

# BEGIN

Ellendale State Forest Picnic Facility

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STATE OF DELAWARE

DIVISION OF

HALL OF RECORDS • DOVER • 19901

HISTORICAL & CULTURAL AFFAIRS

FICHE TITLE FRAME

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# Research



NATIONAL REGISTER FILE PREPARATION CHECKLIST

CRS Number: S-8151

Name of Nomination: Ellendale State Forest Picnic Facility

Nomination Form (as submitted to NPS)

- Cover (sec. 1-5):
- Function/Description (sec. 6-7):
- Significance (sec. 8)
- Bibliography/Boundary (sec. 9-11):
- \*Owners' List (old sec. 4, now at end):
- USGS topographic map:
- Other maps:
- Photographs:

CLG Notice of Action (if noted in nom.):

- Notices for Review Board meeting
  - to owner(s)
  - to official
  - to planning agencies

Copy of Review Board minutes (dated):

- Notices of results of Review Board meeting
  - to owner(s)
  - to official
  - to planning agencies

Transmittal letter to NPS

NPS notice of listing

- Notices of listing
  - to owner(s)
  - to planning agencies

\* = not required

(Any other correspondence is placed after nomination, in chronological order with notices.)



DELAWARE STATE HISTORIC PRESERVATION OFFICE

NATIONAL REGISTER NOMINATION PROCEDURAL CHECKLIST

Name of Property: Ellendale State Forest Picnic Facility  
 Location Info: Route 113, 1/2 miles. of Route 16  
 CRS Number: S- 8151  
 Prepared as part of: \_\_\_\_\_  
 Prepared by: Don DuHadaway, Kim Siebold, Steve DelSodo  
 SHPO Recommendation: \_\_\_\_\_

NOTICES (Provide date):

	Board to consider	Board Accepts	Listed on NR
Owner:	<u><del>8/14/89</del> 8/24/89</u>	<u>10/6/89</u>	<u>9/23/91</u>
Public Official:	_____	_____	_____
Planning Office:	_____	_____	_____
Public Notice:	_____	_____	_____
Advertisement:	_____	_____	_____

REVIEW BOARD ACTION (Provide appropriate info):

Date of Meeting: 9/28/89 - Tabled  
9/25/90  
 Action Taken: Accept. (Accept/Reject/Table/DOE)  
 Comments: \_\_\_\_\_

NATIONAL PARK SERVICE (Provide appropriate info):

Transmitted: 6/10/91  
 Action Taken: 7/22/91 (Accept/Reject/DOE)  
 Comments: \_\_\_\_\_

CERTIFICATE (Provide appropriate info):

Transmitted: Certificate picked up by Ag. Dept. Staff, late 1993  
 By/At: \_\_\_\_\_ (Letter/Presentation)  
 Comments: \_\_\_\_\_

FILE CLOSED (By): \_\_\_\_\_

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

1. Name of Property

historic name: Ellendale State Forest Picnic Facility

other name/site number: CCC Picnic Area/S-8151

2. Location

street & number: Route 113, 1/2 mile south of Route 16

not for publication: NA

city/town: Ellendale, Georgetown Hundred

vicinity: X

state: DE

county: Sussex

code: 005

zip code: 19941

3. Classification

Ownership of Property: Public-State

Category of Property: Buildings

Number of Resources within Property:

Contributing	Noncontributing	
<u>3</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>3</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>6</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

=====  
4. State/Federal Agency Certification  
=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  X  nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  X  meets \_\_\_\_\_ does not meet the National Register Criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of certifying official Date

\_\_\_\_\_  
Division of Historical and Cultural Affairs  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

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5. National Park Service Certification  
=====

I, hereby certify that this property is:

- \_\_\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.
- \_\_\_\_\_ determined not eligible for the \_\_\_\_\_  
National Register \_\_\_\_\_
- \_\_\_\_\_ removed from the National Register \_\_\_\_\_
- \_\_\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date  
of Action

=====  
6. Function or Use  
=====

Historic: Transportation Sub: road related  
\_\_\_\_\_  
Current : Transportation Sub: road related  
\_\_\_\_\_  
\_\_\_\_\_

7. Description

Architectural Classification:

other

Other Description: rustic

Materials: foundation log roof shingle
walls log other stone

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: Locally.

Applicable National Register Criteria: C

Criteria Considerations (Exceptions) : NA

Areas of Significance: Architecture

Period(s) of Significance: 1939 N/A

Significant Dates : N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Delaware State Forester

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

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The Ellendale State Forest Picnic Facility is located in a wooded parcel on the East side of Route 113, the duPont Highway, halfway between Milford and Georgetown. It is part of a 923 acre tract of land owned by the State of Delaware. The picnic facility, which is approximately 318 feet long and approximately one 135 feet deep at its deepest point, is a product of the federally funded Civilian Conservation Corps' efforts during the 1930s. It is surrounded on the north, south and east by dense forest and on the West by Route 113 on the west.

The area along the road is lined with evenly spaced logs set in the ground lengthwise which projects and approximately two above it. Between the road and these barriers at either end of the facility are two small parking areas which penetrate slightly into the facility. On the other three sides, the tree-line marking the more dense forest behind, serves as the boundary for the picnic area.

The picnic facility contains three buildings and three structures. The largest, most grand of these and the one which most marks the facility is the large 20'10" square pyramidal-roofed pavilion which is easily visible from the road. The roof is framed in an complicated manner, a large round log projects from each corner of the structure and is joined to the others with a metal plate at the peak of the roof. Mortised and notched into these four rafters are corner posts which are saddle-notched onto the large log principle rafters and numerous small round logs serve as subsidiary rafters. Boards have been laid across these and then wood shingles applied over the boards. The corner posts for the building are massive logs as are the other regularly spaced supports. The balustrade is also constructed of logs which have been drilled into the vertical supports. Inside the pavilion are several picnic tables which have plank tops, half log benches, and log supports.

Flanking the pavilion on the north and south are two, nearly identical, wood gable-roofed picnic tables shelters. The shelters are covered with wood shingles over beaded boards and framed with small logs. The tables are plank and log.

Other contributing elements to the picnic facility's settings are:

1. fieldstone trash pit with cement lining 4'6" tall x 4'3" deep diameter
2. fieldstone fireplace hearth - 4'8" wide x 3' deep, 3' tall at back, open at front
3. foundation and water pipe for fountain - 4' wide x 4' long. Opening for fountain 1'5" square

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National Park Service

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The Ellendale State Forest Picnic Facility, constructed by the Civilian Conservation Corps was designed to serve as a road-side rest facility for tourists and long distance travelers on the DuPont Highway, Delaware's major north/south roadway. Because of the use of rustic design elements, coupled with its setting within a dense forest, the Picnic Facility is eligible for listing under criterion C. It is the sole surveying example in Delaware of a rustic picnic facility of which a multiple, but undetermined, number were constructed along Delaware highways in the late 1930s.

Construction and planning for the DuPont Highway began in 1908. Eventually incorporated into the federal highway system as Routes 13 and 113, the highway was the first modern highway in Delaware, one of the first in the United States, and, because of 1930s improvements, the first to use a dual highway configuration. Originally built by T. Coleman Du Pont thru a private corporation, he donated the complete portion of the highway to the State of Delaware in 1917. He continued to pay for the highway after that until the highway was completed in 1923. The total cost of the project was \$3,917,004.

Prior to the construction of the highway, travel in Delaware was very difficult especially in inclement weather. After the highway was constructed, travel across the state increased dramatically. The first road widening project began in 1927.

One result of the heavy use of the DuPont Highway, was the construction, along the road, of traveler's services facilities. While almost all of them, restaurants, service stations, and travelers cottages or motels, were privately financed, some were built by the state and federal government. The government's involvement was in the construction of rest stops. While most were a cleared area along the side of the road with several picnic tables, some were more elaborate.

The picnic facility at Ellendale State Forest was among the most elaborate and the only one to survive intact along the DuPont Highway. The facility was begun in 1938 as a project for the local Civilian Conservation Corps camp. Finished in 1939, it has provided a convenient stopping point for travelers in Sussex County ever since. The Ellendale State Forest in which the picnic facility is located was originally part of the right-of-way purchased by T. Coleman du Pont for his new highway. When the lands of his Coleman du Pont Road, Inc. were turned over to the new State Highway Department in 1917, the forest land became the property of that department.

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National Park Service

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Eventually that land was turned over to the State Forestry Department for management purposes but not ownership. Under the control of the State Forester, the forest area was expanded and a picnic facility created in the mid-1930s. In 1938, the Ellendale forest was expanded to 150 acres from its original 40. The next year the Civilian Conservation Corps camp at Redden Forest began work on cleaning up the camp and building a picnic facility. The 1938 report of the State Forester noted that the practice of travelers parking their cars at Ellendale Picnic Facility next to the trees had caused the ground to become hard packed which resulted in the death of several trees. The 1939 work consisted of landscaping, the erection of a low barrier along the road to keep out cars and the construction of a pavilion, two shelter, and the stone trashpit, fireplace and water foundation/supply pipe. The design of the facility was developed by the State Forester. Rustic architecture has never been popular in Delaware. Those examples that may have been constructed as gazebos and garden ornaments have disappeared from the landscape. The Redden Lodge, in nearby Redden Forest, was built by the Pennsylvania Railroad as a private resort in a rustic manner. There is not a direct relationship between the two properties but its influence coupled with the generally unskilled labor force available for design and construction made the use of a rustic form with its simplistic, open construction a natural choice. The actual design was supplied by the Pennsylvania Department of Forests and Waters but more substantial materials were used by Delaware's work force. Except for some routine maintenance, this facility has remained intact since 1939. It is maintained by the Delaware Department of Agriculture in its original rustic condition and appearance.

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**COMPREHENSIVE PLANNING**

The Ellendale State Forest Picnic Facility is located in the Lower Peninsula/Cypress Swamp zone of Delaware. Georgetown Hundred is mostly flat and well-drained so that marshlands is not commonly present although non-tidal wetlands are a common feature. The Picnic Facility is directly associated with the transportation there in Delaware's history since its construction was the direct result of improved hard-surfaced roads in the state and the resultant increased need for facilities to provide services to private and commercial travelers. The construction of the facility in 1939 is fixed at the end of the intense 1880 - 1940 period of increasing concentration of Delaware's population in larger communities and a drop in the availability of state-wide public transportation.

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**NATIONAL REGISTER OF HISTORIC PLACES  
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**BIBLIOGRAPHY**

Annual Report of the State Forester to the State Forestry Commission of the State of Delaware, 1938, Dover DE

Rae, John B., "Coleman du Pont and Road" Delaware History, Vol. 16 (Spring-Summer, 1975) pp. 171-183

Salmond, John A., The Civilian Conservation Corps, 1933 - 1942: A New Deal Case Study Durham: North Carolina: Duke University Press, 1967

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register Criteria. See continuation sheet.

*David M. [Signature]*

*June 6, 1991*

Signature of certifying official

Date

Division of Historical and Cultural Affairs  
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

NA

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register  
See continuation sheet.
- determined eligible for the National Register  
See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Signature of Keeper

Date of Action

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Ellendale State Forest Picnic Facility

other names/site number CCC Picnic Area

### 2. Location

street & number Route 113  not for publication

city, town Ellendale, Georgetown Hundred  vicinity

state Delaware code DE county Sussex code 005 zip code

### 3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<u>3</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>4</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>7</u>	<u>0</u>	Total

Name of related multiple property listing:

The DuPont Highway and related buildings

Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of certifying official  
Division of Historical and Cultural Affairs

Date

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  
 See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

United States Department of the Interior  
National Park Service

# National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

## A. Name of Multiple Property Listing

The DuPont Highway and related buildings 1912 - 1939.

## B. Associated Historic Contexts

Modern highways/transportation in Delaware 1880 - 1945.

## C. Geographical Data

This multiple property listing covers the original road bed of the DuPont Highway, also known as Route 13 or Route 113. It extends away from the road bed to the area within the original right-of-way and to property directly adjacent to the road bed and the right-of-way.

See continuation sheet

## D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

\_\_\_\_\_  
Signature of certifying official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

\_\_\_\_\_  
Signature of the Keeper of the National Register

\_\_\_\_\_  
Date

## E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

"The more great highways that are built in the United States, the better off the United States will be; for nothing else educates people faster than good roads." T. Coleman du Pont<sup>1</sup>

As Delaware entered the 20th century, its transportation system had not kept pace with the increased urbanization and suburbanization of the state and with the need to get farm products to market quickly. The last major internal improvement had been the 1850s and 1860s efforts to bring the Railroad down the entire length of the state and further south to the rest of Delmarva Peninsula. While steamships calling at the small ports along the Delaware River and Bay had helped relieve the pressure on the railroad, by the end of the 19th century, many of the rivers used by the shipping lines had begun to silt in and, as a result, became less accessible to both steam and sail boats.

The only alternative to the transportation problem was an improved road system. While periodic attempts at road improvement had been made in Delaware, most were not effective in overcoming the poor condition of Delaware roads. The state and local governments authorized bridges to be constructed and maintained but neither level of government considered improving the road system. As a result the roads in Delaware were all dirt and unpassable in wet weather. A federal survey done in 1904 showed that only 8% of Delaware roads were improved, not paved but hard packed dirt and graded.<sup>2</sup>

One individual who recognized the severe disadvantage that the lack of a good road had for Delaware was T. Coleman du Pont. A non-native Delawarean, du Pont was born in Louisville, Kentucky in 1863. After he graduated from the Massachusetts Institute of Technology in 1885, he went to work for his father who had extensive interests in coal mines in Kentucky. In the 1890s, du Pont was General Manager of a steel company that manufactured railway rails and switches, du Pont used his experience in business and industry to build and operate steel railways in various cities in the United States.

In 1902, du Pont moved to Delaware. The purpose of the move was to help his cousins, Pierre S. du Pont and Alfred I. du Pont, take control of the E.I. du Pont de Nemours Company. The family firm was for sale to outside interests until the cousins stepped in to retain family control of the company.

Once the family business was safely reestablished on a modern system, du Pont returned to several long standing interests, one of which was a modern highway system. Du Pont was very active in the Good Roads Movement. This movement had started in the 1870s and was active across the county in its determination that the country needed an improved road network. du Pont was also chairman of the Board of National Counsellors of the National Highway Association. He used this group to publish a series of pamphlets and speeches on the need for

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<sup>1</sup>Coleman du Pont "The Coleman du Pont Highway through the State of Delaware: The Scientific American v.106, March 16, 1912 p. 243.

<sup>2</sup>John B. Rae " Coleman du Pont and his Road" Delaware History, v. 16, Spring-Summer 1975 p. 172.

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National Park Service

## National Register of Historic Places Continuation Sheet

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modern roads. The main purpose of this group was to advocate for a federal interstate highway system, similar to the present system which is controlled by the federal government. The National Highway Association believed that a local system, even supported by federal monies, would be too responsive to local pressure and that it would not be of long term benefit to the nation.

In 1908, du Pont decided to show the nation how to build a modern road. That year he submitted to the State of Delaware a proposal to build the first superhighway in the United States. His dream road was to extend from the city of Wilmington south to the state line at Selbyville. He planned to set up a corporation, with approval of the State, that would allow him to procure a two hundred foot wide right of way on either side of the road. Du Pont planned to make the highway eight lanes wide with two lanes for automobiles, two for heavy motor traffic, two lanes for a north and south bound trolleys and two additional lanes for horse and pedestrian traffic. The unused portions of the right of way were to be rented to farmers and utilities in order to make the road self-supporting.

The Good Roads Movement not only influenced du Pont's ideas on where to locate the highway and what material to use to build his road, but it also made him aware of who to hire as engineering consultants. Du Pont studied European roads while an active member of the National Highway Association and to him it made sense to hire the best road building engineers available. While du Pont started his project with himself as chief engineer, he soon turned that responsibility over to Frank M. Williams. Williams had been the chief highway engineer for New York State. Du Pont also hired two engineers from Europe as consultants. Ernest Storms came from Belgium and from Scotland arrived Thomas Aitken. From Delaware, du Pont added Charles M. Upham and C. Douglass Buck was later chief engineer of the Delaware Highway Department while Buck became du Pont's son-in-law and Governor of Delaware du Pont was also assisted by his son Francis V. the latter was later the chief of the Bureau of Public Roads under Eisenhower. In that portion he supervised the construction of the modern Interstate highway system.

Farmers who lived in downstate Delaware, however, did not like du Pont's plan for a highway. They did not want a private corporation to have a say in part of their land and believed that du Pont wanted the right of way for his own personal gain. Much to the opposition's dismay, the state legislature permitted du Pont to form the Coleman du Pont Road, Inc. and gave it the power to acquire a two hundred foot right of way on either side of the road. As part of his road plans, du Pont had convinced the States of Pennsylvania, Maryland, and Virginia to construct new highways to connect with the new road and enable the road to extend the entire length of the Delmarva Peninsula to the south and connect to Philadelphia on the north.

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In October of 1911, construction began near Georgetown, Delaware because it was in that area that du Pont's company secured its first right of way. After six months of construction, du Pont ran into political opposition and litigation over his corporation's right to condemn land beyond forty feet specified for the actual roadway. In early 1913, du Pont appealed to the state legislature to either repeal the act of incorporation and return his corporation's deposit of \$50,000 or confirm his license to the right of way. Despite legal problems, workman continued building the road and by 1917 twenty miles, from Delaware's southern boundary to Georgetown, of two lane highway had been completed. In addition, workman had almost finished an additional ten miles of road which extended to Ellendale.

Soon thereafter, Delaware, prompted by the Federal Aid Road Act of 1916, created a State Highway Department. This became the solution to du Pont's legal problems. He turned his project over to the Highway Department, dissolved Coleman du Pont Road, Inc. and promised to pay for the sixty nine mile stretch left to be laid from Ellendale to Wilmington. In return, the state legislature appointed du Pont to the first State Highway Commission which supervised the work of the Highway Department. By June of 1924, the last pavement had been laid and the road dedicated to du Pont in a public celebration. In the following year, the highway was incorporated into the national primary road network provided for in the Federal Highway Act of 1921 as segments of U.S. Routes 13 and 113.

Three years after the dedication of the highway, the Highway Department widen the road from 18 feet to 38 feet between Wilmington and State Road and proposed building an additional 20-foot roadway from State Road to St. Georges. By the 1930's traffic had become so heavy that the Highway Department converted the Route 13 part of the road to a divided highway, which was the first in the United States. As a result, du Pont's road became the best roadway in the world for that time.

Du Pont highway was truly a significant piece of work for its time and reflected many of the ideas of the Good Road's Movement. From his experiences with the movement, du Pont knew that the automobile age would revolutionize American life and bring demands for new and improved roads. He worked hard to make his road beneficial to the residents of Delaware. Aware that new roads could congest and deface the small towns along the road, du Pont built his highway so that trunk line traffic would go around the towns instead of through them. He also modernized his road by constructing it with waterbound macadam or concrete base, on top of which he laid a mixture of asphalt and stone. This made the road both waterproof and cheap to maintain.

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The construction of the du Pont Highway had a significant effect on Delaware. It was now possible to travel the entire length of the state. While the highway was first a means for farm transport, it soon became a tourist highway as the town along the Atlantic Ocean developed into summer resorts. The increased use of the highway brought changes to the area alongside the highway. Small restaurants and automobile repair facilities were the first to appear. Small stores and produce stands also soon became a common feature along the highway especially where the du Pont Highway went near small towns. The State of Delaware also assisted in providing aid to travelers by establishing several roadside picnic facilities. The new highway would also generate some new home sites along its route but not in any great number until after the end of World War II.

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**F. Associated Property Types**

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I. Name of Property Type The DuPont Highway Road Bed

II. Description

SEE CONTINUATION SHEET

III. Significance

The DuPont Highway roadbed is the most prominent and visible property type associated with transportation improvements generated by the construction of the DuPont Highway. All subsequent changes in the landscape along the transportation corridor came as a result of the construction of the highway.

IV. Registration Requirements

Because of the variety of road widths, grading, and materials used in the construction of the DuPont Highway and the on-going maintenance that continues because of the heavy traffic, the registration requirements for the highway roadbed are very narrow in scope. In order to be considered for registration, any highway segment must fall within its original width exclusive of modern berms or shoulders. The road's grade, curvature and crowning must be similar to the segment as constructed or altered during the 1912 - 1939 period. While present road surface is not a feature in registration, the 1912 - 1939 base and covering must be present under the post 1939 surface.

See continuation sheet

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See continuation sheet for additional property types

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number F Page II The DuPont Highway Roadbed

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The DuPont Highway, U.S. Routes 13 and 113, is the principal north/south road. It starts at the Pennsylvania line north of Wilmington and the southern state line near Selbyville. It is 96.7 miles long. For most of its length, it is a wide four lane highway with a median dividing the north and south bound lanes.

While the road was originally planned with 200 foot right-of-way and seven lanes, it was soon reduced, because of apposition, to a 100 foot right-of-way and two lanes of traffic. The DuPont Highway has been widened over the years. An additional two lanes were added in 1927 to the segment between Wilmington and State Road. Between 1930 and 1933, the segment between Wilmington and Dover was converted into a divided highway. According to Professor John B. Rae, this dualization of the Wilmington-Dover segment was the first such highway in the country. The Route 13 segment from Dover to Delmar and the Maryland state line has also been dualized. At the present time only the original Route 113 segment from Milford to Georgetown is the original two lane highway.

The actual road be is composed of a variety of materials and design. It was du Pont's intention that his highway should prove as a test for both highway design and material. Du Pont used a water bound macadam or concrete base. On top of that was laid either a mixture of asphalt and stone or a macadam surface with a half-inch covering of asphalt and trap rock. The road itself was "crowned" so that water would drain away into ditches or gutters constructed along side of the road. Later portions of the road used concrete as the finished surface. The base, slope and drainage characteristics of newer portions of the road, especially those built by the State Highway Department vary with location and period of construction.

## F. Associated Property Types

I. Name of Property Type Bridges

### II. Description

While Delaware is relatively flat and it is not cut by many wide rivers, there are numerous gullies and small streams that flow across the land and into the Delaware or Chesapeake Bays. Hence, there was a need for bridges along the DuPont Highway. These bridges were designed by Coleman du Pont's engineers and later by the State Highway Department. These bridges were of wood, concrete or steel or combinations of these as individual circumstances dictated. The size of the bridge was a determining factor in material and decoration. Decoration for the bridges is minimal, consisting usually of low parapet walls. A complete inventory of state-owned bridges over 20-foot long has been conducted to HAER Standards by the Delaware Department of Transportation.

### III. Significance

In order to fulfill Coleman du Pont's desire for an improved, all-weather road, bridges were necessary to carry traffic over the numerous small streams and ditches in lower Delaware and the larger rivers near Milton, Milford, Seaford, Dover, Smyrna, Odessa, St. Georges, and Wilmington. The initial bridge over the Chesapeake Canal at St. Georges was not part of the road for which du Pont would agree to pay. That part of the initial road was paid for by the State of Delaware.

### IV. Registration Requirements

In consultation with the Delaware Department of Transportation, the Delaware State Historic Preservation Office has developed the following criteria for assessing the eligibility of Delaware highway bridges:

See continuation sheet

See continuation sheet for additional property types

United States Department of the Interior  
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# National Register of Historic Places Continuation Sheet

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REGISTRATION REQUIREMENTS

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Proposed Criteria for Delaware Historic Bridges  
Proposed by DelDOT

- A. It is associated with events that have made a significant contribution to the broad pattern of our history.
  - A.1 Essential to the social, economic, industrial or transportation development of the locality, state, region or nation.
  - A.2. Is associated with an historic event.
- B. It is associated with the lives of persons significant in our past.
  - B.1 Is associated with the efforts of specific individuals or groups significant in the history of the locality, region, state or nation.
- C. It embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master or possesses high artistic values.
  - C.1 Is significant in the history of bridge engineering, in the history of bridge design principles, or in the development of bridge construction techniques.
  - C.2 Is an example of a bridge designed or built by renowned engineers, craftsmen, bridge companies or contractors.
  - C.3 Is an outstanding example of an engineering solution developed in response to unusual conditions of the locality or region.
  - C.4 Exemplifies innovative technological solutions.
  - C.5 Retains sufficient integrity of design, materials, workmanship, association, setting and location to stand as representative examples of a specific bridge type no longer in use which may survive in substantial numbers.
  - C.6 Exemplifies a bridge type which is now rare.
  - C.7 Possesses architectural or artistic distinction in overall design or detailing.
- D. It has yielded or may be likely to yield information important in history or prehistory.

07/07/88

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National Park Service

## National Register of Historic Places Continuation Sheet

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REGISTRATION REQUIREMENTS

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The integrity of a bridge is of crucial concern in determining the eligibility of a bridge. While a bridge may at present contain an historic portion, if it does not constitute a major portion of the visible part of the bridge, then its integrity is considered to be compromised. Thus while an historic bridge may be totally intact, if it is encased in modern material then it is not eligible.

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## F. Associated Property Types

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I. Name of Property Type Motel Facilities

### II. Description

Like automobile/truck service facilities, there was a great deal of variety in motels, hotels, tourist camps, and similar places to spend a night that developed along the DuPont Highway. Construction material and architectural style varied with the owners taste and financial abilities. No one material or style predominated.

### III. Significance

As a new road, the DuPont Highway did not have existing overnight facilities. The only option for travelers was to exit the highway and try to find something in one of the small towns along the highway. Therefore the facilities that were erected along the DuPont Highway were new facilities and directly related to the development of the highway.

### IV. Registration Requirements

In order to be eligible for listing under this multiple property submission, a motel facility must have been constructed between 1912 and 1939 and be located along the DuPont Highway and have been constructed to service the travelers along the DuPont Highway.

The physical appearance of the motel facility must be consistent with its 1912 -1939 appearance. Additions must be minimal and ideally restricted to rear elevations. Doors, windows, trim and other design elements should remain in sufficient detail and quantity that the building still conveys the scale/massing and setting of its historic appearance.

See continuation sheet

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See continuation sheet for additional property types

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## F. Associated Property Types

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I. Name of Property Type Food Service Facilities

### II. Description

Like automobile/truck service facilities, there was a great deal of variety in restaurant eateries and similar places to eat that developed along the DuPont Highway. Construction material and architectural style varied with the owners' taste and financial abilities. No one material or style predominated.

### III. Significance

As a new road, the DuPont Highway did not have existing food service facilities. The only option for travelers was to exit the highway and try to find something in one of the small towns along the highway or to carry their own food with them and make use of the picnic facilities provided by the State of Delaware. Therefore the food service facilities that were erected along the DuPont Highway were new facilities and directly related to the development of the highway.

### IV. Registration Requirements

In order to be eligible for listing under this multiple property submission, a food service facility must have been constructed between 1912 and 1939 and be located along the DuPont Highway and have been constructed to service the travelers along the DuPont Highway.

The physical appearance of the food service facility must be consistent with its 1912 - 1939 appearance. Additions must be minimal and ideally restricted to rear elevations. Doors, windows, trim and other design elements should remain in sufficient detail and quantity that the building still conveys the scale/massing and setting of its historic appearance.

See continuation sheet

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See continuation sheet for additional property types

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## F. Associated Property Types

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I. Name of Property Type Picnic Facilities

### II. Description

The picnic facilities established by the State of Delaware along the DuPont Highway date to the 1930s. Records indicate that all - a total number has not been determined - were built by the local camps of the Civilian Conservation Corps on state-owned land, usually state forest land. At first these facilities consisted of a cleared area along the side of the road with one or more picnic table and a trash collection site. Later picnic facilities, such as the one in the Ellendale State Forest in Sussex County were improved in the later 1930s into a rustic appearing facility. These improved facilities had a covered pavillion, a fireplace, and a water fountain. There was also an attempt at landscaping through the use of cleared areas and the separation of the picnic facility from its associated parking area.

### III. Significance

Several picnic facilities were established by the State of Delaware in order to provide a safe resting place for travelers along the DuPont Highway. Little is known about the reasoning that went into the creation of the picnic facilities or about the means used to locate them along the highway. The picnic facilities seemed to be popular with travelers. The 1938 report of the State Forester noted that the practice of travelers parking their cars at Ellendale Picnic Facility next to the trees had caused the ground to become hard packed which resulted in the demise of several trees. In 1939, a separate parking facility was added with rustic logs used to prevent cars from getting close to the trees.

### IV. Registration Requirements

In order to be considered for listing because of its association with the DuPont Highway, a picnic facility must retain its essential appearance from the 1912 - 1939 period. While a cleared space with a picnic table on it is clearly a picnic facility, the intent of this submission is to recognize those picnic facilities that were the result of a conscious design effort on the part of the State of Delaware to create a permanent facility with protected tables and off-road parking. Accordingly, the pre- 1939 pavillion(s) must remain as well as the pre- 1939 parking area. The individual tables may be modern replacements. The landscaping of the picnic facility should be similar in feeling and intent as the pre- 1939 landscaping. If the area was open historically, then it should be open at present, if it was partially wooded historically, it should be partially wooded at present.

See continuation sheet

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See continuation sheet for additional property types

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## F. Associated Property Types

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I. Name of Property Type Automobile/truck Service Facilities

### II. Description

As with any example of historic architecture, there is a great deal of variety in the appearance of automobile/truck Service Facilities. Most of those constructed along the DuPont Highway from 1912 to 1939 have been destroyed as the technology of vehicle repair has changed and as the marketing of gas and oil and repairs has changed over time.

In general, such facilities tend to be a single story with at least one service door for vehicles if repairs were performed under cover. Many of the earlier examples had a high porch or pavillion that extended across the front of the building to provide some shelter for the gas pumps. Windows and doors are site specific, but there is usually at least one large display window in a lobby or office area to allow for advertising and to allow facility employees to watch for customers. The construction material and architectural style of these facilities reflects the region of the state in which they are located, the time period of construction and desire of the owner.

### III. Significance

Because of the limited range and slow speeds of vehicles in the 1912 - 1939 period, service facilities were a common building along the DuPont Highway. The growth in travel along the new road also created opportunities for local residents and large firms that realized that a profitable business could be based on the needs of travelers.

### IV. Registration Requirements

Specific requirements cannot be laid out for automobile/truck service facilities because of the varied appearance of these property types. However, in order to be eligible such a facility must retain its original height. The facility must also not have been expanded after 1939 on any wall that is totally visible from the public way. Windows and doors must, for the most part, retain their original opening configuration. The window and door material be replaced with more modern appearance as long as that change did not dramatically alter the appearance of the facility. Any pavillions or permanent awnings must remain if they were a part of the 1912 - 1939 appearance.

See continuation sheet

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See continuation sheet for additional property types

### G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

### H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- State historic preservation office  
 Other State agency  
 Federal agency

- Local government  
 University  
 Other

Specify repository: \_\_\_\_\_

### I. Form Prepared By

name/title Stephen G. Del Sordo, Historian; Kimberly Sebold, Research Assistant  
organization Bureau of Archaeology and Historic Preservation date September 1989  
street & number 15 The Green telephone 302-736-5685  
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United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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This multiple property submission developed over a number of years. It was based on the need to understand the creation of a modern, improved highway system in Delaware where none had existed before 1912. Initial work by Delaware Department of Transportation consultants for a new north/south highway identified the original alignment and some of the buildings and structures associated with the widening of the original Wilmington-Dover segment in the 1930s.

Additional work was undertaken by the Delaware Department of Transportation to survey and evaluate all state-owned bridges for possible nomination to the National Register and to clarify the departments responsibilities toward historic bridges under various federal regulations. The bridge survey began to point to the significance of the DuPont Highway in both a National and a State context.

Because the construction of the DuPont highway had such a dramatic effect on Delaware, it can easily be said to have changed and effected the entire state. This multiple property submission is limited to just those buildings, structures, objects and sites that are immediately along the highway or on the highway itself. The property types included with the submissions are those that would have been constructed as a direct result of the DuPont Highway construction and initial improvements. Dwellings have not been included in this submission because they relate more to the growth of Delaware during the 20th century and are a secondary result of the DuPont Highway.

Because the actual examples of property types are predicted rather than directly identified, National Register of Historic Places guidelines and Delaware State Historic Preservation Office guidelines will determine the specific eligibility of proposed properties associated with the DuPont Highway. The Registration Requirements listed under each property types are general parameters to guide a discussion of specific eligibility.

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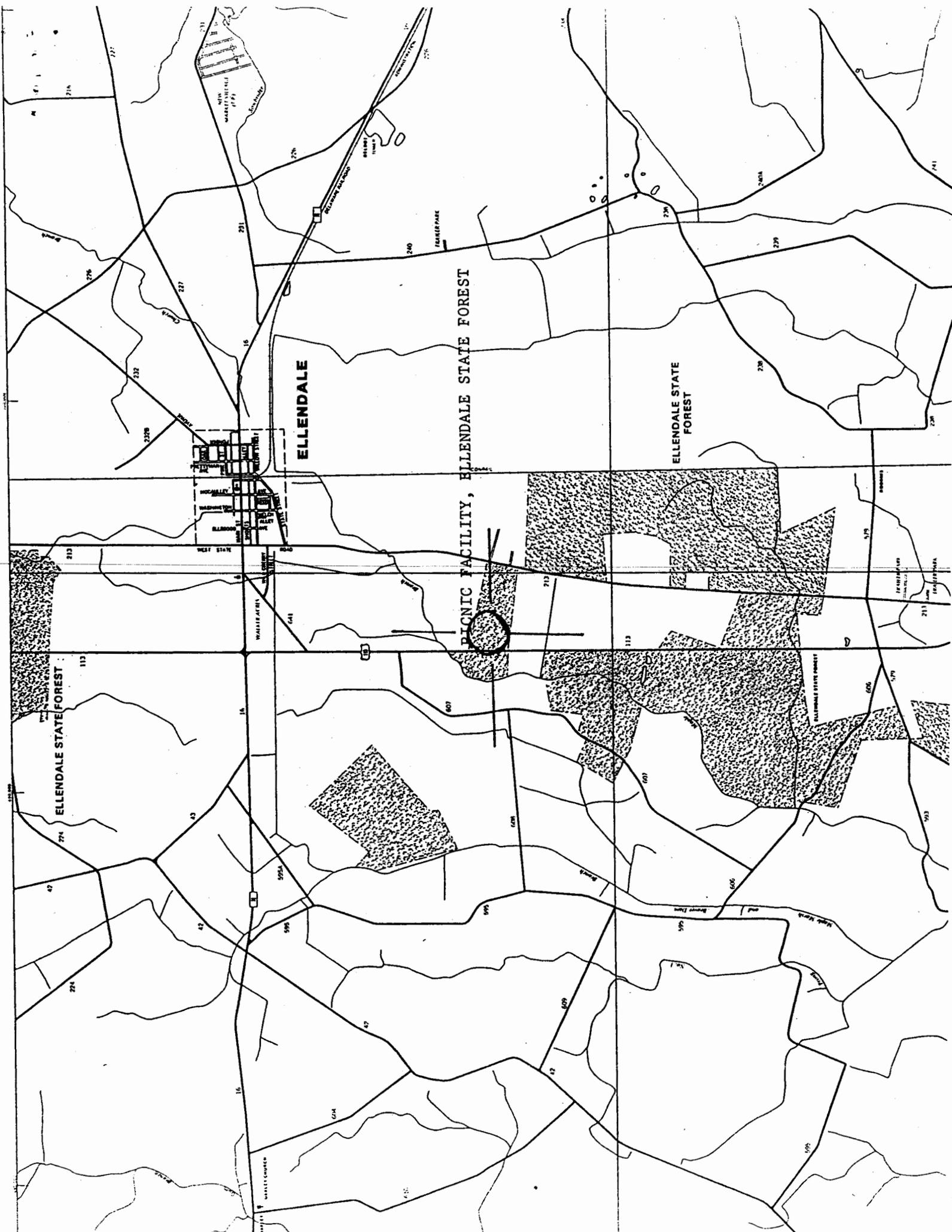
National Register of Historic Places  
Continuation Sheet

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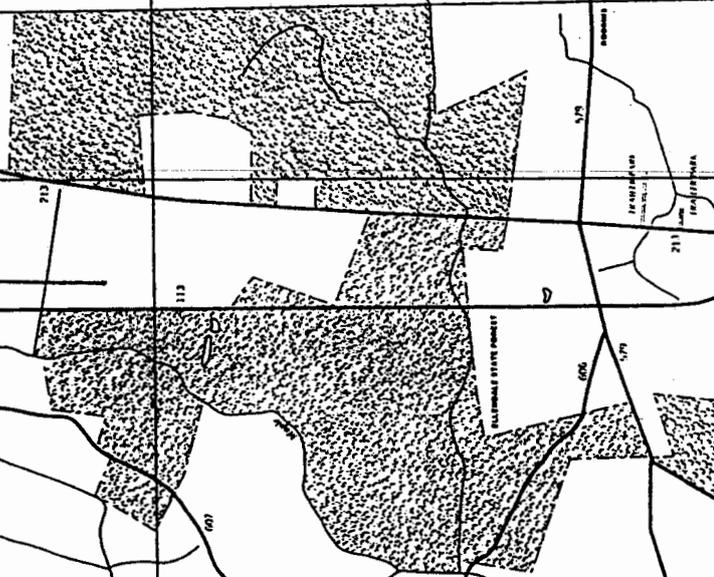


ELLEDALE

PICNIC FACILITY, ELLEDALE STATE FOREST

ELLEDALE STATE FOREST

ELLEDALE STATE FOREST

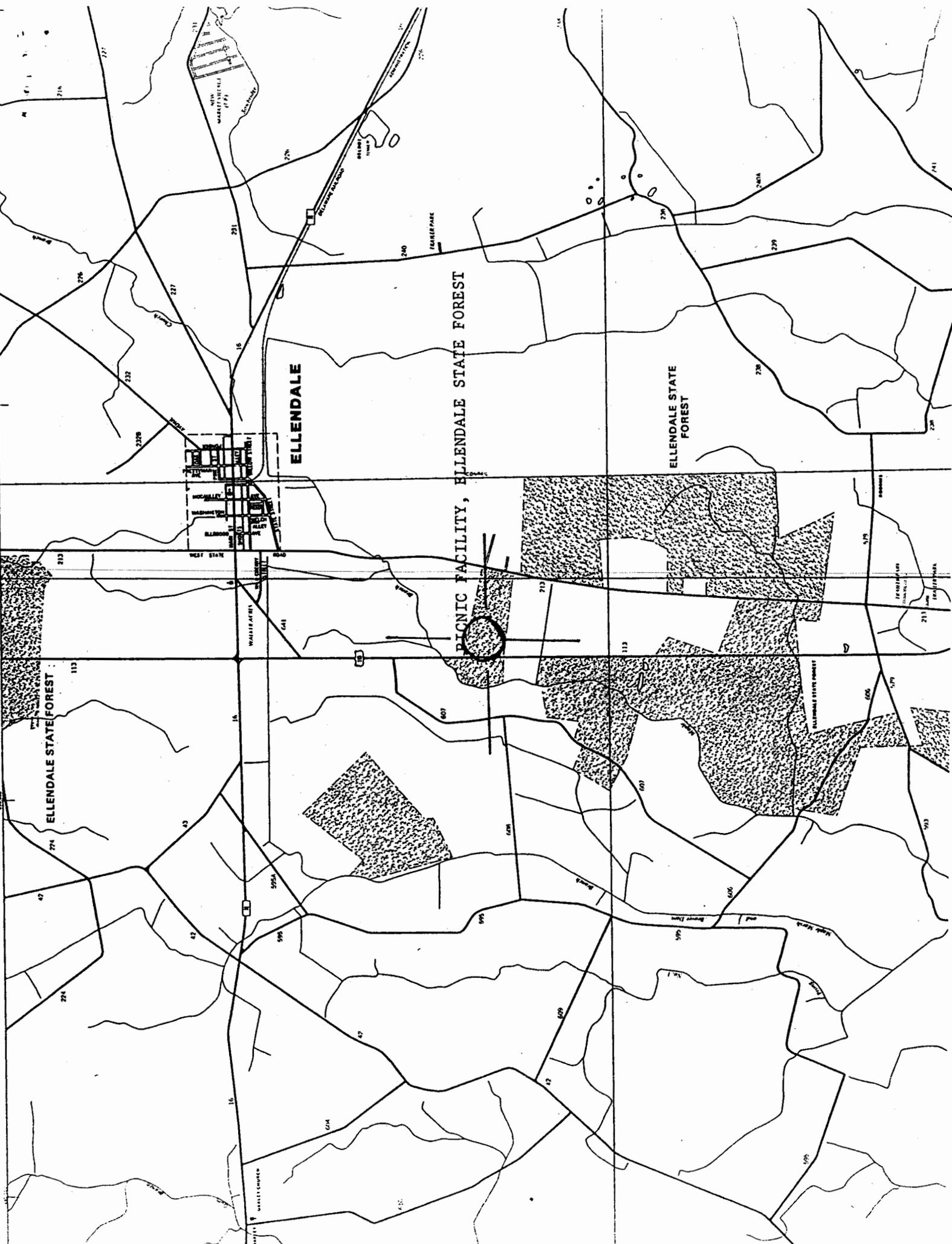


WEST STATE

MARKET STREET

LEPER PARK

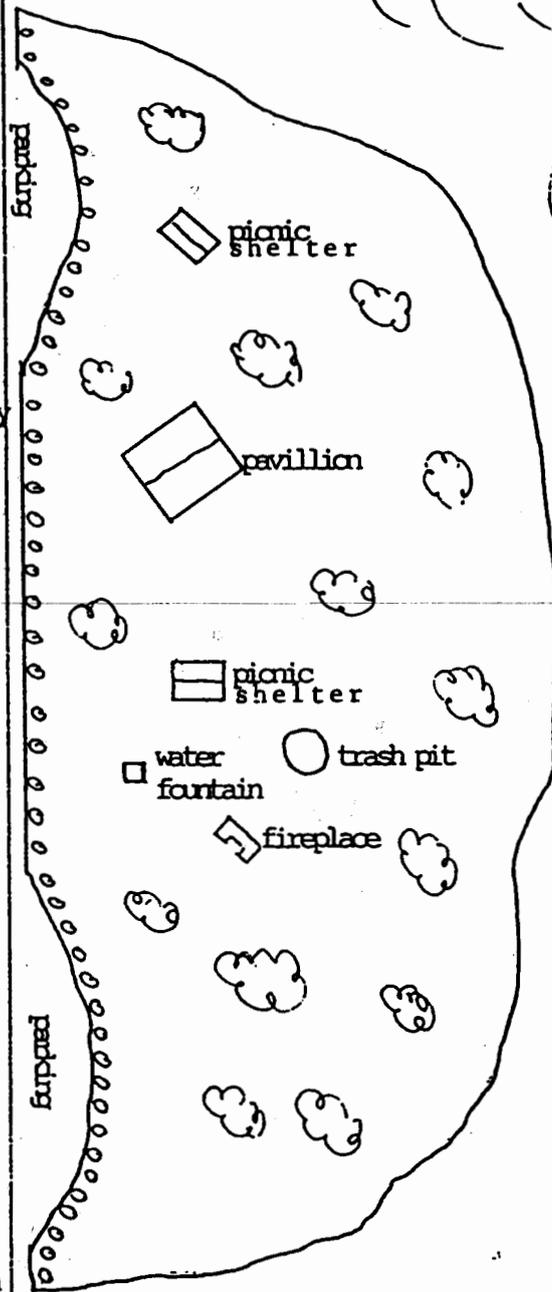
ELLEDALE STATE FOREST



to Dover

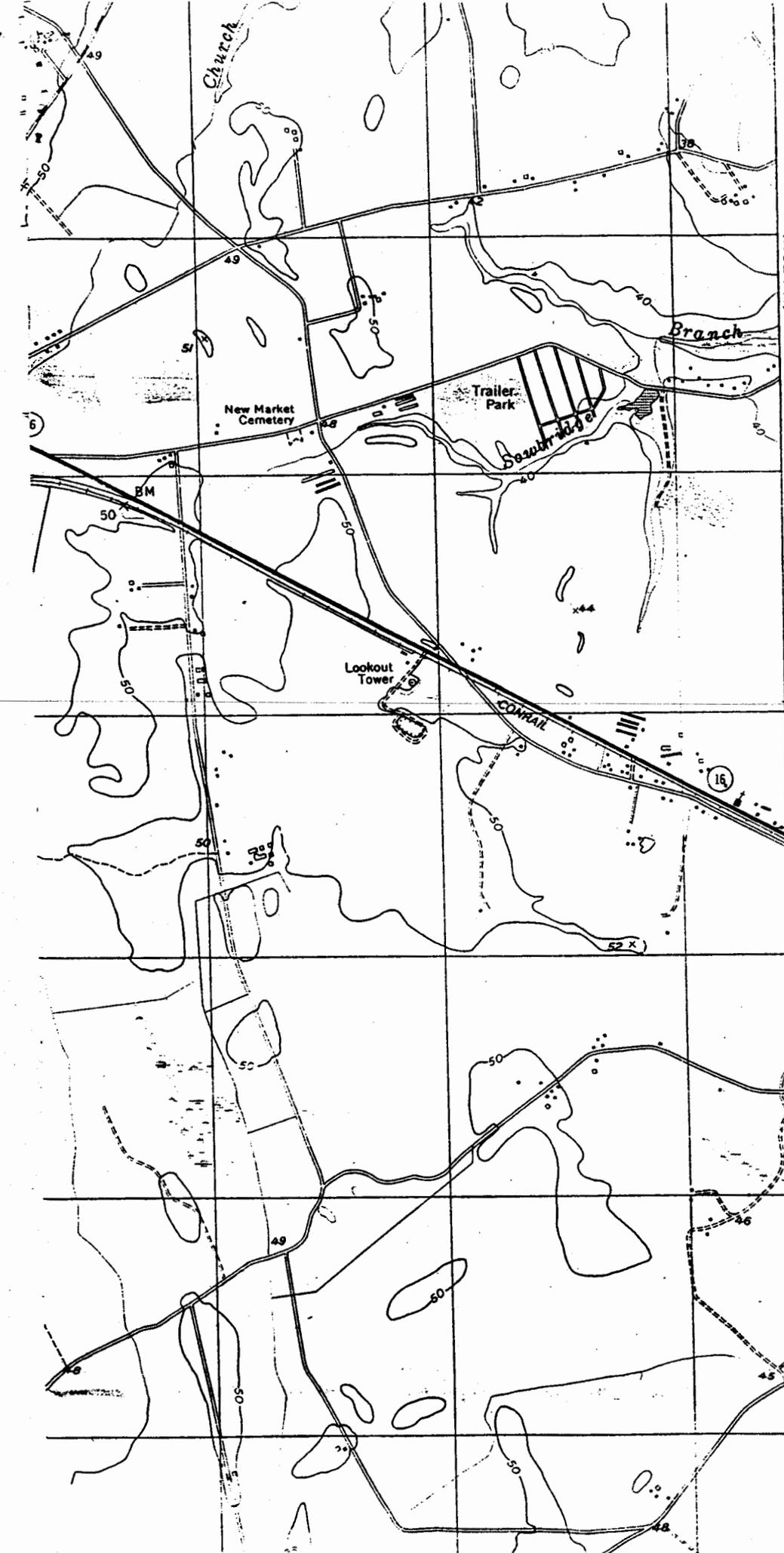
DuPont Highway  
Rt. 113

to Georgetown



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PICNIC FACILITY  
ELLENDALE STATE FOREST  
ON THE DUPONT HIGHWAY  
SUSSEX COUNTY, DELAWARE



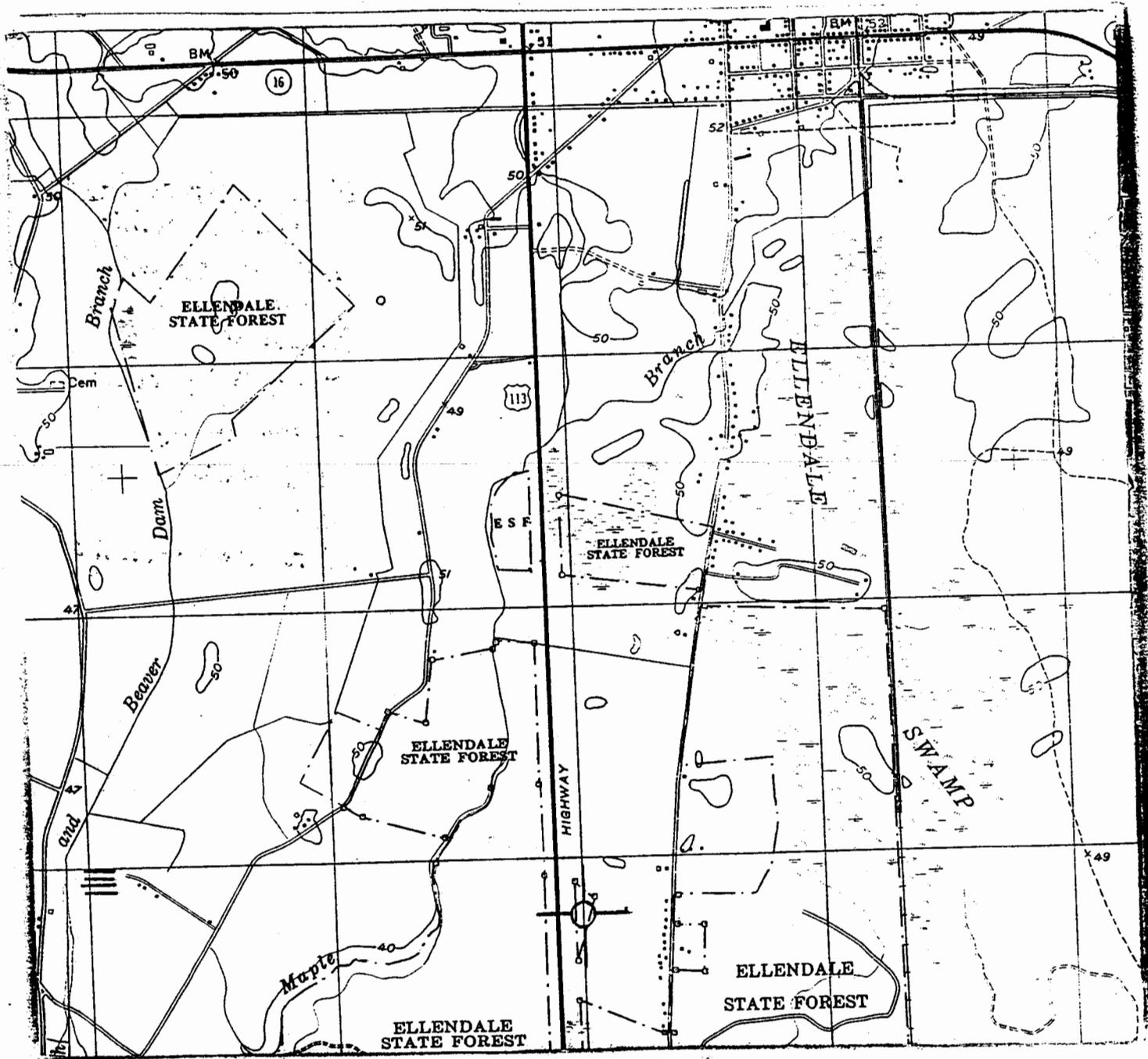
Ellendale State Forest  
 Picnic Facility  
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 South of Route 16  
 Ellendale  
 Georgetown Hundred  
 Sussex County  
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Bureau of Archaeology  
and Historic Preservation  
15 The Green  
Dover, DE 19903



Survey Continuation  
Sheet

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Sketch Map

