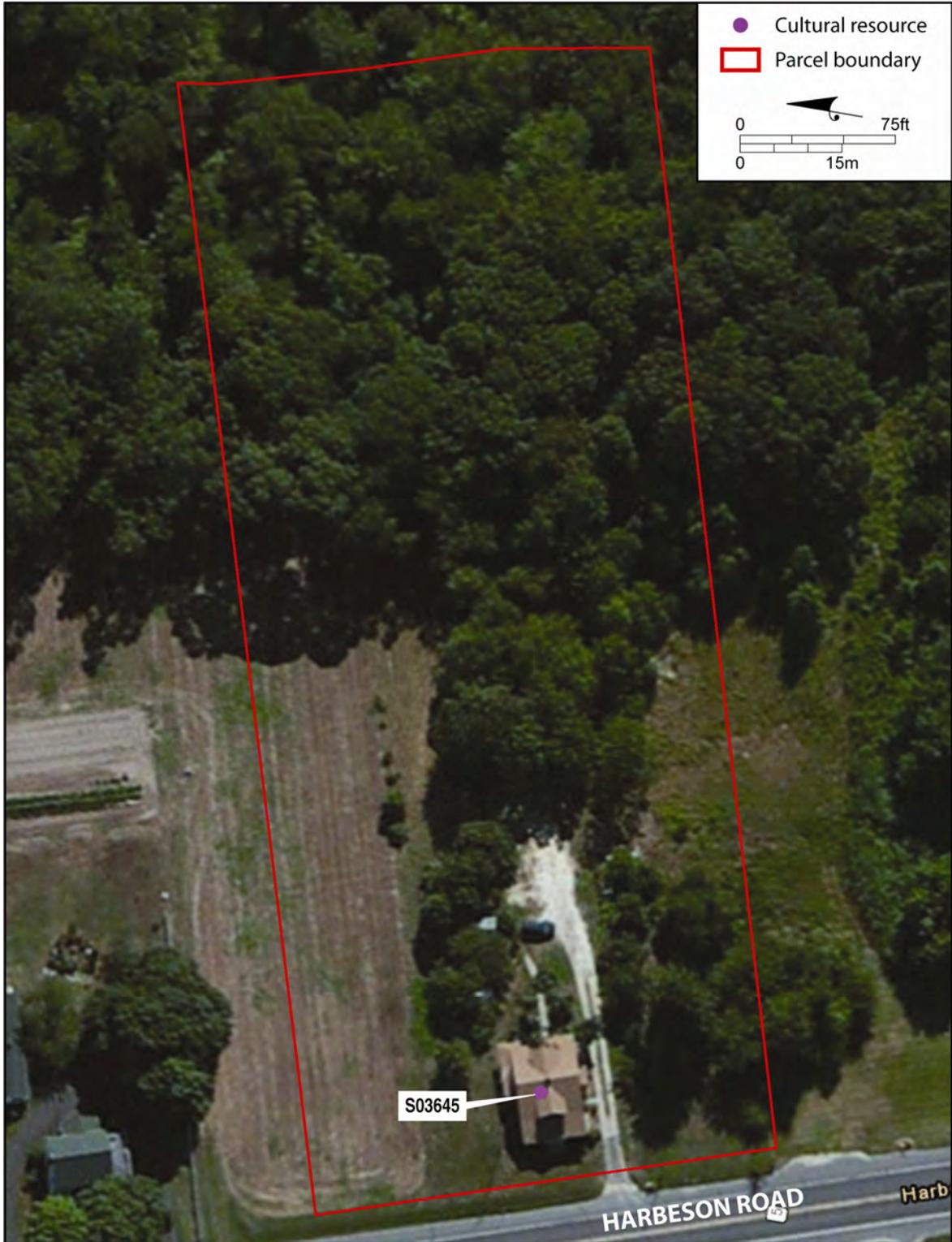
Many aspects of this example have been retained, such as its height, shape, form, low-pitched roof, dormer, deep porch, fenestration, and cladding. However, a one-story, shed-roofed addition extends from the dwelling's north wall. The addition is discrete, featuring exterior cladding like that of the main block. Conversely, the foundation has a noticeably different concrete-block construction. Overall, the house is well-preserved given its period of construction; however, the side, one-room addition has diminished its integrity of design. The interior of the house was inaccessible, so it is unknown how much, if any, of its

original floor plan has been maintained, an integral element to the design of the style. Further though, better preserved examples of this style are known to exist in Sussex County. For these reasons this house is recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

18557 Harbeson Road (S03645)





Dwelling façade and north side, looking east.



Dwelling south side, looking northeast.



Dwelling north side, looking southeast.

4.2.16 Dwelling, 26483 Lewes Georgetown Highway (S08502)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection, along the north side of Lewes Georgetown Highway, facing south. The property is sided to the east by the Delmarva Power and Light Harbeson Substation, and to the west by a residential, mid-twentieth-century property. A dirt-and-gravel driveway enters the property from the highway, lying to the west side of the house. Trees grow throughout the front lawn. Overgrown shrubs and planting grow alongside the house, and vines are beginning to grow up the exterior walls. The rear lawn is open with tall trees lining the rear property boundary.

The one-and-one-half-story, rectangular-shaped, frame Cape Cod-style dwelling stands on a plain concrete-block foundation. Its exterior walls are covered in cement-asbestos shingles. A side-gabled roof sheathed in asphalt shingles covers the dwelling. Two gabled dormers extend from the front roof plane, both having single, double-hung, nine-over-one, vinyl-sash windows. A full-width, shed-roofed wall dormer also extends from the rear roof slope and features three equally-spaced, double-hung, six-over-six, wood-sash openings. A brick chimney rises from the exterior of the west gable end. A one-story, flat-roofed addition extends from the west sidewall, measuring approximately one-room in size. This construction is enclosed by a combination of sliding glass-doors, a pair of double-hung, nine-over-nine, vinyl-sash windows, and vinyl siding.

The façade of the house is three bays wide. The centrally located, six-over-four-panel, main entrance is highlighted by a wood entablature-type pediment and plain pilaster surround. A concrete stoop with iron hand railing fronts this entry. Single, double-hung, eight-over-eight, wood-sash windows flank the door. The east sidewall is two bays deep. Single, double-hung, six-over-six, wood-sash windows pierce both the entrance and upper levels. Original details of the west wall are largely obscured by the addition; however, a single, double-hung, six-over-six, wood-sash opening appears at the southwest corner of the entrance level, and two single, double-hung, six-over-one, vinyl-sash openings are centered within the gable (upper level). The rear wall of the house is four bays wide. A side-entrance fiberglass door, sheltered by a shed-roofed hood, pierces the east end of the wall. Concrete steps, sided to one side by pipe-metal hand railing, front this entrance. Each of three equally-spaced windows across the entrance level is a single, double-hung, six-over-six wood-sash opening.

History

The only development that appears on this side of the Lewes Georgetown Highway as of 1868 is a building or dwelling owned by “H. Hickman” (Beers 1868). However, no building or dwelling within this area of the APE dates to this period of construction.

By the early twentieth century, specifically 1923, roadway construction plans along US 9/SR 404 denoted a dwelling and store on this property. Edward Moore was affiliated as the property owner at that time. Thirteen years later, a roadway widening project recorded only a dwelling on the property, and the owner as Weldon Waples (State Highway Department 1923, 1936).

A 1937 aerial photograph of the area shows a small string of development on the north side of SR 404 (Lewes Georgetown Highway), including some form of development on this particular property; however, the resolution of the aerial is too poor to indicate details of construction (Delaware Datamil 1937). Denotation of the dwelling continued to appear on various maps of the area dating from 1938 through 1968 (Delaware Datamil 1954, 1961, and 1968; USGS 1938, 1944 and 1955).

Records of roadway improvements for a project in 1953 illustrated no construction on the property, only the affiliated property owner Edward Sipple (State Highway Department 1953).

Evaluation

The survey of 1992 included this dwelling on the north side of SR 404. The one-and-one-half-story cottage was recommended not eligible. It was described as appearing to postdate 1945, and lacking architectural merit and any historical significance (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of this dwelling. The two names associated with the property are Weldon Waples and Edward Sipple. Individual significance of either man has yet to be discovered, and neither made a lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular Cape Cod style. Popularity of the Cape Cod spanned from the 1930s to the 1950s. It represented a more affordable version of most Colonial Revival types. In basic form, the Cape Cod is a simple, side-gabled cottage with diagnostic attic dormers (two or three). They were most frequently of wood-framed construction with a clapboard exterior, and occasionally brick and stucco. Most examples are symmetrical with a central entry flanked by a pair of windows on either side. The entry is frequently ornamented with a pediment and pilasters and occasionally a transom and sidelights (Chase et al. 1992:50). In less elaborate examples the main entry is sheltered by a gabled hood. Another Colonial Revival detail present on some examples is a dentilled cornice.

Many aspects of this example have been retained, such as its height, shape, form, steep-pitched roof, dormers, fenestration, and ornamented entry. However, a one-story, flat-roofed addition extends from the dwelling's west wall. The addition is clad in vinyl, and features modern door and window openings. Overall, the main block of the house appears well-preserved; however, the attached addition is glaringly different and insensitive to the main block's period of construction. Overall, the house lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26483 Lewes Georgetown Highway (S08502)





Dwelling façade and west side, looking north.



Dwelling rear and west side, looking southeast.



Dwelling façade and west side, looking north.

4.2.17 Dwelling, 26504 Lewes Georgetown Highway (S08503)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection, along the south side of Lewes Georgetown Highway, facing north. Undeveloped land lies to the west side of the property, and a residential early twentieth-century property to the east. A long linear paved driveway enters the property from the highway, lying to the west side of the house. Shrubs and low-lying greenery grow along all sides of the house. Overall, the property is open on all sides. The parcel boundaries cover multiple acres also containing a couple late twentieth- and twenty-first-century outbuildings, trailers, a small area pasture, and agricultural fields.

The one-and-one-half-story, rectangular-shaped, frame Cape Cod-style dwelling stands on a plain concrete-block foundation and has exterior walls covered in vinyl. A steep, side-gabled roof sheathed in asphalt shingles covers the dwelling. Two gabled dormers extend from the front roof plane, each having a single, double-hung, six-over-six, wood-sash window. A brick chimney rises from the exterior of the west gable wall. A large, one-and-one-half-story, gabled addition extends from the rear south wall, perpendicular to the main block. This construction measures approximately three rooms in depth, and like the main dwelling, is covered in matching vinyl siding. Awning-style window openings pierce both its east and west sidewalls, and double-hung, six-over-six openings are featured in the south gable end. There are two entrances as well, one along the center of the west wall and one at the southwest corner of the south gable end.

The façade and sidewalls of the main block are each three bays across. A centralized wood-slab entrance, sheltered by a gabled hood with brackets, is featured along the front. A brick stoop fronts this main entry. Pairs of double-hung, six-over-six, wood-sash windows flank the door. The west sidewall also features a centralized entrance, sheltered by a gabled hood with brackets. Single, double-hung, six-over-six, wood-sash windows flank this secondary entrance, topped by a single opening centered within the gable (upper level). The fenestration along the east wall of the house include a three-dimensional bay with functioning casements, two single, double-hung, six-over-six, wood-sash openings along the entrance level, and a single, double-hung window, centered within the gable. Original details of the rear, south wall are largely obscured by the addition; however, a single, double-hung, six-over-six, wood-sash opening appears at the southwest corner of the entrance level. All the windows within the main block are flanked by non-functional, decorative shutters.

History

Mid-nineteenth mapping of the area denoted no development in the vicinity of this property (Beers 1868). Further, nothing appeared on the aerial mapping from 1937 or topographic mapping from 1938 (Delaware Datamil 1937; USGS 1938).

Development was first noted on area maps in 1944 (USGS 1944). By 1954 three large outbuildings stood to the rear of the dwelling, which was situated closer to the road, facing north toward SR 404 (Lewes Georgetown Highway). Given the size of the buildings and the vast farmland that surrounded them, one could assume these buildings were used for agricultural purposes (Delaware Datamil 1954). The USGS topographic map from 1955 denoted only one building. Aerial mapping from 1961 continued to show the main dwelling; however, the rear outbuilding's orientation appeared slightly different from seven years earlier. A circular driveway appears to have encompassed and connected the front portions of this and the neighboring property to the immediate east (S08504) (Delaware Datamil 1961). By 1968, the main dwelling and outbuilding appeared as they stand today. A connecting driveway/path is still apparent

around the front portion of this property and its neighbor to the east, encompassing a larger amount of acreage (Delaware Datamil 1968).

Roadway contracts from 1923 and 1936 for projects related to US 9/SR 404 denoted no construction on this property, simply the affiliated owner of the property Lewis C. Hudson. A contract from 1953 denoted the owner as Douglas Hudson (State Highway Department 1923, 1936, 1953). Lack of illustration of any buildings *may* have been due to their setback from the road/project.

At this time of this survey, this property was used and occupied by renters.

Evaluation

The survey of 1992 included survey of this dwelling complex on the south side of SR 404. This one-and-one-half-story dwelling was recommended not eligible. It was described as appearing to postdate 1945, and lacking architectural merit and any historical significance (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date does not reveal the name of the person responsible for building or having the house built. Two previous owners are identified, Lewis C. Hudson and Douglas Hudson. Little to no information has been discovered regarding Lewis; however, Douglas was apparently born in July 1920 and died in March 1986. He was in the navy and served in World War II. He was married to Olivia “Candy” Draper. Douglas is buried in the nearby Harbeson (Beaverdam) Cemetery (Southam 2001). Individual significance of either man has yet to be discovered, and neither is known to have made a lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular Cape Cod style. Popularity of the Cape Cod spanned from the 1930s to the 1950s. It represented a more affordable version of most Colonial Revival types. In basic form, the Cape Cod is a simple, side-gabled cottage with diagnostic attic dormers (two or three). They were most frequently of wood-framed construction with a clapboard exterior, and occasionally brick and stucco. Most examples are symmetrical with a central entry flanked by a pair of windows on either side. The entry is frequently ornamented with a pediment and pilasters and occasionally a transom and sidelights (Chase et al. 1992:50). In less elaborate examples the main entry is sheltered by a gabled hood. Another Colonial Revival detail present on some examples is a dentilled cornice.

Many aspects of this example have been maintained, such as its height, shape, form, steep-pitched roof, dormers, fenestration, original window and door openings, and hood-covered entry. However, the entire exterior has been sheathed in modern, vinyl siding, and a large rear addition has been attached to the rear of the house. Like the main house, the addition is clad in vinyl, and adds multiple rooms to the original floor plan of the house. Overall, the dwelling’s integrity of design and materials has been greatly diminished. As a result, its integrity of workmanship and feeling has also been compromised. For these reasons, this dwelling is recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26504 Lewes Georgetown Highway (S08503)





Dwelling façade and west side, looking southeast.



Dwelling façade and east side, looking south.



Dwelling rear and west side, looking north.



Modern garage to rear of dwelling.



Agricultural outbuildings to rear of dwelling.

4.2.18 Dwelling / Commercial, 26526 Lewes Georgetown Highway (S08504)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection along the south side of Lewes Georgetown Highway, facing north. Undeveloped land lies to the east side of the property, and a residential early twentieth-century property to the west. Two driveways enter the property from the highway: a short, H-shaped driveway fronts the dwelling, and a wide, linear gravel parking area and driveway lie to the east side of the house. A large late twentieth-century garage stands southeast of the house at the end of the gravel drive. Decorative shrubs are planted across the front of the dwelling, and tall shade-trees grow throughout the front lawn. The rear of the property is completely open, having no landscaping or trees.

The two-and-one-half-story, rectangular-shaped, frame Colonial Revival-style dwelling stands on a rusticated concrete-block foundation. The exterior walls of the main block are covered in aluminum. A side-gabled roof sheathed in asphalt shingles covers the dwelling, highlighted by a brick chimney that rises from the exterior of its east gable end. A one-story, shed-roofed, porch enclosure also extends from the east wall, covered in vinyl and pierced by double-hung, six-over-six, vinyl-sash openings on each side. From the west wall of the main block extends a one-story, side-gabled, hyphenated-enclosure that leads to a former garage that is now enclosed as interior living space. The one-story hyphen and gable-fronted conversion are both covered in vinyl and naturally lit by double-hung, one-over-one, vinyl-sash windows. A wood deck fronts the hyphen, accessing a fiberglass entry that pierces the center of the enclosure.

The façade of the main block is three bays wide. A centralized pane-and-panel, fiberglass entrance, sheltered by a gabled portico, is featured along the front. The porch is supported by large wood posts atop a brick stoop with decorative wood handrails. Single, double-hung, six-over-six, vinyl-sash windows flank the door and also pierce the second level. The west sidewall is partially obscured by the hyphen enclosure; however, a single, double-hung, six-over-six, vinyl-sash opening appears at the northwest corner of the entrance level, and two equally-spaced openings pierce the second level. A metal-framed jalousie is centered within the gable (attic-level). Like the west wall, fenestration along the east wall is partially obscured by an enclosure. However, visible along the second-level are two equally-spaced double-hung, six-over-six, vinyl-sash openings. Two small, quarter-circled lunettes flank the chimney at the attic level. The rear south wall features centrally located fiberglass entrances, one at each level. A concrete stoop fronts the lower level entrance, and a tall wood staircase/deck accesses the upper level entry. Two window openings pierce the entrance level, a single, double-hung, six-over-six, vinyl-sash window at the southeast corner and a pair of the same at the southwest corner. A single, double-hung, six-over-six, vinyl-sash window also pierces the southeast corner of the second level. All of the window openings across the façade and sidewalls are flanked by non-functional, decorative shutters.

History

Mid-nineteenth mapping of the area denoted no development in the vicinity of this property (Beers 1868). Further, nothing appeared on the aerial mapping from 1937 or topographic mapping from 1938 or 1944 (Delaware Datamil 1937; USGS 1938 and 1944).

Development on the property, a dwelling and outbuilding, first appeared on area maps in 1954 (Delaware Datamil 1954). A 1955 topographic map denoted two buildings on the property (USGS 1955). Aerial mapping from 1961 showed the dwelling and a smaller rear outbuilding, as well as a circular driveway that encompassed and connected the front portions of this and the neighboring property to the immediate west (S08503) (Delaware Datamil 1961). By 1968, only the dwelling and connecting driveway/path were

still apparent. In fact, at this point, the connecting driveway appeared to encompass a larger amount of acreage (Delaware Datamil 1968).

Roadway contracts from 1923 illustrated several agricultural outbuildings on the property: a shed, corncrib, and two barns. Lewis C. Hudson was noted as the owner of the property in 1923, and again in 1936. By 1953, Harry Rickards owned the property (State Highway Department 1923, 1936, 1953).

Though historically residential, this property currently functions commercially. Three businesses are housed between the two buildings (the former dwelling and garage): *Saturdays*, a Home décor and GREEN item retailer; *Custom Framers* – a general contractor; and, *At the Beach* – a repairs and maintenance business.

Evaluation

The survey of 1992 included this dwelling on the south side of SR 404 just east of Harbeson. This ca. 1930, two-and-one-half-story Colonial Revival house was recommended not eligible due to a lack of architectural or historical significance (Tabachnick et al. 1992).

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of this dwelling. The two names historically associated with the property are Lewis C. Hudson and Harry Rickards. Individual significance of either man has yet to be discovered, and neither is known to have made a lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a vernacular Colonial Revival style. Popularity of the Colonial Revival spanned from the 1890s to the 1940s. The genesis of the Colonial Revival style in the United States stems from colonial era constructions in New England with details (free interpretations) inspired by colonial precedents. By the first decades of the twentieth century, the Colonial Revival became a more common style for middle class houses. The later examples are generally simpler than earlier examples, incorporating design influences rather than copying architectural elements of Colonial prototypes (McAlester and McAlester 1997:326).

This example is representative of the side-gabled subtype. Identifying features include accentuated front entries with gabled porch elements and/or decorative door surrounds, such as pilasters, fanlights, sidelights, symmetrical facades with centralized doors, and windows with double-hung sashes and multi-pane lights (McAlester and McAlester 1997:321-322). The retained design elements in this example include its height, shape, form, roof orientation, fenestration, and highlighted centralized entrance. However, the entire exterior of the dwelling has been covered in vinyl, and all of the doors and windows have been replaced with insensitive, non-period type alternative materials. Additionally, the porch on the east gable end has been fully enclosed as part of the main block's interior, and a hyphen addition/enclosure is featured on the west end, leading to a gabled wing. All of the additions are clad in vinyl, like that featured on the main block, and feature modern door and window openings. As a result of the recent modifications, the house lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

The construction reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26526 Lewes Georgetown Highway (S08504)





Dwelling façade, looking south.



Dwelling façade, looking south.



Dwelling rear and east side, looking northwest.

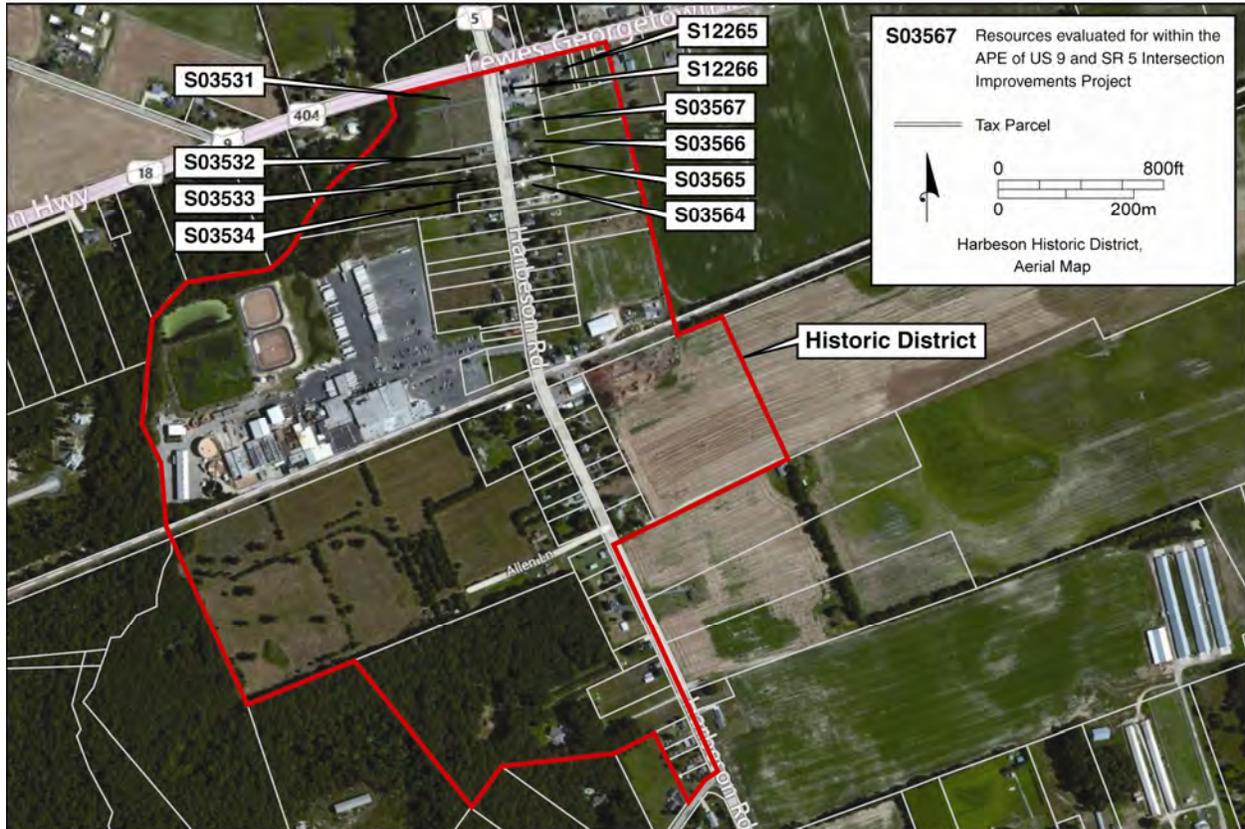


Dwelling rear and west side, looking north.



Modern garage to rear of dwelling.

4.2.19 Harbeson Historic District (S12188), *proposed*



Aerial map showing proposed district boundary and properties identified within APE.



Map of proposed historic district showing contributing and non-contributing resources.

Description

This proposed historic district was not formally evaluated, but each of the properties that fell within its proposed boundary was examined for contributing status, should the district be determined eligible after further investigation.

The proposed Harbeson Historic District is a large polygon-shaped area that encompasses resources along SR 5 (Harbeson Road), south of US 9 (Lewes Georgetown Highway). This large, yet tightly-knit, developed area is believed to reflect the town's history and development from as early as the mid-nineteenth century to the early twentieth century, approximately the late 1860s through the 1930s. The area includes a mix of residential, religious, institutional, and commercial properties. Individual historic-period properties within the proposed district that were surveyed and evaluated as part of the current project include a total of 14 resources: S03531 through S03534, S03564 through S03572, S12265, and S12266. All of these properties were intensively surveyed and documented using SHPO CRS forms, and evaluated for their inclusion in the National Register of Historic Places.

Architecturally, this potential district contains a range of resources with a variety of styles, types, uses, and construction dates, all flanking Harbeson Road, the main thoroughfare. The vast majority of the area has sidewalks that front the resources. The one, long-standing industrial resource is located in the heart of town, along the north side of the railroad tracks.

The two commercial properties, located within the heart of the district, include a large-scale poultry industry within a large factory-like masonry building, and a small produce, animal feed and hardscaping

business, housed within several warehouse-like constructions. Both are located along the railroad tracks that run through the middle of town. The institutional resources, including the church, a former school building (now church hall), cemetery, and one former government-related building, a post office (now barber shop), vary in style and age. The church reflects late gothic detailing, and the former school and post office a Folk-era style. Residentially, the architectural styles present a mixture of vernacular Victorian gothic, the American foursquare, Colonial Revivals, bungalows, and a few minimal traditional dwellings.

Much of this area historically developed because of and along/near the railroad. A few remnants from this late nineteenth-century period are still visible, including the tracks themselves and a few of the outbuildings/warehouses along the east end of the tracks. More evident are the dwellings that line the traversing main thoroughfare, dating from the late nineteenth century forward, strongly reflecting the period of development in Harbeson spurred by advances in transportation of goods and people. Upon review of historic area road papers, Harbeson Road from Milton south to St. George's Chapel appears to have been laid out prior to 1860. The railroad came through town in the late 1860s and was instrumental in the transportation of area goods, materials, and produce. With the invention of automobiles came improvements to area roads; however, this community's layout remained unchanged with little to no additional road construction. Over the years this linear resource has remained as major thoroughfare of transportation for the area.

Overall, the potential Harbeson Historic District encompasses an area with a built environment that reflects the late nineteenth- to early twentieth-century period. Although alterations have been made to individual buildings, and newer buildings have been added to the nearby area, the general level of integrity is still high. Most resources are clearly identifiable as products of their period and use, and the streetscapes as a whole form a cohesive collection of historic resources.

History

Scharf's *History of Delaware* described the village of Harbeson, during the late nineteenth century, as having two stores, a church, school-house, blacksmith-shop, and about ten dwellings (Scharf 1888:1262). The Beers atlas of 1868 clearly denotes a well established crossroads thoroughfare with a few noteworthy developments, including a school ("SH 78"), a church ("Reformers Ch"), the railroad, two nearby stores, and six to eight residential properties. By 1919, Mueller's Clyde of America map illustrated further progress to the area by identifying some of the area resources by name, such as the "Harbeson P.O.," the "Beaverdam SCH.88," the railroad, and "Broadkill Sta."

Roadway contracts from the early twentieth century through 1960 document various parts of Harbeson. Though the majority details constructions and property owners north of the historic heart of town, project details from the mid-1920s and mid-1950s illustrate the string of residential development that flank the main thoroughfare of the community. Of additional were any other varying building types and property owners of the day. The majority noted were frame houses, with a few non-residential resources (State Highway Department 191?, 1923, 1926, 1933, 1936, 1953, 1956, and 1960).

By the 1930s, aerial photographs documented dense development along both the east and west sides of SR 5 (Harbeson Road). A small strip of development also appeared on the northeast corner of the main crossroad intersection (SR 404 and SR 5), but seems different (suburban and/or rural-like) than that of the heart of the community, along SR 5 closer to the railroad (Delaware Datamil 1937). A 1938 USGS topographic map also illustrated this development, and for the first time, labeled the community as "Harbeson." The train station stop was still referred to as "Broadkill Sta.," and a school and church remained within the community (USGS 1938).

More development was apparent along both sides of SR 5, as far south as Dodd roadway, by the 1940s. The community of Harbeson contained a cemetery, church, railroad stop, and vast numbers of residences. Additional construction was also apparent along the north side of SR 404, again more spread out and less tight-knit than the development in the middle of town (USGS 1944).

Maps from 1954 through 1968 continued to show the community's development, in particular, the construction of the outbuildings to the dwellings along SR 5 and the development of the community's primary/main poultry industry in town, situated to the northwest side of the railroad. Additional development was also apparent along the north side of SR 404, but again, visually less connected to the community (Delaware Datamil 1954, 1961, and 1968; USGS 1955).

Evaluation

During the 1992 survey of the area, the following resources were recommended as part of the suggested area historic district:

S03531, Cemetery
S03532, Church Hall
S03644, dwelling – ***north of present APE, and newly recommended district boundary***
S03645, dwelling
S03566, dwelling (former church parsonage) – ***now demolished***
S03567, Harbeson M.E.Church
S03571, U.S. Post Office – ***presently resource number S12266***
S03573, dwelling (at NW corner of Rt.9 & Rd.5)
S08501, dwelling – ***north of present APE, and newly recommended district boundary***

At that time, the Harbeson Historic District was considered significant as a group of mid-nineteenth-through early twentieth-century residential, commercial, government, and religious constructions. The historic district was believed important as an example of development of a crossroad village, under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Herman et al. 1989). Additional research and field survey was deemed necessary in order to detail the extent of the historic district. During this study, only those resources within the project corridor along SR 404 were identified. Other buildings in Harbeson were previously surveyed, but were not identified (Tabachnick et al. 1992:54).

Only the resources (50-years of age and older) within the APE for the US 9 and SR 5 Intersection Improvements Project were intensively surveyed. A formal evaluation of the proposed district as a whole was not included in the scope of services. Based on preliminary assessment, however, it is likely that this district would be found eligible for inclusion in the National Register of Historic Places under Criterion A, for exemplifying an important chapter in the development of Harbeson, under Criterion B, for its association with the wealthy native from Lewes, Harbeson Hickman, for whom the community is named, and under Criterion C, as retaining a well-maintained group of period constructions that represent “a significant and distinguishable entity.”

The proposed preliminary National Register boundary for the district extends north along Harbeson Road from Doddtown Road to the southwest corner of the sixth property south of the railroad, on the east side of the roadway. The boundary then turns northeast for approximately 975 feet, then north-northwest to the railroad right-of-way. From this point it extends 250 feet southwest along the right-of-way, then north-northwest to the Lewes Georgetown Highway. At the highway, the boundary turns and moves west-southwest along the roadway approximately 1,100 feet, to the northwest corner of the Harbeson Cemetery

property. The boundary then snakes along the rear, western parcel lines of all the properties that line the west side of Harbeson Road, all the way to Doddtown Road.

The preliminary boundary for the proposed Harbeson Historic District encompasses an area of the town most clearly associated with the ca. 1860s-1930s, reflecting historical development stemming from Harbeson's early transportation routes (roads and rail). Of the total 10 resources (S03531-03534, S03564-03567, S12265 and S12266) within the proposed district that also fall within the APE for the US 9 and SR 5 Intersection Improvements Project, 8 resources (S03531-03534, S03564-03567) are likely to be considered as contributing elements of the district.

Harbeson Historic District (S12188)



Harbeson HD streetscape looking northwest along Harbeson Road (at Doddtown Road T-intersection).



Harbeson HD streetscape looking northwest along Harbeson Road (just north of Doddtown Road T-intersection).



Harbeson HD streetscape looking southwest along Harbeson Road (south of railroad tracks).



Harbeson HD streetscape looking south along Harbeson Road (south of railroad tracks).



Harbeson HD streetscape looking northwest along Harbeson Road (south of railroad tracks).



Detail of railroad tracks within Harbeson HD looking east-northeast from Harbeson Road.



Detail of railroad tracks within Harbeson HD looking west-southwest from Harbeson Road.



Harbeson HD streetscape looking north-northwest along Harbeson Road (just north of railroad tracks).



Harbeson HD streetscape looking south along Harbeson Road, between railroad tracks and Lewes Georgetown Highway.



Harbeson HD streetscape looking south along Harbeson Road, between railroad tracks and Lewes Georgetown Highway.



Harbeson HD streetscape looking southeast along Harbeson Road (north of railroad tracks).



Harbeson HD streetscape looking north along Harbeson Road, between railroad tracks and Lewes Georgetown Highway.



Harbeson HD streetscape looking northwest along Harbeson Road (north of railroad tracks).



Harbeson HD streetscape looking south along Harbeson Road (just south of Harbeson Road and Lewes Georgetown Highway intersection).



Harbeson HD streetscape looking south-southeast along Harbeson Road (just south of Lewes Georgetown Highway).

4.2.20 Culvert, Lewes Georgetown Highway (S12260)

Description

This culvert is located along US 9/SR 404 (Lewes Georgetown Highway), west of the intersection of Lewes Georgetown Highway and Harbeson Road. The Harbeson Community Cemetery abuts the southeast corner of the crossing, and a late twentieth-century residential property abuts the southwest corner. A former residential/agricultural property, containing a foursquare-style dwelling and frame outbuildings, is located to the immediate north-northwest. The structure crosses the Beaver Dam Creek. Although the immediate area is open and part of the active highway, dense forest and overgrown greenery surround the creek bed and remnants of masonry substructure that stretch a short distance to the north.

The concrete culvert spans approximately six feet in width across the dual-lane highway, lying in a north-south direction. From the creek bed, the structure stands approximately three feet, six inches in height. Its superstructure consists of concrete decking and metal guardrails that flank both the north and south sides of the roadway. A shallow concrete ditch extends east from the structure's southeast quadrant, lying parallel yet below ground level to the road. Extending north from the structure's northwest quadrant are remnants of a masonry (combination of brick, stone, and concrete-block) retaining wall. The substructure consists of a boxed-shaped passage/opening with interior walls lined of concrete. Abutments stand along the east and west embankments and feature wing walls at each corner that flare out diagonally.

History

Roadway contracts from the early twentieth century for roadway construction spanning from the northeast side of Georgetown to the west side of Harbeson along the present-day US 9/SR 404 denoted two, 24-inch pipes as "pre-existing" in this location. The surrounding landscape was noted as "brush and swamp." Engineering notes provided instructions on the replacement of the pipes by a six-foot concrete slab bridge/culvert (State Highway Department 191?).

Approximately forty years later, in 1960, additional roadway work included the widening of "Bridge No. 646" over Beaver Dam Creek. This project involved widening the structure by four feet on each side in order to accommodate a full shoulder width of proposed roadway. At that time, the existing curbs and elephant walls on the top of the deck were removed (State Highway Department 1960).

Evaluation

Research on the history of this structure and the history of the local area has failed to yield any association between this culvert/bridge and any important historical event. Therefore, the culvert is recommended not eligible under National Register Criterion A.

Local research has yet to identify any historically important owner, resident, individual, or group of people associated with the structure. Therefore, it is recommended not eligible under Criterion B.

Concrete box culverts are common reinforced concrete constructions that were frequently built during the war years. These construction types were often built to a standardized building plan and were simple, unembellished structures. This example has no unusual or noteworthy features. Concrete box culverts rarely retain the level of integrity necessary for eligibility to the National Register. The culvert/bridge crossing Beaver Dam Creek is no exception. Therefore, this structure is recommended not eligible under National Register Criterion C.

The structure does not employ significant construction methods, simply common twentieth-century construction techniques which are not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

Culvert/ bridge (S12260)





Concrete ditch east of south abutment and wing walls, looking east.



Bridge, north abutment and wing walls, looking southwest.



Bridge, south abutment and wing walls, looking west.



Remnants of masonry wall near north elements, looking west-northwest.

4.2.21 Culvert, Harbeson Road (S-12261)

Description

This culvert is located along SR 5 (Harbeson Road), just north of the intersection of Lewes Georgetown Highway and Harbeson Road. A late nineteenth- or early twentieth-century property is situated to the southwest corner of the crossing, and a mid-twentieth-century property to the northwest. An early twentieth-century former agricultural property abuts the northeast corner, and a late twentieth-century commercial business abuts the southeast corner. The structure provides passage for the Beaver Dam Creek. The west side of the culvert is open and visible, extending west into the creek bed approximately five feet in distance. The greenery that grows alongside the creek bed embankments appears maintained, whereas the east side is hardly visible and nearly completely covered by dense overgrowth.

The circular/tubular-shaped concrete culvert is approximately 15 feet wide, lying in an east-west direction under the dual-lane roadway. Traffic passes across the top of the structure in a north-south direction. Its superstructure consists of asphalt/bitumen decking and metal guardrails that flank both the west and east sides of the roadway. The substructure measures approximately 42 inches in diameter and consists of a circular-shaped passage/opening with interior walls lined in reinforced concrete.

History

Roadway contracts from 1923, for roadway construction spanning from the north side of Harbeson to Milton along the present-day SR 5, denoted a 24-inch pipe and brick headwall as “pre-existing” in this location. The surrounding landscape was noted as being a “swamp.” Engineering notes provide instructions on the replacement of the pipe with a 42-inch reinforced concrete pipe, abutments, wing walls, balustrade, and curb. Approximately 33 years later, in 1956, documentation for additional roadway work detailed the removal of the headwalls (State Highway Department 1923, 1956).

Evaluation

Research on the history of this structure and the history of the local area has failed to yield any association between this culvert and any important historical event. Therefore, the culvert is recommended not eligible under National Register Criterion A.

Local research has yet to identify any historically important owner, resident, individual, or group of people associated with the structure. Therefore, it is recommended not eligible under Criterion B.

Reinforced concrete pipe culverts are common reinforced concrete constructions that were frequently built during the war years. These construction types were often built to standardized building plans and were simple, unembellished structures. This example has no unusual or noteworthy features. Further, elements to its original construction have since been removed (headwalls). Reinforced concrete pipe culverts rarely retain the level of integrity necessary for eligibility to the National Register. This example is no exception. Therefore, this structure is recommended not eligible under National Register Criterion C.

The structure does not employ significant construction methods, simply common twentieth-century construction techniques which are not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

Culvert (S12261)





Culvert along west side of Harbeson Road, looking south.



View of culvert along west side of Harbeson Road, looking southwest.



View of culvert opening along east side of Harbeson Road, looking southwest.

4.2.22 Agricultural Feed Store (S12262)

Description

This property is located north of the Lewes Georgetown Highway and Harbeson Road intersection, along the east side of Harbeson Road, facing west. An early twentieth-century property abuts the property to the north side, and a late twentieth-century commercial property is located to its south. The property is deep and consists of two constructions, a half-demolished former agricultural feed store (.001) and ground-level weigh station/platform (.002). The front roadside portion of the property is fairly open, having a manicured lawn and the middle to east end covered in dense forestry. Decorative floral plantings surround a mailbox post that stands at the front or west side of the property.

What remains of the former building is a one-story rectangular-shaped frame construction atop concrete-block piers. The remaining exterior walls are covered in vertical wood siding. What appears to have been a side-gabled roof is sheathed in metal sheathing. The façade is pierced by a centralized, double-door, wood-slat entrance. Original detailing from the remaining wall surfaces is unknown as the building stands in a highly deteriorated state. The rear, east side/wall has been completely removed, exposing portions of the interior of the building.

A ground-level weigh station/platform is situated south of the building remnants, closer to the Beaver Dam Creek. This structure appears to have been a drive-on and drive-off type device. What remains is rectangular-shaped and measures approximately 3 feet by 2.5 feet. Poured concrete surrounds a centralized steel or iron mechanism.

History

Beers 1868 atlas of the area denoted no development in the vicinity of this property. Further, nothing appeared on the aerial mapping from 1937 or topographic mapping from 1938 or 1944 (Delaware Datamil 1937; USGS 1938 and 1944).

Development on the property first appeared on an area map of 1954 (Delaware Datamil 1954). Oddly, the topographic map from a year later, 1955, denoted nothing on the property (USGS 1955). Aerial photographs from 1961 and 1968 both showed the building, but neither showed the weigh station (Delaware Datamil 1961 and 1968).

Roadway construction plans from 1923 illustrated no development on the property; however, they did note the owner of the land as George A. Rust. By 1956 a building was noted on the property, and the owner of the property by this time was Lawrence Mason (State Highway Department 1923, 1956).

According to the present-day property owner, who lives across the street, this property used to function as an agricultural feed store. Located south of the former building, is an iron structure at ground level that was a vehicular weigh station/platform. As of the 2012, the building was in the process of being torn down.

Evaluation

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with this building; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of the building; however, it is believed that Lawrence Mason had the building built. Lawrence was born in 1889 and died in 1979. He was married to Meta M. Both are buried in the nearby Harbeson (Beaverdam) Cemetery (Marshall-Steele 2011). No individual significance is known or has been established for Lawrence or Meta, and no evidence found to-date indicates a lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

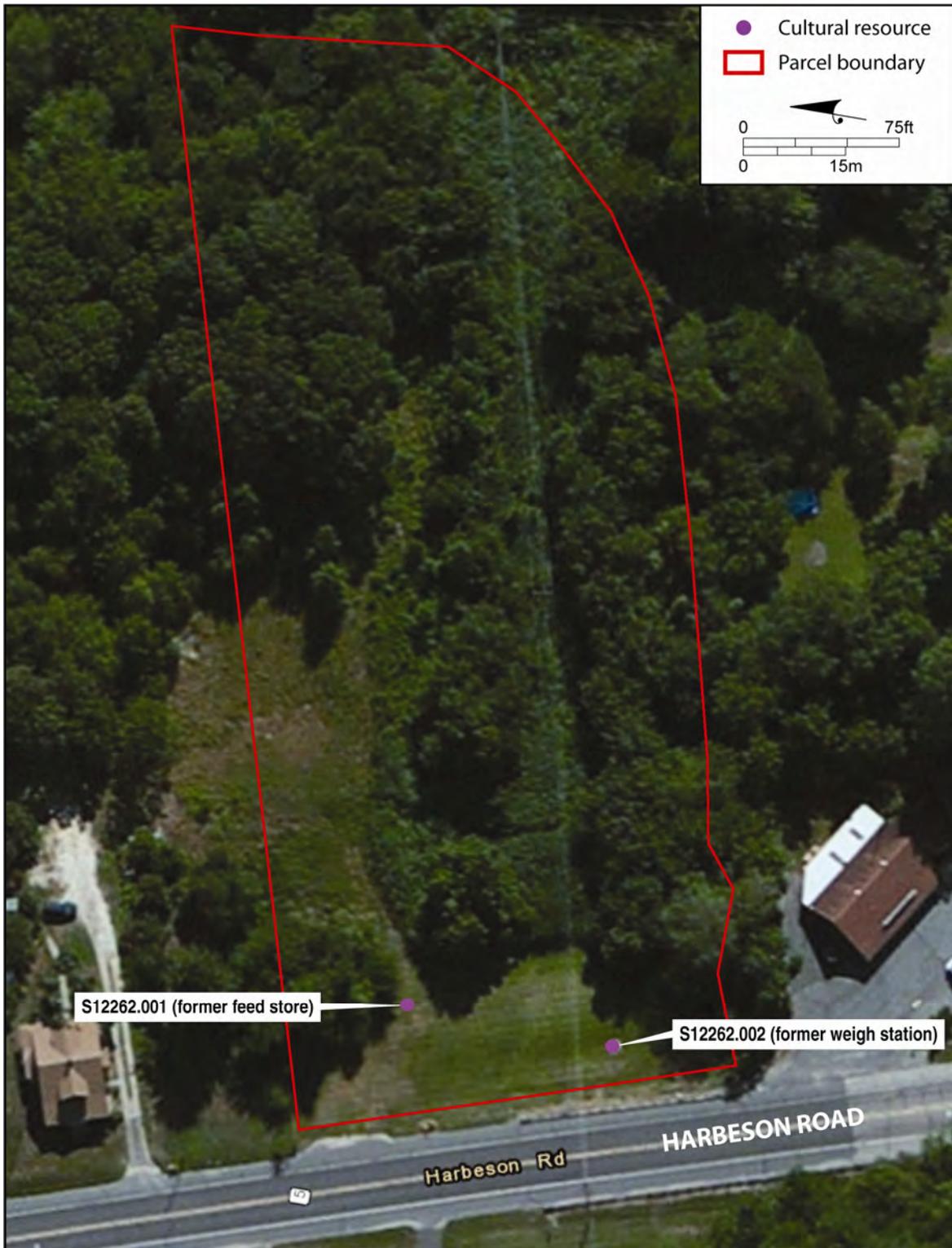
Architecturally, this building is representative of an agricultural feed store. A critical part of any local agricultural economy was and is the feed store, or in some locations, the feed and seed store. From these types of commercial facilities farmers obtained both feed for their livestock and seed for their crops. Although the size and configuration of a feed store differs depending on location and period, two types are predominant. The earlier, in-town feed store was often a wood-framed, two-story building with a second-story loft into which feed was raised by a pulley system. The first floor contained the store proper. Later feed stores often had a stepped parapet end gable and a series of loading bays along the side walls with either overhead or sliding doors. Some of these buildings were constructed of concrete blocks, while others were of wood-framed construction and clapboard siding, often sheathed in metal sheet. In both earlier and later feed stores, metal signs with feed company logos were a common part of the exterior decoration.

Given the present condition of this example, it is uncertain which type of construction this example mimicked. The building is half-demolished, and only portions of the original frame construction remain. A ground level weigh station/platform also remains nearby, but no other above-ground features associated with it appear to remain. Overall, the property lacks integrity of design, materials, workmanship, and feeling and is recommended not eligible under Criterion C.

The construction reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

East side of Harbeson Road; north of US9 & SR 404 intersection (S12262)





Former feed store (001) façade and remaining south end, looking northeast.



Former feed store (001) façade, looking southeast.



Former weigh station (002), looking south-southeast.

4.2.23 Auto Garage (S12263)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection, along the north side of Lewes Georgetown Highway, facing south. An early to mid-twentieth-century residential property abuts the property to the east, and an early twentieth-century residential and commercially-used property is located to the west. The property is deep and contains multiple acres of land. Overall the property is open. A large gravel parking area and driveway enters the property from the highway. The long linear driveway lies along the west side of the property, leading to a late twentieth-century construction that stands toward the middle-front portion of the property. A few shrubs are planted along the façade corners of the primary building that stands closer to the roadway.

The one-story, two-cell, concrete-block, auto garage construction stands on a poured concrete pad foundation and is covered by a flat roof. Its exterior walls are exposed, painted concrete-block. Both cells are rectangular in shape. The primary cell stands closer to the road, with the smaller attached at the main cell's rear northwest corner. A concrete-block chimney rises from the exterior of the east wall of the front cell. Three additions extend from the building. A small one-room addition extends from the center of the east wall, sheltering what appears to be a former bathroom. A single steel-framed door and awning-style window pierce its south wall. A one-story, shed-roofed addition also extends across the rear, north wall of the front cell. Four-paned, steel-framed windows naturally light this area of the building, and a concrete-block chimney rises from the center exterior of its north wall. Lastly, a one-story, shed-roofed addition spans the rear cell's west wall. This addition is covered in vinyl siding and features large garage door openings on both its north and south ends, and double-hung, vinyl-sash windows along its west wall.

The façade of the building is three bays in width. A large metal garage door pierces the southeast corner of the front cell, sided to the west by a fiberglass pedestrian-style entrance. The rear cell's façade is also pierced by a secondary large metal garage door opening. The east wall features three equally-spaced small double-paned, vinyl-sash openings. These windows appear to be fixed and serve only as a natural light source for the interior. They are located at a second-level height along the wall. Portions of the west wall are obscured by the addition; however, the west wall of the front cell features a large, metal, garage door and two, single, double-hung, six-over-six, vinyl-sash windows. The rear wall of the front cell is obscured by an addition; however, the rear wall of the secondary cell features two, single, double-hung, six-over-six, vinyl-sash windows.

History

Mid-nineteenth mapping of the area denoted no development in the vicinity of this property (Beers 1868). Further, nothing appeared on the aerial mapping from 1937 or topographic mapping from 1938 or 1944 (Delaware Datamil 1937; USGS 1938 and 1944).

Development on this property, a building, first appeared on an aerial photograph in 1954 (Delaware Datamil 1954). The topographic map from a year later, 1955, also denoted the building, as well as aerial photographs from 1961 and 1968 (Delaware Datamil 1961 and 1968; USGS 1955). The resolution of the aerial photographs was too poor to reveal any details.

Roadway construction plans from 1953 detailing roadway improvements from Harbeson to Five Points along the present-day US 9/SR 404 illustrated no construction; however, L.C. Hudson was noted as the owner of the property (State Highway Department 1953).

Presently, this building is utilized by Allserve Auto LLC. The large building to the rear of the property, built ca. 1995, operates as C.M.W. Auto Body.

Evaluation

The historical pattern most clearly associated with this property is the late nineteenth- and early twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with this building; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of the building; however, it is believed that L. (Lewis) C. Hudson had the building built. The surname Hudson spans a long history in the Harbeson community; however, little to no information has been discovered regarding Lewis. No individual significance is known or been established, and no evidence found to-date indicates a lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this building is representative of an auto roadside garage. During the early decades of the automotive era, motorists relied upon the filling station to provide gas and oil. When their auto required repairs, car owners generally turned either to the repair facilities built by major automotive companies such as Packard for service on the cars they produced or to a host of blacksmith shops and independent garages. By the 1920s, the combined filling station and garage began to become widespread, although independent repair garages remained and continued to be built (Liebs 1985:102).

Most independent garages were simple buildings, rectangular in plan, built on a concrete slab with recesses for hydraulic lifts. For fire safety, most garages were constructed of concrete block. An office and parts room generally occupied one side of the building, while the remainder contained service bays. Vehicular access to the service bays was provided by roll-down doors in the front wall.

This auto garage construction exhibits a side-by-side two-cell rectangular plan. The interior of the building was inaccessible; however, from the exterior its fenestration suggests that a former (or current) office was (or is) located within its front southwest corner. The building's overall fenestration has been maintained; however, the majority of the door and window openings have been replaced. In particular, the window replacements appear insensitive to the building's period of construction (presently, double-hung with multi-faux mullions). Two additions extend from both sidewalls of the main block. The east sidewall addition is no longer used and is deteriorating as a result of being open to the natural elements. The west sidewall addition spans the entire length of the building. Though it is in-keeping with the building's overall scale and massing, it is of frame construction, and completely covered in vinyl siding. Overall, the building's integrity of design, materials, and workmanship has been diminished with these recent modifications. Further, better preserved examples of this period construction are believed to exist in Sussex County. For these reasons, the property is recommended not eligible under Criterion C.

The construction reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26526 Lewes Georgetown Highway (S12263)





Building façade and west side, looking north.



Building façade and east side, looking north-northwest.



Building rear and parts of east side, looking south-southwest.



Building rear, looking south.



Modern secondary building on property, looking north.

4.2.24 Dwelling, 26473 Lewes Georgetown Highway (S12264)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection along the north side of Lewes Georgetown Highway, facing south. An early twentieth-century residential property abuts this property to the east, and a late twentieth-century commercial property to the west. Three short driveways enter the property from the highway, one lying to the west side of the dwelling and one each to the front of the two garage outbuildings. Tall shade trees grow throughout the front lawn and decorative shrubs and other plantings are planted across the front wall of the dwelling. The rear lawn is open with tall trees lining the rear property line.

The one-story, rectangular-shaped, ca. 1960s Minimal Traditional-style dwelling (.001) stands on a concrete-block foundation. It is constructed of brick and is covered by a low-lying, side-gabled roof, sheathed in rolled asphalt. A large brick chimney rises from the interior of the west gable end. A large one-story, shed-roofed porch enclosure extends along the west wall, enclosed by a brick knee-wall and jalousie windows on all sides. A metal awning hangs along its roof's edge. Two entrances provide access into the porch: one an aluminum-framed, jalousie-paned door on the front, south wall; and another at the northwest corner of the west wall. A full-width sunken, concrete deck spans the rear of the house. Concrete-block walls trim its perimeter edges.

The façade of the house is three bays in width. A centralized fiberglass entrance, sheltered by a hipped portico, is featured along this wall. The porch is supported by wood posts atop a brick stoop with iron handrails. A large wood-framed, Chicago-bay-type window pierces the southwest corner of the façade, and a pair of wood-framed, double-hung, two-over-two openings pierce the southeast corner. The west sidewall is partially obscured by the enclosed porch; however, still visible are two wood-framed, awning-style openings along the entrance level and a pair of wood-framed, double-hung, two-over-two windows centered within the gable (upper level). Fenestration along the east wall mimics that of the west wall with the addition of metal awnings sheltering each opening. The rear, north wall of the dwelling features a centrally located four-pane-over-two-panel, wood-framed entrance at the basement level, flanked by pairs of wood-framed, double-hung, one-over-one openings. The upper/entrance level features three windows, a pair of wood-framed awnings, a single awning, and a pair of double-hung, one-over-one openings. All of the window openings on each wall of the house feature a brick sill across its bottom opening.

West of the house stands a ca. 1940s rectangular-shaped, gabled-fronted garage/workshop (.002). This one-story frame building stands atop a concrete-block foundation and features walls covered in vinyl. The roof is sheathed in metal, and a concrete-block chimney rises from the exterior of the east wall. The building faces south and features a large, wood-framed, multi-pane-and-panel garage door across its façade. A fixed, double-pane opening pierces the east wall, and a pane-and-panel entrance pierces the west wall. The rear is obscured by a full-width, shed-roofed addition, covered in faux-brick asphalt shingles. Remnants of an addition that once stood along the west wall are marked by a concrete pad that still remains on this side of the building.

Further west stands a ca. 1930s garage/workshop (.003). This building is also one story in height and rectangular in shape. It stands on a concrete-block foundation and is covered in tongue-and-groove wood siding. A front-gabled roof, sheathed in metal, shelters the construction. The south, façade wall features one wood, swing-hinged entrance and two awning-hinged window openings at the entrance level. An additional wood, swing-hinged door pierces the loft level of this wall. The remaining three walls feature no other openings.

Remnants of a third building appear to have once stood a few feet to the southwest corner of the last-described; however, all that remains is a small pad of concrete.

History

Mid-nineteenth mapping of the area denoted no development in the vicinity of this property (Beers 1868).

A string of development in the general area of this property first appeared on a 1937 aerial photograph of the area and continued to be shown through 1968; however, the early years of construction do not appear to correlate with the present-day dwelling. The two garages on the property are likely remnants of earlier developments (Delaware Datamil 1937, 1954, 1961 and 1968; USGS 1938, 1944, and 1955). Resolution of the aerial photography is too poor to provide much information, but based on stylistic evidence, the present-day dwelling appears to have been built ca. 1960.

Roadway construction plans from as early as 1923, detailing roadway improvements on the east side of Harbeson, along the present-day US 9/SR 404, illustrated this area as having been three separate properties, each containing a dwelling (or two). Charles Baum, W.H.R. Calhoun, and J.W. Calhoun were noted as the various property owners (State Highway Department 1923). By 1936, during a roadway widening project, the area had been subdivided into a fourth parcel, again each containing a dwelling. The property owners then were Charles Baum, William Calhoun, W.L. Pase, and Weldon Waples (State Highway Department 1936). By 1953, plans for another roadway improvement project indicated that the property contained a dwelling and garages, owned by Charles Baum (State Highway Department 1953).

Presently, this property is vacant. Real estate information posted in the front lawn describe the property as encompassing 1.09-acres. Highlights of the interior of the house include four bedrooms, three-and-one-half baths, a full walkout basement, two brick wood-burning fireplaces, hardwood floors, electric baseboard heat, and window air conditioners. In addition to the house, the property includes two detached garage/workshops.

Evaluation

The historical pattern most clearly associated with this property is the continued, late twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of this dwelling. Charles Baum was the earliest associated name given the dwelling's period of construction. As learned through his obituary, Enos Charles Baum was a native of Harbeson. He worked for General Motors, and upon retirement became a deliveryman for Sussex Printing (The Guide). He was married to Lavinia Foskey (Anonymous 2010). Both are buried at Blades Cemetery in Blades, Delaware (Pickett 2010). No individual significance of Enos or Lavinia has been discovered, and no known lasting contribution to this community. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a Minimal Traditional style. The minimal traditional style was a simplified form of the pre-war popular Tudor style that flourished during the 1920s and 30s. Like the Tudor, most minimal traditional constructions adopted the noticeable front gable and massive chimney. High roof pitches were lowered and the façade was simplified. A big picture window was added to show off newly purchased furniture, but the size of other windows was reduced to preserve the illusion of privacy. Aspects of the interior, such as the attic, were reduced to little more than a crawl space. In

many areas, these nondescript “ranchettes” followed one another in an endless stretch of nearly identical houses. This style of construction was sought as a good, low-cost house for the millions of people who wanted to own their first house in the postwar economic boom period (McAlester and McAlester 1997:477; Split Level.net 2004).

Like the standard ranch, the minimal traditional is a simple, single-story, rectangular house. Unlike the standard ranch, garages are not attached or integrated, but are self-standing structures when they exist. A small dwelling of five rooms or less, the minimal traditional resembles an elongated double-pile cottage. Window treatment, especially the use of picture windows or horizontal bands of double-hung windows, conveys the ranch allusion. The minimal traditional has a side-gabled roof and little or no overhanging eave (McAlester and McAlester 1997:478; Jakle et al. 1989:187).

This example appears to maintain all of its original construction elements (height, shape, form, roof type, fenestration, and building materials). However, the interior was inaccessible, so retention of its original floor plan and interior features is unknown. This house is not known to have been designed or built by a well-known architect. Further, it is a construction type that is still quite commonly seen throughout the Sussex County landscape. This common house type is rarely considered eligible because of its very nature, which is a simple, rapidly build, inexpensive dwelling that lacks architectural distinction. This particular example is one of several in the study area, and does not meet the requirements for individual eligibility. It is therefore recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

26473 Lewes Georgetown Highway (S12264)





Dwelling (.001) façade and west side, looking northeast.



Dwelling (.001) façade and east side, looking northwest.



Dwelling (.001) rear, looking south.



Dwelling (.001) rear and east side, looking southwest.



Garage (.002) and garage (.003) façades, looking northwest.



Garage (.002) and garage (.003) rears, looking south.

4.2.25 Dwelling, 26474 Lewes Georgetown Highway (S12265)

Description

This property is located east of the Lewes Georgetown Highway and Harbeson Road intersection along the south side of Lewes Georgetown Highway, facing north. A late twentieth-century commercial property abuts this property to the west, and undeveloped land that includes transmission lines is located to the east. A paved driveway is located along the west side of the property. The property is fairly open, with a few shade trees and isolated shrubs throughout. Overgrown shrubs are planted alongside each wall of the dwelling.

The one-and-one-half-story, ca. 1960s, rectangular-shaped Minimal Traditional-style dwelling features a large gabled ell, extending south from the front, northeast corner, creating an L-shape to its overall plan. The brick construction stands atop a brick foundation and is sheltered by a gabled roof, sheathed in rolled-asphalt. A brick chimney rises from the center interior of the roof ridge. Extending from the front corner of the façade stands a flat-roofed, awning-style porch, sheltering the front, main entrance. Iron posts support the large covering, which stands atop a concrete and brick deck. Additionally, a one-story, gabled-hyphen enclosure extends from the rear, southwest corner of the main block, leading to a gable-fronted two-car garage. The hyphen is covered in vinyl, similar to that covering the large gable ends of the house and double-hung, six-over-six, vinyl-sash windows. A fiberglass door also pierces the center of its west wall. The garage is constructed of brick and features two large, vinyl-framed garage doors on its west side.

The façade of the house is four bays wide. A centralized wood-slab entrance pierces the corner area closest to the sidewall of the ell. A large wood-framed, Chicago bay-style window is featured within the gabled ell, and two, single, double-hung, two-over-two, wood-framed openings pierce the west end of the façade. The west sidewall features three, single, double-hung, two-over-two, wood-framed openings across the entrance level, topped by an additional single opening centered within the gable (upper level). Fenestration along the east wall mimics that of the west wall. Original details of the rear, south wall are partially obscured by the hyphen; however, visible on the east end are three, single, double-hung, two-over-two, wood-framed windows. All of the window openings on each wall of the house are flank by non-functional, louvered shutters and feature a brick sill across its bottom opening.

History

Development on this property first appeared on a 1961 aerial photograph (Delaware Datamil 1961). The same level of development appeared on an aerial from 1968 (Delaware Datamil 1968). The resolution of the aerial mapping is poor, so details are illegible.

Roadway contracts from 1923 illustrated no development on this property; however, the Veasy Brothers are noted as the property owners. Thirteen years later, only Jonnie Veasey owned the land. By 1953, still no development was illustrated on the property, but it was noted that John Rust owned the land (State Highway Department 1923, 1936, 1953).

Evaluation

The historical pattern most clearly associated with this property is the continued, late twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed the builder of this dwelling. John Rust was the earliest name associated with the house, given its period of construction, but the individual significance of John has not been established. As learned through on-line research, John Rust was a resident of Harbeson. He was born in November of 1892 and died in May 1984. He was married to Nell A. John is buried in the nearby Harbeson (Beaverdam) Cemetery (Anonymous 2006b, 2009). No individual significance of Mr. Rust has been discovered, and no known lasting contribution to this community. He does not appear in any of the standard historical or biographical sources (e.g., Scharf 1888; Runk 1899). A road south of the railroad tracks, south of Doddtown Road, is locally known as RUST Road (Route 292A); however, Harry Rust's name has not been incorporated into the local geography. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a Minimal Traditional style. The minimal traditional style was a simplified form of the pre-war popular Tudor style that flourished during the 1920s and 30s. Like the Tudor, most minimal traditional constructions adopted the noticeable front gable and massive chimney. High roof pitches were lowered and the façade was simplified. A big picture window was added to show off newly purchased furniture, but the size of other windows was reduced to preserve the illusion of privacy. Aspects of the interior, such as the attic, were reduced to little more than a crawl space. In many areas, these nondescript “ranchettes” followed one another in an endless stretch of nearly identical houses. This style of construction was sought as a good, low-cost house for the millions of people who wanted to own their first house in the postwar economic boom period (McAlester and McAlester 1997:477; Split Level.net 2004).

Like the standard ranch, the minimal traditional is a simple, single-story, rectangular house. Unlike the standard ranch, garages are not attached or integrated, but are self-standing structures when they exist. A small dwelling of five rooms or less, the minimal traditional resembles an elongated double-pile cottage. Window treatment, especially the use of picture windows or horizontal bands of double-hung windows, conveys the ranch allusion. The minimal traditional has a side-gabled roof and little or no overhanging eave (McAlester and McAlester 1997:478; Jakle et al. 1989:187).

This example appears to maintain all of its original construction elements (height, shape, form, roof type, fenestration, and building materials). The interior was inaccessible so, retention of its original floor plan and interior features is unknown. This house is not known to have been designed or built by a well-known architect. Further, it is a construction type that is still quite commonly seen throughout the Sussex County landscape. This common house type is rarely considered eligible because of its very nature, which is a simple, rapidly build, inexpensive dwelling that lacks architectural distinction. This particular example is one of several in the study area, and does not meet the requirements for individual eligibility. It is therefore recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and not eligible as a contributing resource of the proposed Harbeson Historic District.

26474 Lewes Georgetown Highway (S12265)





Dwelling façade and west side, looking southeast.



Dwelling rear and west side, looking east-northeast.



Dwelling rear, looking northwest.

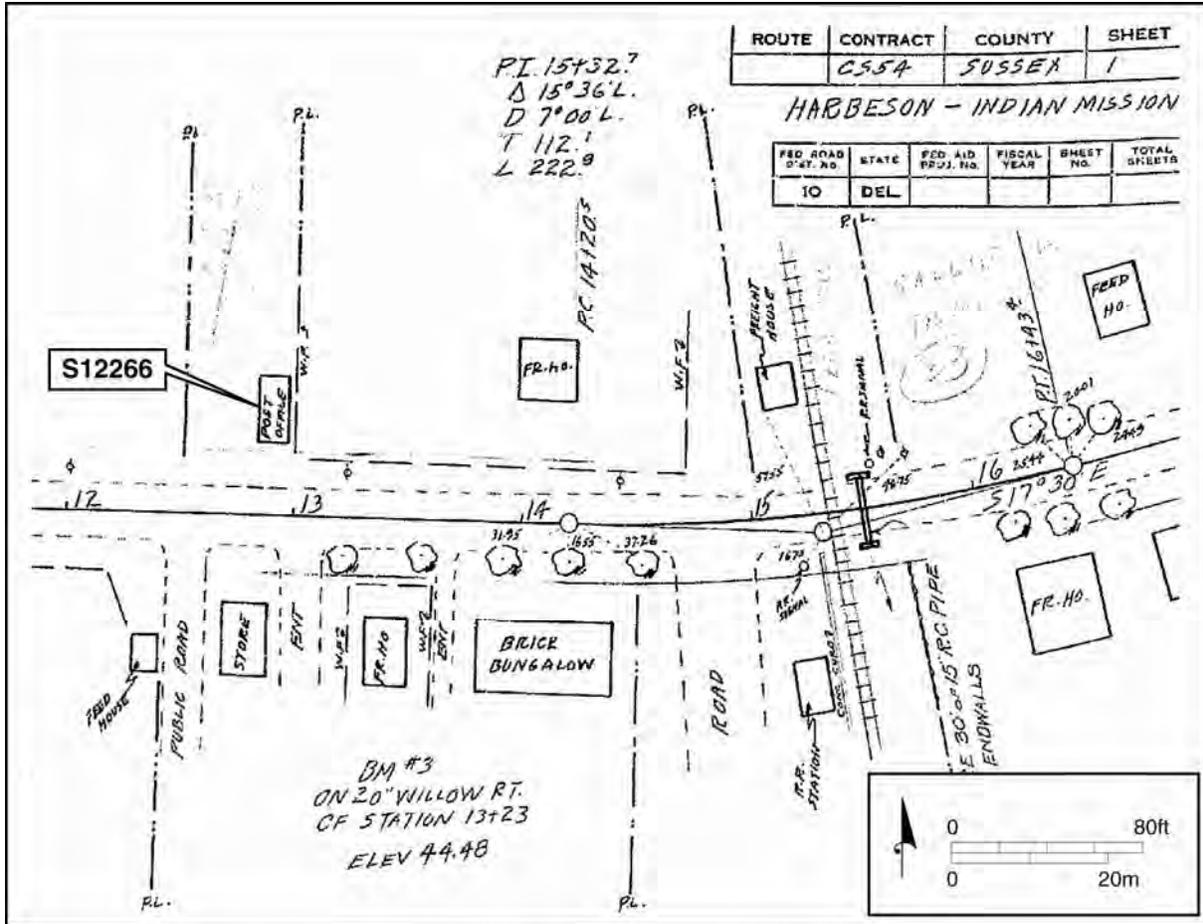
4.2.26 Post Office / Harbeson Barber Shop (S12266)



Historic postcard photograph of post office.



Historic SHPO photographs (1983) of post office.



Historic DelDOT plan (1926) showing post office.

Description

This building stands on the property at the southeast corner of the intersection of the Lewes Georgetown Highway and Harbeson Road. The property also contains a ca. 1980s multi-complex commercial building and gas pumps, covered by a large flat-roofed awning. The small, frame construction stands slightly setback, at the same setback as the modern building, facing north. It rests a little elevated atop an unmortared concrete-block foundation. A concrete dual entrance (steps and handicap ramp), trimmed with metal hand railing, is located at the building’s northwest corner. Little to no part of the property is landscaped; paved driving/parking areas surround the buildings and development.

The one-and-one-half-story, front-gabled building features exterior walls covered in aluminum and a roof sheathed in metal. The façade is two bays wide. A fiberglass door, sided to one side by a pane-and-panel sidelight, pierces the northwest corner. East of the door, at the same level, is a single, double-hung, one-over-one, vinyl-sash window. A similar opening is also centered within the gable (attic level). The west and east sidewalls both feature matching single window openings, centrally-located. The rear wall also features the same opening; however, the window is located off-center at the southwest corner. Also of note is a metal exhaust pipe that rises from the east end of this wall surface.

History

No development is denoted in the location of this property on the 1868 map of the area (Beers 1868). Mueller's Clyde of America Map from 1919 indicated a "Harbeson P.O." However, its location was not denoted.

Roadway contracts from 1923 illustrated no buildings on this property, only the property owner's name, Charles Ennis. Three years later, in 1926, a store was illustrated on the property, and the property owner was indicated as Nora V. Evans. Contracts from 1936 denoted a filling station/dwelling on the property, owned by Jessie Lingo (State Highway Department 1923, 1926, 1936).

A 1937 aerial photograph of the property showed some form of construction on the property; however, the resolution of the image is too poor to discern detail (Delaware Datamil 1937). The USGS of the area from 1938 denoted nothing on the property. Aerials from 1944 through 1954 showed one building on the property (Delaware Datamil 1954; USGS 1944). A 1955 USGS map of the area illustrated two buildings and one outbuilding on the property. These appear to have remained through 1968 (Delaware Datamil 1961, 1968).

Roadway contracts from 1953 denoted Nora Ennis as the owner of the property. Three years later, contract records simply noted the property as "Tydol Gas Station," which was again noted in records from 1960 (State Highway Department 1953, 1956, 1960).

According to a longtime resident of the area, the original post office of Harbeson stood somewhere along South Harbeson Road, closer to the railroad tracks. The facility then moved to the corner property, nestled among a short row of buildings facing the highway. When the gas station expanded, the building was moved to its current location. It continued to function as the post office for a couple of years in this location, but the post office then moved into the multi-complex building. Shortly after the post office vacated the building, it was converted into a barber shop. It is unknown if the present-day barber shop building was the original post office of the area (Wagaman 2012).

In 1983 the former post office building was identified and surveyed on this property as standing three buildings from the east of the corner intersection, along the south side of the highway (in the approximate location of the present-day convenient store side addition). At that time, the building was assigned and recorded as SHPO CRS# S03571. By 1992, the gabled convenient-store building had expanded, resulting in the demolition or move of the CRS# S03572 (a former store), and move of CRS# S03571 (the former post office). Though moved, the former post office building remained on the property, only in a new location. The 1992 survey and report continued to refer to the building as CRS# S03571; however, out of deference to the possibility of any archaeological potential in/around the building's old location, this survey documented and evaluated the building's newer location as CRS# S12266. The old location is now topped by asphalt and/or the multi-complex commercial building.

Evaluation

Previous survey and investigation (1992) identified this building as a post office, located at the southeast corner of the intersection of SR 404 and SR 5. The small one-and-one-half-story building was clad in aluminum siding atop a concrete foundation. The gabled roof was sheathed in shingles. The building appeared to have been moved recently for the construction of a nearby mini mart/gas station. Its date of construction was unknown, but appeared to be early twentieth century. A previous survey (1983) of the building noted its construction as ca. 1930 (Goddard and Hawk 1983; Tabachnick et al. 1992). As part of the 1992 survey, this building was recommended as a contributing resource of the proposed Harbeson Historic District. It, along with eight other area resources, was considered significant as part of a group of

mid-nineteenth- and early twentieth-century buildings that developed around a heavily traveled crossroads. They were considered significant under the historic context of Settlement Patterns and Demographic Change, 1830-1880 (Tabachnick et al. 1992).

This building was evaluated under the context of Harbeson's twentieth-century institutional development. In the pre-automobile era, public institutional property locations were largely governed by accessibility to roads and power. For example, government-related facilities were placed in a central location in the jurisdiction, often at a major crossroads, to facilitate easy access.

The standards of construction and location were obviously much different for post offices in rural areas/small communities than in cities. No context has been located detailing typical or common architectural constructions of rural post offices; however, it seems that these locales often functioned out of privately owned spaces until federal funds were allocated for separate constructions. As referenced in the Research Design, Boland states, "In many communities, early post offices were not housed in buildings constructed specifically for postal services, but shared space in residences, stores, or offices." Over time, these postal facilities may have become inadequate and had to be replaced and/or moved (Boland 1994:15). For the community of Harbeson this seemed to be the case, given the documentation from DelDOT's state contract records and oral history. The biggest question unanswered presently though is whether or not the last identified and documented post office building (described above) was the same building that served as Harbeson's original post office that historically stood north of the railroad tracks, along the east side of Harbeson Road, attached to the south side of a dwelling. The most recent survey and assessment, as well as research of the area, leads one to an evaluation based on that assumption.

Symbolically, this building type was/is a reminder of an American place and institution in nearly all communities, big, small, urban or rural, as a much-loved part of the national scene. It was/is a valued place and integral part of most communities, serving as an active hub to local, state, and national communication (Doyle 2011:n.p.).

Individually, as an example of a rurally located post office, this building could be considered possibly significant. The building has served the area for over half a century as a local meeting place and possesses local importance as a hub of communication for the center of this small town. However, no historically significant event is known to have occurred there, and at this time, there is insufficient documentation to support a recommendation of National Register eligibility under Criterion A.

No evidence has emerged to-date to suggest that this property is associated with any individual significant in the history of the community. Therefore, it is recommended not eligible under Criterion B.

The building is an example of a vernacular gable-fronted construction. Such construction type was most often used in small-town or rural locations, serving as a general store, hardware, grocery, and/or post office. The gable-front represented the distribution system in the economy and linked outlying areas with commercial developments. Its shape and scale tied it to its location. Locally it was often a center for social activity, service, and information. Elements of the design were simple, unadorned wall surfaces with a modest display of windows. Decorations were limited to brackets, occasionally seen in the gable, or the application of siding, such as wood shingles. The buildings ranged in height from one-to-two stories, were frame construction, and sometimes had simple shed-roofed porches across the façade (Gottfried and Jennings 1988:247).

This building is believed to have first been moved from its original rural community location, the middle of town just north of the railroad tracks, during the mid-twentieth century. At the same time, a small amount of other period residential and commercial construction and development was occurring along

Lewes Georgetown Highway. Though changing and growing, the changes were not enough to alter the setting of this small-town, rural community.

In more recent years, however, the building has undergone significant changes. The walls have been covered in aluminum, the rooftop in standing-seam metal, and the fenestration altered with the insertion of modern windows and doors. During its last relocation, the building was placed on a higher foundation than originally constructed, necessitating the addition of a concrete ramp and elevated pad at the door. Together these alterations have greatly altered the building's integrity of materials and workmanship. Presently, the building functions as a barber shop. The interior has been remodeled to serve the function of this business, containing two narrow rooms that run the length of the building. Upon entrance there is a small waiting room, connected by an open doorway which leads to a room with barber furniture and equipment. A staircase is located in the southwest corner of the waiting room, which presumably leads to upper level storage/attic space. No historic interior materials or aspect of the original floor plan remain. These modern alterations have greatly altered the building's design. Although the building retains the feeling of a historic commercial and/or institutional entity too many alterations have occurred overall. Its integrity of location, design, materials, workmanship, feeling, and association have all been diminished, and therefore, the property is recommended not eligible under Criterion C.

The building reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and not eligible as a contributing resource of the proposed Harbeson Historic District.

18635 Lewes Georgetown Highway (S12266)





Building façade and west side, looking south.



Building rear and east side, looking north.



Building façade and west side, looking south.



Building rear and west side, looking northeast.

4.2.27 Dwelling, 18570 Harbeson Road (S12267)

Description

This property is located north of the Lewes Georgetown Highway and Harbeson Road intersection, along the west side of Harbeson Road, facing east. The Beaver Dam Creek runs along the south edge of the property, and undeveloped land lies to the north. A double, semi-circular driveway enters the property from the roadway, one path leading to the rear of the house and the other to the front. The property is fairly open with shade trees growing in clusters throughout. Decorative plantings and shrubs are planted along each of the outside walls of the house.

The one-and-one-half-story, ca. 1940s Minimal Traditional-style dwelling (.001) stands primarily rectangular in shape; however, a large gabled ell, sheltering the main entrance, extends from the center, northeast corner. A small, gabled, one-room ell also extends from the north sidewall, and a gabled one-room sun-porch extends from the center of the rear wall. All exterior walls of the house are covered in vinyl. The foundation is brick. Each of the gabled rooftops is sheathed in asphalt. A brick chimney rises from the interior of the south gable end.

The façade of the house is four bays wide. A three-pane-over-two-panel-cross-buck wood door is centrally located, sheltered by a small inset entry porch set within the southeast corner of the ell that extends from the front of the house. A single, wood corner post, highlighted by decorative wood brackets, stands at the southeast corner, atop brick decking. Hand railing is featured along the perimeter edges of the porch, and also flanks the centralized brick steps which access the porch. To the south side of the door are two pairs of double-hung, six-over-six, wood-sash windows. To the north side of the entrance, piercing the enclosed section of the ell, is another pair of openings, topped by a smaller pair of openings centered within the gable (upper level).

Original details of the north sidewall are partially obscured by another gabled ell; however, a single, double-hung, six-over-six, wood-sash window is visible at the northwest corner. The front, east wall of the ell is lit by a pair of double-hung, eight-over-eight, vinyl-sash windows. A centrally located wood-framed (fanlight and four-panel door) entrance pierces the rear, west wall.

Fenestration across the south wall is four bays deep. A gabled entrance slightly extends south from the main block, sheltering a centralized (fanlight and panel) wood door flanked by pairs of double-hung, six-over-six, vinyl-sash windows. The southwest corner of the main block features a pair of double-hung, six-over-six, wood-sash openings.

The rear wall of the main block is largely obscured by a large, gabled sun-porch enclosure; however, a double-hung, six-over-six, wood-sash opening is visible at the northwest corner. Sliding screens and storm sashes enclose all sides of the porch. A centrally-located, single-pane glass door, fronted by a set of brick steps, provides access into the interior of the porch.

Northwest of the house stands a ca. 1958 rectangular-shaped garage (.002), facing south. This one-story frame building stands atop a pad of poured concrete and features exterior walls covered in vinyl. The front-gabled roof is sheathed in asphalt. Two entrances pierce the façade, a large fiberglass, three-light-over-nine-panel, garage-style door and a regular nine-over-two-panel fiberglass entry at the southeast corner. The east, west, and north walls of the building feature no openings.

History

According to the owner of this property, the dwelling on this property was built in the 1940s. Roadway contracts from 1956, related to construction occurring between Harbeson and Waples Pond along the present-day SR 5, did not illustrate any development on the property; however, they did show the beginning and end portions of the horseshoe-delineated driveway (that fronts the dwelling). The documents also noted Arthur and Mossie L. Smith as the owners of the property (State Highway Department 1956).

Historic maps reveal development, a dwelling and outbuilding, by 1955 (USGS). The same level of development is seen on aerials from 1961 and 1968 (Delaware Datamil 1961 and 1968). The resolution of the aerials is poor, so details are lacking.

Evaluation

The historical pattern most clearly associated with this property is the continued, late twentieth-century growth of the town of Harbeson. No event or process of historic importance is known to have been associated with the dwelling; therefore, the property is recommended not eligible under National Register Criterion A.

Research to-date has not revealed individual significance of either Arthur or Mossie L. Smith. Lacking any association with a person of historical significance, this property is recommended not eligible under National Register Criterion B.

Architecturally, this dwelling is representative of a Minimal Traditional style. The minimal traditional style was a simplified form of the pre-war popular Tudor style that flourished during the 1920s and 30s. Like the Tudor, most minimal traditional constructions adopted the noticeable front gable and massive chimney. High roof pitches were lowered and the façade was simplified. A big picture window was added to show off newly purchased furniture, but the size of other windows was reduced to preserve the illusion of privacy. Aspects of the interior, such as the attic, were reduced to little more than a crawl space. In many areas, these nondescript “ranchettes” followed one another in an endless stretch of nearly identical houses. This style of construction was sought as a good, low-cost house for the millions of people who wanted to own their first house in the postwar economic boom period (McAlester and McAlester 1997:477; Split Level.net 2004).

Like the standard ranch, the minimal traditional is a simple, single-story, rectangular house. Unlike the standard ranch, garages are not attached or integrated, but are self-standing structures when they exist. A small dwelling of five rooms or less, the minimal traditional resembles an elongated double-pile cottage. Window treatment, especially the use of picture windows or horizontal bands of double-hung windows, conveys the ranch allusion. The minimal traditional has a side-gabled roof and little or no overhanging eave (McAlester and McAlester 1997:478; Jakle et al. 1989:187).

This example appears to maintain the majority of its original construction elements (height, shape, form, roof type, and fenestration). However, the exterior has been completely covered in vinyl siding, a few windows have been replaced with modern vinyl-sash replacements, and the rear porch has been enclosed with large sliding sashes. These changes have diminished the dwelling’s integrity of design, materials, and workmanship. The interior was inaccessible, so retention of its original floor plan and interior features is unknown. This house is not known to have been designed or built by a well-known architect. Further, it is a construction type that is still quite commonly seen throughout the Sussex County landscape. This common house type is rarely considered eligible because of its very nature, a simple, rapidly build, inexpensive dwelling that lacks architectural distinction. This particular example is one of

several in the study area and does not meet the requirements for individual eligibility. It is therefore recommended not eligible under Criterion C.

The dwelling reflects common twentieth-century construction techniques and is not likely to provide new information regarding building technology that is not already available through other means; therefore, it is not likely to be eligible under Criterion D.

The property is recommended not eligible individually and is located outside the proposed Harbeson Historic District.

18570 Harbeson Road (S12267)





Dwelling (.001) façade, looking west.



Dwelling (.001) rear, looking east.



Dwelling (.001) and garage (.002) south side, looking north.

5.0 SUMMARY AND RECOMMENDATIONS

5.1 CONCLUSIONS

Based upon reference to the developed historic contexts for the project and application of National Register criteria, two individual resources within the US 9 and SR 5 Intersection Improvements Project area are currently being recommended eligible for the National Register as components of a complex. These resources are listed below.

- **S03531.** Beaver Dam Cemetery / Harbeson Cemetery: ca. 1850 burial ground/cemetery, eligible under Criterion C.
- **S03567.** Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church: ca. 1885 steepled-ell church, eligible under Criterion C.

In addition to these two resources, six properties within the study area are likely to be contributing elements to a proposed Harbeson Historic District. The comprehensive results of the survey and evaluations are summarized in Table 1.

Field notes, field maps, field drawings, and copies of secondary source historical materials are on file at JMA, 535 North Church Street, West Chester, Pennsylvania. Upon completion of the investigation, copies of the report, as well as survey forms and photographs, will be deposited with DelDOT and the SHPO, both agencies located in Dover.

Table 1. Inventory of Architectural Resources within the US 9 and SR 5 Intersection Improvements Project APE

CRS #	Property Name & Address	NR Recommendation	District Contrib.?	Applicable NR Criteria	Boundary
S03531	Beaver Dam Cemetery/Harbeson Cemetery, SW Corner of Harbeson Road & Lewes Georgetown Highway	eligible	yes	Criterion C (component with S03567)	cemetery wall
S03532	Beaver Dam School No. 88 / Harbeson Church Hall, 18636 Harbeson Road	not eligible	yes		
S03533	Johnson / Rust Dwelling, 18672 Harbeson Road	not eligible	yes		
S03534	Dwelling, 18678 Harbeson Road	not eligible	yes		
S03564	Rust Dwelling, 18675 Harbeson Road	not eligible	yes		
S03565	Barker / Wagamon Dwelling, 18665 Harbeson Road	not eligible	yes		
S03566	Dwelling / Harbeson United Church Parsonage, 18657 Harbeson Road	not eligible	yes		
S03567	Beaver Dam Methodist Protestant Church / Harbeson United Methodist Church, 18647 Harbeson Road	eligible	yes	Criterion C (component with S03531)	church building

CRS #	Property Name & Address	NR Recommendation	District Contrib.?	Applicable NR Criteria	Boundary
S03569	Davidson Dwelling, 26527 Lewes Georgetown Highway	not eligible	no		
S03570	Dwelling, NE corner of US 9 & SR 5 intersection	not eligible	n/a		
S03571	Post Office, South side of Lewes Georgetown Highway	not eligible	n/a		
S03572	Store, SE Corner of Harbeson Road & Lewes Georgetown Highway	not eligible	n/a		
S03573	Warrington Dwelling, NW corner of Harbeson Road & Lewes Georgetown Highway	not eligible	no		
S03574	Prettyman Complex / Compass Point Associates, 26373 Lewes Georgetown Highway	not eligible	no		
S03645	Dwelling, 18557 Harbeson Road	not eligible	no		
S08502	Dwelling, 26483 Lewes Georgetown Highway	not eligible	no		
S08503	Dwelling, 26504 Lewes Georgetown Highway	not eligible	no		
S08504	Dwelling / Commercial, 26526 Lewes Georgetown Highway	not eligible	no		
S12188	Harbeson Historic District			not formally evaluated; likely to be eligible under Criteria A, B, & C	
S12260	Culvert, Lewes Georgetown Highway	not eligible	no		
S12261	Culvert, Harbeson Road	not eligible	no		
S12262	Agricultural Feed Store, East side of Harbeson Road; north of Harbeson Road & Lewes Georgetown Highway	not eligible	no		
S12263	Auto Garage, 26526 Lewes Georgetown Highway	not eligible	no		
S12264	Dwelling, 26473 Lewes Georgetown Highway	not eligible	no		
S12265	Dwelling, 26474 Lewes Georgetown Highway	not eligible	no		
S12266	Post Office / Harbeson Barber Shop, 18635 Lewes Georgetown Highway	not eligible	no		
S12267	Dwelling, 18570 Harbeson Road	not eligible	no		

5.2 RECOMMENDATIONS

A historic context for the Town of Harbeson was developed to aid in the evaluation of properties within the present APE. Fieldwork and property-specific research indicated that some of the surveyed properties were also representative of other historic trends.

Based upon the information gathered in preparation of the research design, the associated historic context, fieldwork, and property-specific research, JMA recommends that additional contextual documentation be prepared to permit better evaluation of institutional and government-related resources. The creation of historic contexts on/about the following is recommended:

- early twentieth-century, rural schools in Southern Delaware
- community burial grounds in Southern Delaware
- early twentieth-century, post office buildings in rural Delaware's communities

Such contextual research could prove valuable in permitting assessment of these types of resources.

JMA further recommends that the Harbeson Historic District be completely surveyed and more fully researched so that it can be formally evaluated for National Register eligibility. Should the district be determined eligible, the contributing status of each of the properties included in this report should be reassessed at that time.

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APPENDIX I:
Scope of Work

**Professional Services Proposal
Delaware Department of Transportation Agreement 1536, Task 5**

**US 9 and SR 5 Intersection Improvements
Harbeson, Sussex County, Delaware
Architectural Survey and Evaluation**

April 5, 2012

JMA (John Milner Associates, Inc.) is pleased to present this Professional Services Proposal for cultural resources services associated with the US 9/SR 5 Intersection Improvements project in the community of Harbeson, Sussex County, Delaware. The area of potential effects (APE) is defined to include all tax parcels that adjoin the project area along US 9/SR 5 (see attached map), within which the project could directly or indirectly affect architectural properties. It is anticipated that 23 historic-period standing structures (structures that meet a 50-year construction date or older), one cemetery, and possibly one historic district will require Cultural Resource Survey (CRS) form preparation. Based on preliminary review of the APE, up to four of these properties appear to possess significance and will require Determination of Eligibility (DOE) form preparation.

Task 1. Field Survey and CRS Form Preparation

This task will involve field data collection/survey and the recordation of property-specific information onto CRS forms. In accordance with Delaware SHPO guidance, documentation of identified properties will include, at a minimum, completion of CRS-1 (property identification), CRS-2 (main building), and CRS-9 (map) forms. Other forms, such as CRS-3 (secondary building), CRS-10 (update), and CRS-13 (photo card) forms may also be appropriate. At least one digital photograph will be taken of each property. As appropriate, the community of Harbeson will be documented on a historic district form (CRS-14). The documentation will include a verbal description, a preliminary evaluation of significance, streetscape photographs, and a map showing recommended boundaries and contributing and noncontributing resources.

The deliverables for this task will be appropriate Delaware SHPO CRS forms for each property along with digital photographs in the format stipulated by Delaware SHPO. The forms will be provided to the Department in *.pdf files on a CD.

Task 2. Historical Research and Report Preparation

A report will be prepared for surveyed historic resources within the APE in accordance with procedures outlined in *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware SHPO 1993). The purpose of this report will be to document identified architectural properties, evaluate each for significance and integrity, and make recommendations concerning National Register eligibility. Should a possible historic district be identified, only those district properties located within the APE will be fully documented. However, all properties located within the possible district will be mapped and their likely contributing and noncontributing status will be indicated.

A historic-period context and research design will be developed for use in evaluating the significance of properties. Background research will be conducted at the Historical Society of Delaware, the Morris Library of the University of Delaware, the Delaware Public Archives, and the Milton Public Library to develop a community overview. In addition, JMA will contact local historians and other citizens knowledgeable about the history of the properties, as warranted. As appropriate, JMA will conduct site-specific research to assess the significance of individual properties. This research will take place at Sussex County governmental offices and will include examination of deed records, land plats, tax assessments, and other property records. For the cemetery, JMA will attempt to establish the exact locations of burials closest to the public right-of-way to ascertain if any graves are likely to be within the limit of disturbance for the project. The Department will assist JMA in making contact with the church and cemetery officials, as needed.

The report will include the following sections as specified in Delaware SHPO *Guidelines*: title page, abstract, table of contents, list of illustrations, introduction, background research including historic overview and contexts, research design, descriptions of architectural survey, interpretations and conclusions, and recommendations. It will be illustrated with contemporary and historic photographs and maps, and will be accompanied by a bibliography. Appendices will include resumes of project personnel, the proposal, CRS forms, and DOE forms.

The deliverables for this task will be a draft report and a final report prepared in accordance with Delaware SHPO *Guidelines*. Each version will be produced in two formats: 1) two print copies, and 2) *.pdf file on CD. Reports will be submitted directly to the Department for distribution.

Task 3. Preparation of Determinations of Eligibility

According to Delaware SHPO report guidelines, DOEs are required for any property which, based upon physical examination and background research, appears to possess the significance and integrity necessary for National Register eligibility. It is anticipated that up to four properties within the US 9/SR 5 Roadway Improvements project area will require DOEs. The deliverables for this task will consist of draft National Register registration forms, which is the format of DOEs in Delaware. The forms will be produced as *.pdf files on a CD. Two copies of a CD containing all DOEs will be submitted to the Department for review.

Task 4. GIS Data Management

JMA personnel will maintain GIS shapefiles of CRS property locations and recommended National Register boundaries. JMA will input all the data collected in the field survey, place it in the GIS database, and update files as needed. This information will be sent to Department as required in the Department's GIS Transfer Protocol.

Task 5. Project Administration and Meetings

This task covers project administration and coordination with the Department relative to their review of the CRS property evaluations. It is anticipated to include informal email correspondence and telephone communication with the Department regarding individual

property evaluations and mapping and recording of up to 25 new properties (24-individual resources and 1-historic district) in the SHPO records.

Schedule

A draft report (including CRS forms) will be submitted within eight weeks following JMA's receipt of Notice to Proceed. Draft DOEs will be submitted within two weeks following agency concurrence on JMA's National Register eligibility recommendations. A final report (including revised DOEs and CRS forms) will be submitted within four weeks following JMA's receipt of all agency review comments on the draft submittals.

APPENDIX II:

Delaware State Historic Preservation Office
Cultural Resource Survey Forms
(on CD-R)

APPENDIX III:

Resume of Principal Preparer



Courtney L. Clark
Project Architectural Historian

Education

M.F.A. (ABT)	Savannah College of Art and Design	Historic Preservation	2000
B.A.	University of South Carolina	Art Studio	1997

Experience Profile

Courtney L. Clark has more than 12 years of professional experience in architectural history and historic preservation and has participated in more than 100 historical projects throughout the eastern United States. She specializes in the identification, survey, evaluation, documentation, and interpretation of buildings and landscapes and has prepared numerous historic contexts, CRS forms, DOE forms, effect assessments, design guidelines, and preservation plans. Ms. Clark's professional interests include the preservation of the recent past, roadside architecture, historic interiors, and the history of cultural and social patterns/behaviors. She is particularly skilled in conducting oral history interviews.

Key Projects

Junction and Breakwater Pathway Improvements (Showfield Extension), Lewes, Sussex County, DE. Preliminary historic architectural survey. DelDOT (2013).

SE Front Street/SR 1 Grade-Separated Intersection Improvements, Milford, Sussex County, DE. Intensive-level historic architectural survey. DelDOT (2012-2013).

US 9/SR 5 Intersection Improvements, Harbeson, Sussex County, DE. Intensive-level historic architectural survey. DelDOT (2012-2013).

Woodland Golf Park, Seaford vicinity, Sussex County, DE. Historical documentation and National Register evaluation of a former clubhouse in conjunction with proposed reuse. Sussex County (2012-2013).

US 113 North/South Improvements, Sussex and Kent Counties, DE. Context development, historic architectural survey, National Register evaluations, and effect assessments involving ca. 1,200 properties. DelDOT (2003-2013).

New Castle Rifle Range, New Castle, New Castle County, DE. Context development and National Register evaluations of Buildings 1, 11, and 16. Delaware Army National Guard (2012).

Brooklyn and Curtis Bay Neighborhoods, Baltimore, MD. Determinations of National Register eligibility. Baltimore City (2012).

Tredyffrin Township Transportation Improvements, Chester County, PA. Cultural resources survey and National Register evaluations associated with proposed sidewalks, traffic calming measures, and stormwater management. Tredyffrin Township (2008-2009).

George Read II House and Gardens, New Castle, New Castle County, DE. Research for a National Historic Landmark nomination. Historical Society of Delaware (2007-2008).

SR 1 Rehoboth Entrance Improvements, Sussex County, DE. Historic architectural survey and National Register evaluations of numerous cultural resources in the Five Points-Rehoboth corridor. DelDOT (2003-2005).

I-95/Newark Toll Plaza Improvements, New Castle County, DE. Historic architectural survey and National Register evaluations. DelDOT (2001-2005).