

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Downtown Harrington Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: \_\_\_\_\_

(Enter "N/A" if property is not part of a multiple property listing)

### 2. Location

Street & number: Various

City or town: Harrington State: DE County: Kent

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

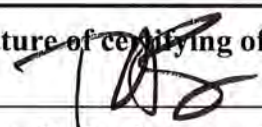
I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

DE State Historic Preservation Officer 4/24/2019	
Signature of certifying official/Title:	Date
 _____ State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
_____ Title : State or Federal agency/bureau or Tribal Government	

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

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



Signature of the Keeper

6/20/19

Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

**Category of Property**

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

Downtown Harrington Historic District  
 Name of Property

Kent County, Delaware  
 County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

<u>Contributing</u>	<u>Noncontributing</u>	
<u>121</u>	<u>65</u>	buildings
<u>0</u>	<u>19</u>	sites
<u>1</u>	<u>3</u>	structures
<u>0</u>	<u>0</u>	objects
<u>122</u>	<u>87</u>	Total

Number of contributing resources previously listed in the National Register 1

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- DOMESTIC/single dwelling
- DOMESTIC/multiple dwelling
- DOMESTIC/secondary structure/garage
- DOMESTIC/hotel
- COMMERCE/TRADE/business
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/department store
- COMMERCE/TRADE/restaurant
- SOCIAL/meeting hall
- GOVERNMENT/fire station
- GOVERNMENT/post office
- RELIGION/religious facility/church
- RECREATION AND CULTURE/theater
- AGRICULTURE/SUBSISTENCE/processing/cannery
- AGRICULTURE/SUBSISTENCE/agricultural outbuilding/barn
- INDUSTRY/PROCESSING/EXTRACTION/manufacturing site
- INDUSTRY/PROCESSING/EXTRACTION/industrial storage
- TRANSPORTATION/rail-related

**Current Functions**

(Enter categories from instructions.)

- DOMESTIC/single dwelling

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

- DOMESTIC/multiple dwelling
- DOMESTIC/secondary structure/garage
- COMMERCE/TRADE/business
- COMMERCE/TRADE/financial institution
- COMMERCE/TRADE/specialty store
- COMMERCE/TRADE/restaurant
- SOCIAL/civic
- GOVERNMENT/city hall
- GOVERNMENT/correctional facility/police station
- GOVERNMENT/post office
- RELIGION/religious facility/church
- RECREATION AND CULTURE/museum facility
- AGRICULTURE/SUBSISTENCE/agricultural outbuilding/barn
- LANDSCAPE/parking lot
- LANDSCAPE/park
- TRANSPORTATION/rail-related



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MID-19<sup>th</sup> CENTURY/Gothic Revival

LATE VICTORIAN/Italianate

LATE VICTORIAN/Queen Anne

LATE 19<sup>th</sup> AND 20<sup>th</sup> CENTURY REVIVALS/Colonial Revival

LATE 19<sup>th</sup> AND 20<sup>th</sup> CENTURY REVIVALS/Classical Revival

LATE 19<sup>th</sup> AND 20<sup>th</sup> CENTURY REVIVALS/Tudor Revival

LATE 19<sup>th</sup> AND 20<sup>th</sup> CENTURY AMERICAN MOVEMENTS/Commercial Style

LATE 19<sup>th</sup> AND 20<sup>th</sup> CENTURY AMERICAN MOVEMENTS/Bungalow/Craftsman

MODERN MOVEMENT/Art Deco

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: WOOD: Weatherboard, Shingle, BRICK,  
SYNTHETICS: Vinyl, CONCRETE, STUCCO, ASBESTOS

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Downtown Harrington Historic District is located in Mispillion Hundred, Kent County, Delaware, and encompasses the historic downtown commercial core of the City of Harrington, as well as early residential streets. The 122 contributing resources in the Downtown Harrington Historic District are representative of the city's commercial heyday in the late-nineteenth through the mid-twentieth century. Due to the mixing of commercial and residential buildings, the district contains a variety of architectural types and styles—including two-part commercial block buildings, false-front commercial buildings, commercial structures built in the Art Deco, Classical Revival, Colonial Revival, and Italianate styles, as well as three- to five-bay I-houses, Queen Anne, Gable-Front-and-Wing, Foursquare, Bungalow, and Tudor Revival dwellings. Within the boundaries are also two historic churches (one now serves as the Greater Harrington Historical Society), a firehouse turned police station, a post office, city hall, a former lumber yard, and a civic center. Additionally, a large number of late-nineteenth and early-twentieth century outbuildings survive, namely historic garages. The district is concentrated along three

Downtown Harrington Historic District

Kent County, Delaware  
County and State

Name of Property

main north-south roads—Dorman Street, Fleming Street, and Railroad Avenue. Additionally, nearly all of the commercial buildings are located on Commerce Street, which runs diagonally to the southwest from the intersection with Railroad Avenue.

The Downtown Harrington Historic District is comprised of 209 individual resources, including 186 buildings, 19 sites, and 4 structures. Of these resources, 122 are contributing to the district, including 121 buildings and 1 structure, while 87 are noncontributing, including 65 buildings, 19 sites, and 3 structures.

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## **Narrative Description**

The Downtown Harrington Historic District is located in Mispillion Hundred, Kent County, Delaware. Harrington was founded on September 17, 1740, when Thomas Clark received a land patent from Thomas Penn for lands adjoining his “dwelling place.”<sup>1</sup> Though initially slow to expand, by the 1790s, the crossroads, then known as Clark’s Corner, boasted an inn and tavern, making it an important stop for travelers going to and from Dover (located just 17 miles to the north).<sup>2</sup> Harrington gained prominence as a transportation hub with the establishment of a station for the Delaware Railroad Company in 1856.<sup>3</sup> The town, while prosperous prior to the arrival of the railroad, boomed through the late-nineteenth to the mid-twentieth century, with much of the extant historic resources reflecting this time period. The often-transient population afforded merchants with an ever-changing clientele eager to purchase goods during a long trip. This infusion of money into town is reflected, most notably, in the Downtown Harrington Historic District. This section of town begins at the original “Clark’s Corner,” located at the intersection of Commerce Street and Railroad Avenue, and stretches south along Commerce Street to W. Mispillion Street. The downtown core presents a collection of mostly brick, false-front commercial buildings with similar form, which were easily adapted to a variety of commercial ventures. Interspersed between the more common examples are high-style buildings including those constructed in the Art Deco, Classical Revival, Colonial Revival, and Italianate styles. The commercial core was firmly established by the 1880s and continued to expand and evolve through the mid-twentieth century.<sup>4</sup>

Liberty Street to the north, Delaware Avenue to the east, and E. Milby Street to the south, with Dorman Street and portions of Commerce Street to the west, comprise the boundaries of the historic district. Branching off from Commerce Street are the remaining roads within the boundaries of the historic district—Mechanic Avenue, E. Mispillion Street, Clark Street,

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<sup>1</sup> Greater Harrington Historical Society, *Mispillion Forest: A History of Harrington, Delaware and the Area, Vol I*. (Denton, MA: Baker Printing Company, 1987), 3.

<sup>2</sup> Greater Harrington Historical Society, 3.

<sup>3</sup> Greater Harrington Historical Society, 3.

<sup>4</sup> The 1885 Sanborn Fire Insurance Map for the City of Harrington shows over 50 dwellings and two churches; more than a dozen grocery or dry/fancy goods stores; five clothing, household, and jewelry retailers; two hotels; and other service businesses including barbers, blacksmiths, carpenters, cobblers, and wheelwrights. Franklin Brothers Crate and Basket Manufactory, Smith & Masten Lumber Yard, and Jas. Hanley & Sons Wagon Stock Manufactory are also present in town.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

Railroad Avenue and Fleming Street. These streets mostly contain historic dwellings in the district, and their construction reflects the growth of Harrington. An overwhelming majority of the dwellings in the district are frame and modest in size, scale, and style. A hierarchy of style is exhibited throughout the district with the houses at the southern end of the district along Commerce Street exhibiting a larger scale, higher style and more varied construction materials. These examples include a Tudor Revival bungalow (105 Commerce Street) and a brick Tudor Revival (106 Commerce Street), as well as a host of Queen Anne style dwellings (107, 109, 111, 113, and 115 Commerce Street), including a brick double-house (101-103 Commerce Street). These stately homes are set back and elevated slightly from the roadway, giving an appearance of grandeur.

The side streets within the district give way to more vernacular style dwellings, which are predominately frame and constructed between c. 1880 and the 1930s. The majority of these dwellings are built in a vernacular three-bay or five-bay I-house form—single-pile, two- to two-and-a-half-stories in height, with a side-gable roof. They feature either a center- or side-hall entry, typically with a full-span front porch and a rear-ell to incorporate domestic functions that were previously located outside of the home (namely kitchens). Some display influence from the Gothic Revival style, as reflected in central cross-gables, such as 50 Commerce Street, 10 Dorman Street, and 116 Fleming Street. Other dwellings of this type feature fanciful fretwork giving them the appearance of Victorian cottages, such as 107 Dorman Street. The exterior fenestration of the three-bay variation suggests that they were originally side-hall plans with a single room on the first floor, while their five-bay counterparts typically exhibit a centrally placed entry, indicating that they were center-hall plan dwellings. Other common forms are Front-Gable and Gable-Front-and-Wing dwellings, the latter of which are laid out in either a T- or L-plan. In Harrington, these houses are of frame construction and occasionally display Victorian exterior trim, such as 117 Fleming Street. These housing types, prevalent throughout Harrington, are ubiquitous in Delaware and found in the highest concentrations in small, historic, nineteenth century towns. There are also early-twentieth century architectural styles represented in the district, including American Foursquares and bungalows.

Harrington's economy began to wane in the 1930s and continued to decline through the mid-twentieth century, mainly as a result of the rise of automobiles and expansion of state highways, reducing reliance on rail travel and shifting commerce just east of town to the DuPont Highway (Route 13), completed in 1922.<sup>5</sup> Commuter rail service through Harrington ceased in 1949, and freight traffic significantly decreased in the 1960s and 1970s.<sup>6</sup> As a result, little development has occurred within the district since the mid-twentieth century, and the domestic architecture most strongly reflects the height of Harrington's success as a commercial railroad hub. However, a number of the commercial buildings along Commerce Street do not survive. While people continued to inhabit the dwellings in Harrington, many of the storefronts were left vacant, eventually condemned, and demolished during the last quarter of the twentieth century.<sup>7</sup>

<sup>5</sup> Jim Flood, "Harrington: Railroad Town with Shortage of Trains," *The News Journal*, July 23, 1960

<sup>6</sup> Dover Public Library. *A Tricentennial View of Harrington: 1683-1983*. (Dover: Dover Public Library, 1985.), 28.

<sup>7</sup> This information is based on the 1979-1980 cultural resource survey of buildings conducted by the Greater Harrington Historical Society on file at the Delaware State Historic Preservation Office, compared to the survey conducted in 2017 by the Center for Historic Architecture and Design at the University of Delaware.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Harrington, a rural, crossroads community turned railroad town, represents a local example of a national trend, with its success and decline mirroring that of the railroad itself.

**K06973.001 (K02337)**

**131 Dorman Street**

**C. 1915**

**1 contributing resource (Dwelling)**

131 Dorman Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is wood, 6-panel, with wood trim. A one-story, shed roof porch, with a concrete floor supported by four square, wooden posts, shelters the three bays of the facade. A two-story, flat roof addition extends from the west elevation. A one-story, shed roof addition projects from the west of the two-story addition. A small, one-story, gable roof addition projects from the west of the previous one-story addition.

**K06973.002 (K02335)**

**129 Dorman Street**

**2017**

**1 noncontributing resource (Dwelling)**

129 Dorman Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, and vinyl trim. The door is metal, 6-panel, with wood trim. A one-story, shed roof porch, with a concrete floor supported by four square posts, spans the facade.

**K06973.003 (K02236)**

**127 Dorman Street**

**C. 1890**

**1 contributing resource (Dwelling)**

127 Dorman Street is a two-story, four-bay, frame dwelling with a side-gable roof, built originally as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by one interior, parged chimney on a rear addition. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is wood, 6-light/2-panel, with vinyl trim. A one-story, front-gable, pedimented portico, with a brick floor supported by two turned, wooden posts, shelters the third bay. A two-story, gable roof addition extends from the west elevation. A one-story, shed roof addition projects from the south elevation of the main block and abuts the two-story addition.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.004 (K03425)**

**100 Grant Street**

**1956**

**3 contributing resources (Dwelling, Garage, Shed)**

100 Grant Street is a one-and-a-half story, six-bay, frame dwelling with a side-gable roof, built in a Cape Cod style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, is pierced by two dormers on the south elevation and a large dormer with three windows on the north elevation. The windows are vinyl, 1/1 double-hung sash with 6-light inserts, with moulded, vinyl trim. The door is fiberglass, 5-light fanlight over 4-panel, with flat, vinyl trim. A one-story, gable roof portico with curved underside, with a brick floor supported by two iron columns with scrollwork, spans the fourth bay. The portico features iron railings and balustrades and three brick steps.

The lot contains two outbuildings. The first is a one-story, frame garage featuring a gable roof, built c. 1956 to the northwest of the dwelling. The second is a one-story, frame shed featuring a metal roof, built c. 1960 to the northwest of the dwelling.

**K06973.005 (K02334)**

**101 Grant Street**

**1996**

**2 noncontributing resources (Dwelling, Shed)**

101 Grant Street is a one-story, four-bay, frame dwelling with a side-gable roof, built in a modern Ranch style. The dwelling is clad in vinyl siding and sits on a poured concrete foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, louvered shutters. The door is metal, 6-panel, with vinyl trim.

The lot contains one outbuilding, a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 1996 to the east of the dwelling.

**K06973.006 (K02326)**

**123 Dorman Street**

**C. 1890**

**1 contributing resource (Dwelling)**

123 Dorman Street is two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, parged brick chimneys, one at the north gable end of the main block and the other at the gable end of the rear addition. The windows are vinyl, 1/1 double-hung sash with 6/6 and 4/4 grilles, with vinyl trim. The door is metal, 9-light/2-panel, with wood trim. A one-story, shed roof porch, with a concrete floor supported by four square, aluminum wrapped posts, spans the full facade. A two-story, gable roof addition extends from the west elevation.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.007 (K02325)**

**121 Dorman Street**

**C. 1900**

**1 contributing resource (Dwelling)**

121 Dorman Street is a two-and-a-half story, three-bay, frame dwelling with a front-gable roof, built in a vernacular front-gable style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior, parged brick chimney at the center ridgeline of the main block and an exterior, brick chimney at the gable end of a rear addition. The windows are wood, 2/2 double-hung sash, with aluminum wrapped trim. The door is metal, 4-light/4-panel, with wood trim. A one-story, hipped roof porch, with a concrete floor supported by square, wooden posts, spans the full facade and wraps around to the south elevation. A two-story, gable roof tower projects from the south elevation. A one-story, asymmetrical gable roof addition extends from the west elevation.

**K06973.008 (K02324)**

**119 Dorman Street**

**1949**

**3 contributing resources (Dwelling, Garage, Shed)**

119 Dorman Street is a one-and-a-half-story, three-bay, frame dwelling with a side-gable, jerkinhead roof, built in a Tudor Revival style. The dwelling is clad in asbestos siding and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by one exterior, brick chimney on the east elevation. The windows are a mix of wood and vinyl, double-hung sash, 6/1, 3/1, and 1/1, with wood trim and fixed, vinyl, 2-panel shutters. The door is arched, vertical wood plank, 6-light, with arched, wood trim. A one-story, rear-ell extends from the east elevation.

The lot contains two outbuildings. The first is a one-story, frame garage, featuring a front-gable roof sheathed in asphalt, built c. 1949 to the west of the dwelling. The second is a one-story, frame shed, featuring a clipped gable roof sheathed in asphalt shingles, built c. 1950 to the west of the dwelling.

**K06973.009 (K02323)**

**117 Dorman Street**

**C. 1900**

**2 contributing resources (Dwelling, Garage)**

117 Dorman Street is a two-and-a-half-story, five-bay, frame dwelling with a side-gable roof, built as a five-bay I-house. The dwelling is clad in aluminum siding and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, parged chimneys, one at the north gable end of the main block and one at the center ridgeline of the rear-ell. The windows are wood, 2/2 double-hung sash, with vinyl and wood trim, and fixed, vinyl, louvered shutters. The door is wood, 6-panel, with vinyl trim. A one-story, hipped roof porch shelters the



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

five bays of the facade. It has a wood plank floor and is supported by four turned, wooden posts with fretwork corner brackets, and features a wooden balustrade with turned balusters. A two-and-a-half-story rear-ell extends from the west elevation. A one-story, gable roof addition projects from the east elevation of the rear-ell.

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1925 to the northwest of the dwelling.

**K06973.010 (K02322)**

**115 Dorman Street**

**C. 1890**

**2 contributing resources (Dwelling, Garage)**

**1 noncontributing resource (Shed)**

115 Dorman Street is a two-and-a-half story, two-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style. The dwelling is clad in asbestos siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice with partial returns and is pierced by one exterior, parged brick chimney on the west elevation. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. A one-story, hipped roof porch, with a wood plank floor, shelters the rightmost bay and wraps around to the south elevation. It is supported by nine turned, wooden posts and features a wooden balustrade. A two-story, shed roof addition projects from the west elevation. A one-story, shed roof addition projects from the west elevation and wraps around the two-story addition.

The lot has two outbuildings. The first is a one-story, concrete block and frame garage, featuring a shed and front-gable roof sheathed in asphalt shingles, built c. 1960 to the northwest of the dwelling. The second is a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the west of the dwelling.

**K06973.011 (K02321)**

**113 Dorman Street**

**C. 1880**

**2 contributing resources (Dwelling, Shed)**

**1 noncontributing resource (Shed)**

113 Dorman Street is a two-and-a-half story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a parged brick foundation. The roof is sheathed in asphalt shingles and is pierced by two interior, parged brick chimneys, one at the south gable end of the main block and one in the rear-ell. One exterior brick chimney is located in a rear addition. The windows are vinyl, 1/1 double-hung sash, with vinyl trim. The door is metal, stained glass 1-light/2-panel, with vinyl trim. The second floor of the dwelling is jettied, creating a porch spanning the full facade, with a pent roof overhang. A two-and-a-half-story rear-ell extends from the west elevation. A one-story, shed roof addition extends from the west elevation of the rear-ell. A one-story, shed roof addition projects from the south elevation of the previous shed roof addition.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The lot contains two outbuildings. The first is a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 1950 to the south of the dwelling. The second is a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the southwest of the dwelling.

**K06973.012 (K02320)**

**107 Dorman Street**

**C. 1880**

**2 contributing resources (Dwelling, Barn)**

107 Dorman Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in wood shingles and sits on a parged brick foundation. The roof, sheathed in asphalt shingles, features a wooden box and aluminum wrapped cornice with partial returns. It is pierced by two interior parged, brick chimneys on the south gable end of the main block and at the center ridgeline of the rear-ell. There is one exterior brick chimney in a rear addition. The main block features decorative corner pilasters. The windows are vinyl, 1/1 double-hung sash, with wood trim. The door is metal, decorative arched 1-light/multi-panel, with wood trim. A one-story, flat roof porch, with a wood plank floor spans the full facade. It is supported by six turned, wooden posts and engaged pilasters, with fretwork corner braces. A two-and-a-half-story, rear-ell extends from the west elevation, and a two-and-a-half-story, gable roof wing projects from the south elevation of the rear-ell. A one-story, shed roof addition projects from the south elevation of the rear-ell, and a one-story, shed roof addition projects from the south elevation of the gable wing addition. A one-story, shed roof addition projects from the west elevation of the gable wing addition. A two-and-a-half-story bay window feature projects from the north elevation of the rear-ell.

The lot contains one outbuilding, a two-story, frame barn with a front-gable roof sheathed in asphalt shingles, built c. 1880 to the southwest of the dwelling.

**K06973.013 (K02319)**

**103 Dorman Street (Harrington New Century Club)**

**1926**

**1 contributing resource (Civic Building)**

The Harrington New Century Club is a one-story, four-bay, frame building with a hipped, cross-gable roof, built in a Colonial Revival style. The building is clad in stucco and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by one exterior brick chimney on the south elevation. The windows are wood, 12-light single casement, with one 4-light flanking the door, with wood trim. The double doors are wood, 6-panel, with wood trim and a 5-light transom. A one-story, front-gable portico, with partial return cornice, shelters the second bay. It is supported by two square columns, has a concrete floor with five concrete steps, and features metal railings and a wheelchair ramp.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.014 (K02318)**

**101 Dorman Street**

**C. 1920**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

101 Dorman Street is one-and-a-half story, three-bay, frame dwelling with a side-gable roof, built in a Bungalow style. The dwelling is clad in wood clapboard siding, with fish scale shingles in the gable ends, and sits on a cement block foundation. The roof, sheathed in asphalt shingles, features exposed rafter tails and is pierced by a large, front-gable dormer with a triple window on the facade and one exterior brick chimney at the south gable end. The windows are wood, 6/1, 4/1, and 3/1 double-hung sash, with wood trim. The door is wood, multi-light Craftsman style, with wood trim. A one-story porch, created by the deeply overhanging eaves, spans the full facade and is supported by four square, wooden columns on rusticated cement block piers. It has a wood plank floor and features a wooden balustrade, with three concrete steps flanked by metal railings. A one-story, bay window feature projects from the south elevation.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.

**K06973.015 (K02316)**

**19 Dorman Street (Omar J. Franklin Mansion)**

**C. 1880**

**1 contributing resource (Dwelling)**

The Omar J. Franklin Mansion is a two-and-a-half-story, five-bay, frame dwelling with a side-gable roof, built as a five-bay I-house. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one exterior brick chimney at the west gable end of the rear-ell. The windows are wood, 2/2 double-hung sash, with aluminum wrapped trim and fixed, vinyl, louvered shutters. The second story center bay contains a wood, multi-light, double window, each a single-casement. The double door is wood, arched 1-light/1-panel, with moulded wood trim. A one-story, front-gable portico with triangular pediment, supported by three fluted, Doric columns and one square, wooden post, shelters the central bay and contains a brick landing with one brick step up. A two-and-a-half-story rear-ell extends from the west elevation. A one-story, asymmetrical gable roof addition projects from the west elevation of the rear-ell. A one-story, flat roof addition projects from the south elevation of the main block. A one-story, bay window feature projects from both the north and south elevations of the main block.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.016 (K02315)**

**17 Dorman Street**

**C. 1880**

**1 contributing resource (Dwelling)**

17 Dorman Street is a two-and-a-half-story, four-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style with Gothic Revival influence. The dwelling is clad in cedar shingles and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice with partial returns and is pierced by two interior brick chimneys, one at the west gable end and a parged one at the north gable end. The windows are wood, 2/2 double-hung sash, with wood trim and crowns. The door is wood, 9-light/2-panel, with wood trim and crown. A one-story, flat roof porch, with a wood plank floor supported by five Doric columns, spans the two rightmost bays and wraps around to the north elevation. A one-story, shed roof addition projects from the west elevation.

**K06973.017 (K02314)**

**15 Dorman Street**

**C. 1880**

**1 contributing resource (Dwelling)**

15 Dorman Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns and is pierced by two interior, parged brick chimneys, located at the north and south gable ends. An additional interior brick chimney is located at the west gable end of the rear-ell. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is wood, 1-light with decorative trim/multi-panel, with aluminum wrapped trim. A one-story, front-gable roof portico shelters the center bay. It has a concrete floor, an iron balustrade, and is supported by two iron scrollwork posts. A two-story rear-ell extends from the west elevation. A one-story, shed roof addition extends from the south elevation of the rear-ell.

**K06973.018 (K02313)**

**13 Dorman Street**

**2003**

**2 noncontributing resources (Dwelling, Shed)**

13 Dorman Street is a one-story, four-bay, frame dwelling with a side-gable roof, built in a Minimal Traditional style. The dwelling is clad in vinyl siding and sits on a poured concrete foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, with vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, 6-panel, with vinyl trim. A one-story porch created by the roof overhang shelters the center two bays. It has a concrete floor and is supported by three turned, composite posts.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 2003 to the west of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.019 (K02312)**

**9 Dorman Street**

**C. 1880**

**1 contributing resource (Dwelling)**

9 Dorman Street is a two-and-a-half-story, four-bay, frame dwelling with a side-gable roof, built originally as a double-dwelling, each unit one room wide and two rooms deep. The dwelling is clad in vinyl siding, with diamond shingles in the gable ends, and sits on a concrete block foundation. The roof, sheathed in raised-seam metal, features an aluminum wrapped cornice with partial returns and is pierced by two interior brick chimneys at the north and south gable ends. The windows are vinyl, 1/1 double-hung sash, with vinyl trim. The door is metal, 6-panel, with vinyl trim and flanked by a 1-light/1-panel sidelight. A one-story, hipped-roof porch, with a wood plank floor, supported by five turned, composite posts, shelters the four bays of the facade. A one-story, shed roof addition extends from the west elevation.

**K06973.020 (K03032)**

**1 Dorman Street**

**C. 1895**

**1 contributing resource (Commercial Building)**

1 Dorman Street is a two-story, one-bay, frame commercial building with a low-pitched, front-gable roof, built in a False-Front Commercial style. The building is clad in aluminum siding with a brick and stucco façade and sits on a concrete block foundation. The roof, sheathed in raised-seam metal, features a moulded wooden cornice with corbels on the false-front and is pierced by one interior brick chimney on the north elevation. To the south of the facade is a wooden, 2-panel door, with a closed-in transom, which provides access to an alley.

**K06973.021**

**Lot 28 Dorman Street**

**1 noncontributing resource (Vacant Lot)**

Lot 28 Dorman Street is the former site of a two-story, frame double-dwelling, built before 1885, which was demolished after 1940.

**K06973.022**

**6 Dorman Street (Evin C. Reese Mansion)**

**1900**

**1 contributing resource (Dwelling)**

The Evin C. Reese Mansion is a two-and-a-half-story, four-bay, frame dwelling with a cross-gable roof, built in a Queen Anne style. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by three interior, parged brick chimneys. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and crowns. The doors are wood, 1-light/3-panel, with wooden trim and crowns. A one-story, flat

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

roof porch shelters the full facade and wraps around to the north elevation. It is supported by turned, wooden columns on brick piers and features a vinyl balustrade. A two-story, shed roof addition projects from the east elevation of the north wing. A one-story, shed roof addition extends from the north elevation of the east wing. Two one-story, shed roof additions project consecutively from the east elevation of the east wing.

**K06973.023 (K02311)**  
**10 Dorman Street (A. W. Spurry House)**  
**C. 1880**  
**1 contributing resource (Dwelling)**  
**1 noncontributing resource (Shed)**

The A. W. Spurry House is a two-and-a-half-story, three-bay, frame dwelling with a center gable roof, built in a Gothic Revival style. The dwelling is clad in vinyl siding and sits on a parged brick foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is metal, 9-light/2-panel, with aluminum wrapped trim and a closed-in transom with decorative panel. A one-story, hipped roof porch, with a concrete floor, supported by six square, wooden posts, spans the full facade. A two-and-a-half-story rear-ell extends from the east elevation and is pierced by a centered, front-gable dormer on its north elevation. A one-story, hipped roof porch projects from the north elevation of the rear-ell. A one-story, shed roof addition projects from both the east and south elevations of the rear-ell. A two-and-a-half-story, bay window feature projects from the north elevation of the main block.

The lot contains one outbuilding, a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 1970 to the south of the dwelling.

**K06973.024 (K02327)**  
**102 Dorman Street**  
**C. 1880**  
**1 contributing resource (Dwelling)**

102 Dorman Street is a two-story, two-bay, frame building with a side-gable roof, built originally as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns. The windows are vinyl, 1-light casement, with vinyl trim and fixed, vinyl, louvered shutters. The upper floor retains its wood, 6/6 double-hung sash windows, which are flanked by fixed, vinyl, louvered shutters. A one-story, enclosed, flat roof porch spans the full facade. A one-and-a-half-story rear-ell extends from the east elevation, and a one-story, shed roof addition projects from its south elevation. A one-story, gable roof addition extends east from the rear-ell, and a one-story, flat roof addition projects from the north elevation of the rear-ell.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.025 (K02328)**

**104-106 Dorman Street (Harrington City Hall)**

**C. 1880 and C. 2000**

**1 contributing resource (Municipal Building)**

**1 noncontributing resource (Municipal Building)**

Harrington City Hall is comprised of two buildings. The first (106 Dorman) is a two-and-a-half-story, six-bay, frame municipal building (originally a double-dwelling) with a side-gable roof, built in a Colonial Revival style. The building is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features four front-gable dormers on the facade and is pierced by two exterior, brick chimneys, on the north and east elevations of rear additions. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, with aluminum wrapped trim. The doors are metal, 6-panel, with wood trim at each entry comprising a triangular pediment, flanked by two engaged columns. Three concrete steps lead to an open porch spanning the full facade, with a metal balustrade and concrete floor. A two-story, gable roof addition extends from the east elevation. A second two-story, gable roof addition extends to the east of the previous addition with a one-story, shed roof addition projecting from its south elevation. A one-story, gable roof addition projects to the north and east of the second two-story addition, with a one-story, shed roof addition projecting from its south elevation.

The second building (104 Dorman) is a two-story, five-bay, frame municipal building with a side-gable roof, built in similar form and style to the first. The building is clad in vinyl siding and sits on a concrete foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, louvered shutters. The door is metal with vinyl trim.

**K06973.026**

**108 Dorman Street**

**1 noncontributing resource (Parking Lot)**

Lot 18 Dorman Street is the former site of a two-story, frame dwelling, built before 1885, which was demolished after 1940 and before 1979.

**K06973.027 (K02329)**

**110 Dorman Street**

**1 noncontributing resource (Parking Lot)**

110 Dorman Street is the former site of a two-and-a-half-story, frame dwelling, built before 1885, which was demolished after 1979.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.028 (K02330)**

**112 Dorman Street**

**C. 1890**

**1 contributing resource (Dwelling)**

112 Dorman Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in aluminum siding and sits on a parged brick foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns and is pierced by one interior, parged brick chimney at the south gable end. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is metal, 6-panel, with wood trim. A one-story, flat roof, wood paneled, and screened-in porch spans the full facade. It has a wood plank floor and is supported by four square, wooden columns. A two-and-a-half-story rear-ell extends from the east elevation. A two-story, shed roof addition projects from the south elevation of the rear-ell. A one-story, shed roof addition extends from the south elevation of the rear-ell and wraps around the two-story addition. An additional one-story, shed roof addition projects from the south elevation of the rear-ell and abuts the previous addition. A one-story, shed roof addition projects from the north elevation of the rear-ell.

**K06973.029 (K02331)**

**114 Dorman Street**

**2002**

**2 noncontributing resources (Dwelling, Shed)**

114 Dorman Street is a one-and-a-half story, four-bay, frame dwelling with a cross-gable roof, built in a Neocolonial style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, 6-panel, with wood trim. A one-story porch occupies the space under the front-gable roof, which shelters the center two bays. It has a concrete floor and is supported by five turned, wooden posts.

The lot contains one outbuilding, a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 2002 to the northeast of the dwelling.

**K06973.030 (K02332)**

**116 Dorman Street**

**C. 1915**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

116 Dorman Street is a two-and-a-half-story, four-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style. The dwelling is clad in vinyl siding and sits on a brick and concrete block foundation. The roof is sheathed in asphalt shingles. A two-and-a-half-story, canted bay, with a front-gable roof, contains the first three bays. The windows are vinyl, 1/1 double hung sash, with vinyl trim. The door is metal, 6-panel, with wood trim. A one-story, hipped roof porch, with a wood plank floor, supported by four wooden, Doric columns,

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

spans the three rightmost bays. The roof extends asymmetrically to the rear (east) elevation to shelter a two-story addition. A one-story, gable roof addition projects from the east elevation of the two-story addition. A one-story, pent roof projects from the south elevation of the main block.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.

**K06973.031 (K02333)**

**118 Dorman Street**

**C. 1890**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

118 Dorman Street is a two-story frame dwelling with a side-gable roof, built originally as a three-bay I-house. The dwelling is clad in vinyl siding with brick veneer on the facade and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by one interior, brick chimney at the gable end of the rear-ell. The door is metal, 1-light/4-panel, with moulded, wood trim featuring a broken pediment and finial. It is flanked by an octagonal, vinyl sidelight with a 9-light grille and wood trim. A two-story rear-ell extends from the east elevation.

The lot contains one outbuilding, a one-story, frame shed, featuring a saltbox roof sheathed in asphalt shingles, built c. 1980 to the north of the dwelling.

**K06973.032 (K02343)**

**120 Dorman Street**

**C. 1925**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

120 Dorman Street is a one-and-a-half story, three-bay, frame dwelling with a front-gable roof, built in a Bungalow style. The dwelling is clad in vinyl siding and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pieced by one interior, brick chimney at the center ridgeline. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The door is metal, arched 1-light/2-panel, with moulded wood trim. A one-story, hipped roof porch spans the three bays of the facade. It has a wood plank floor, is supported by four square, wooden columns, and features a vinyl balustrade with turned balusters. A one-story, shed roof addition extends from the east elevation.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the east of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.033**

**122 Dorman Street**

**2003**

**2 noncontributing resources (Dwelling, Shed)**

122 Dorman Street is a two-story, four-bay, frame dwelling with a side-gable roof, built in a Neocolonial style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. It has a jettied second story. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, with vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, 6-panel, with vinyl trim, and is flanked by an octagonal, vinyl, sidelight with 9-light grille. The fourth bay contains a metal, 16-panel, roll-up garage door. A one-story, shed roof portico, with a wood plank floor supported by one square, wood post, shelters the third bay. There are three wood steps up and a wooden balustrade.

The lot contains one outbuilding, a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 2003 to the east of the dwelling.

**K06973.034 (K02211)**

**124 Dorman Street**

**1997**

**2 noncontributing resources (Dwelling, Shed)**

124 Dorman Street is a one-story, three-bay, frame dwelling with a double front-gable roof, built in a modern, front-gable form. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash with 6-light grilles in the top portions, with vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, 6-panel, with wood trim. A one-story porch, created by the roof overhang, shelters the second and third bays. It is supported by five turned, wooden posts and features a wooden balustrade.

The lot contains one outbuilding, a one-story, frame shed, featuring a side-gable roof sheathed in asphalt shingles, built c. 1997 to the east of the dwelling.

**K06973.035 (K02344)**

**126A-B Dorman Street**

**C. 1925**

**1 contributing resource (Double-Dwelling)**

**1 noncontributing resource (Shed)**

126A-B Dorman Street is a two-and-a-half-story, four-bay, frame double-dwelling with a hipped roof, built in the form of an American Foursquare. The double-dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, is pierced by a front-gable dormer with double windows on the west elevation. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, with aluminum wrapped trim. The doors are metal, fanlight/4-panel, with wood trim. A one-story, hipped roof porch, with a poured cement floor supported by

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

four iron scrollwork posts and iron railings, spans the full façade. A two-and-a-half-story, gable roof addition extends from the east elevation. A one-story, shed roof addition projects from the east elevation of the two-and-a-half-story addition.

The lot contains one outbuilding, a one-story, frame shed, featuring a side-gable roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.

**K06973.036 (K02346)**

**128 Dorman Street**

**C. 1945**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

128 Dorman Street is a one-and-a-half-story, two-bay, frame dwelling with a front-gable roof, built in a vernacular front-gable style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, is pierced by two dormers on both the north and south elevations. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, and vinyl trim. The door is metal, 9-light/crossbuck, with vinyl trim. A one-story, enclosed porch, with an asymmetrical front-gable and a second, smaller, front-gable addition, shelters the first bay and extends to the west. A one-and-a-half-story, gable roof addition, consistent with the main block, extends from the east elevation.

The lot contains one outbuilding, a one-story, frame shed, featuring a saltbox roof sheathed in asphalt shingles, built c. 1990 to the east of the dwelling.

**K06973.037 (K02345)**

**130 Dorman Street**

**1992**

**3 noncontributing resources (Dwelling, Sheds)**

130 Dorman Street is a one-story, four-bay, frame dwelling with a side-gable roof, built in a modern Ranch style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, louvered shutters. The door is metal, decorative oval 1-light/2-panel, with vinyl trim. A cement landing and steps are located at the second bay.

The lot contains two outbuildings. The first is a one-story, plastic shed with a front-gable roof, built c. 2000 to the east of the dwelling. The second is a one-story, frame shed, featuring a saltbox roof sheathed in asphalt shingles, built c. 1992 to the east of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.038**

**Lot 34 W. Liberty Street**

**1 noncontributing resource (Vacant Lot)**

Lot 34 W. Liberty Street is the former site of a two-story, frame dwelling, built before 1891, which was demolished after 1940.

**K06973.039 (K02446)**

**1 W. Liberty Street**

**C. 1890**

**1 contributing resource (Dwelling)**

1 W. Liberty Street is a two story, five-bay, frame dwelling with a side-gable roof, built as a five-bay I-house. The dwelling is clad in vinyl siding and sits on a parged foundation. The roof, sheathed in asphalt shingles, is pierced by one exterior, concrete block chimney on the south elevation of the southernmost addition. The windows are vinyl, 1/1 double-hung sash with 6-light inserts, with moulded, vinyl trim. The door is fiberglass, oval 1-light over 2-panel, with moulded, vinyl trim. A one-story, hipped roof porch with a brick floor supported by four Doric columns, spans the three central bays and features wrought iron balustrades. A two-story rear-ell extends from the south elevation. A one-story, shed roof addition projects from the west elevation of the rear-ell. A one-story, gable roof addition projects from the south elevation of the rear-ell. A one-story, hipped roof porch projects from the east elevation of the main block.

**K06973.040 (K02364)**

**125 Fleming Street**

**C. 1990**

**1 noncontributing resource (Multi-Dwelling)**

125 Fleming Street is a two-story, five-bay, frame multi-dwelling with a side-gable roof, built in a Neocolonial style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash with 8/8 grilles, with vinyl trim and fixed, vinyl, louvered shutters. The door is wood, 2-light/4-panel, with wood trim and is accessed by three brick steps. A large, two-story, gable roof addition extends from the west elevation.

**K06973.041 (K02363)**

**123 Fleming Street**

**C. 1890**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

123 Fleming Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in asbestos siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice. Most windows are wood, 6/6 and 4/1 double-hung sash, with wood trim. The door is 9-light/2-panel,



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

with wood trim and a filled-in transom. A one-story, flat roof porch supported by three square, wooden posts with brackets and closed rail, spans all three bays. A one-and-a-half story rear-ell extends from the west elevation. A one-story, shed roof addition projects from the west elevation of the rear-ell. A one-story, shed roof addition projects from the south elevation of the rear-ell.

This lot contains one outbuilding, a one-and-a-half-story, frame shed featuring a shed roof, built c. 1970 to the northeast of the dwelling.

**K06973.042 (K02362)**

**121 Fleming Street**

**C. 1890**

**2 contributing resources (Dwelling, Garage)**

121 Fleming Street is a two-and-a-half-story, two-bay, frame dwelling with a front-gable roof, built in a vernacular front-gable style. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior, parged chimney at the peak of the roof on the main block and one exterior, brick chimney at the southwest corner of the main block. The windows are vinyl, 1-light double-hung sash and 2/2 double-hung sash, all with aluminum trim and fixed, vinyl, louvered shutters. The door is metal, louvered 1-light/1-panel, with aluminum trim. A one-story, metal awning creates a portico sheltering the first bay, with a brick floor supported by two metal, scrollwork columns and metal handrails. A one-story, hipped roof addition extends from the south elevation, wraps around to the west elevation, and features a wooden balustrade spanning the full length of the roof on the south elevation. A one-story, frame garage featuring a saltbox roof projects from the northwest corner of the main block and abuts the wraparound, hipped roof addition. A one-story, gable roof addition projects from the west elevation of the garage and features an exterior, brick chimney on its north elevation. A one-story, shed roof addition projects from the west elevation of the gable roof addition.

The lot contains one outbuilding, a, one-story, metal garage, featuring a front-gable roof covered with raised-seam metal, built c. 1960 to the northwest of the dwelling.

**K06973.043 (K02361)**

**119 Fleming Street**

**C. 1905**

**1 contributing resource (Dwelling)**

**1 noncontributing (Shed)**

119 Fleming Street is a two-and-a-half-story, five bay, frame dwelling with a cross-gable and clipped gable roof, built in a Queen Anne style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with flat, aluminum trim. The door is wood, 1-light, with decorative mouldings and flat, aluminum trim. A one-story, hipped roof porch supported by eight turned, wooden columns spans the full facade and wraps around the south elevation. It has a wood plank floor and features fretwork corner brackets and pendants.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The lot contains one outbuilding, a one-story, frame shed with a gambrel roof sheathed in asphalt shingles, built c. 2015 to the southwest of the dwelling.

**K06973.044 (K02360)**

**117 Fleming Street**

**C. 1885**

**2 contributing resources (Dwelling, Garage)**

**1 noncontributing resource (Shed)**

117 Fleming Street is a two-and-a-half story, four-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style with Victorian detailing. The dwelling is clad in vinyl and wood clapboard siding and sits on a concrete and brick foundation. The roof, sheathed in asphalt shingles, features exposed, carved rafter tails and decorative bargeboard. It is pierced by two interior chimneys, one located at the center ridgeline of the southern wing of the main block and the other in a rear addition. The windows are vinyl, 1/1 double-hung sash, with wood trim and fixed, vinyl, louvered shutters. The fourth bay, containing a triple window, is situated on a two-story bay projection and additionally features decorative wood paneling. The door is wood, 1-light/1-panel, flanked by decorative wood paneling, with wood trim and a 3-light transom. A one-story, hipped-roof porch wraps around the southeast corner of the dwelling. The porch, supported by square, wooden posts, features decorative fascia and bracketing and a turned, wooden balustrade. Three consecutive, one-and-a-half-story, gable roof additions extend from the west elevation of the dwelling.

The lot contains two outbuildings. The first is a one-story, frame garage (converted to a guest house) with a front-gable roof sheathed in asphalt shingles, built c. 1915 to the southwest of the dwelling. The second is a one-story, frame shed with a gambrel roof sheathed in asphalt shingles, built c. 2000 to the southwest of the dwelling.

**K06973.045 (K02359)**

**115 Fleming Street**

**1996**

**3 noncontributing resource (Dwelling, Sheds)**

115 Fleming Street is a one-and-a-half story, five-bay, frame dwelling with a side-gable roof, built in a Neo-Cape style. The dwelling is clad in vinyl siding and sits on a poured concrete foundation. The roof is sheathed in asphalt shingles and features a vinyl box cornice. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, 2-panel, vinyl shutters. The door is wood, 1-light oval with etched glass, flanked by 3-light sidelights/1-panel, with vinyl trim. A one-story porch is created by the sloping overhang of the side-gable roof and is supported by six turned, wooden posts. It has a poured concrete floor and spans the full facade.

The lot contains two outbuildings. The first is a one-story, metal shed, featuring a gambrel roof covered in raised-seam metal, built c. 1996 to the west of the dwelling. The second is a one-

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

story, frame shed, featuring a gambrel roof covered in asphalt shingles, built c. 1996 to the southwest of the dwelling.

**K06973.046 (K02358)**

**113 Fleming Street**

**C. 1880**

**2 contributing resources (Dwelling, Garage)**

113 Fleming Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in asbestos siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice with partial returns. It is pierced by one interior, parged, brick chimney in the south gable end. The windows are vinyl, 1/1 double-hung sash, with aluminum-wrapped trim. The door is wood, multi-light/1-panel, with wood trim and a 3-light transom. A one-story, hipped roof porch spans the full facade and wraps around the south elevation of the main block. It has a wood plank floor, is supported by square, wooden posts, and features a wooden balustrade. A two-story, flat roof, rear-ell extends from the west elevation. A one-story, shed roof addition projects from the west elevation of the rear-ell.

The lot contains one outbuilding, a one-story, frame garage, featuring a pyramidal roof covered in asphalt shingles, built c. 1950 to the southwest of the dwelling.

**K06973.047 (K02357)**

**111 Fleming Street**

**C. 1880**

**1 contributing resource (Dwelling)**

**1 noncontributing (Garage)**

111 Fleming Street is a two-and-a-half-story, historically five-bay, frame dwelling with a side-gable roof, built in a Colonial Revival style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, brick chimneys on the north and south gable ends and features a vinyl box cornice with partial returns. The windows are vinyl, 1/1 double-hung sash with 9/9 and 6/6 grilles, with moulded, vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, vertical 2-light/2-panel, with vinyl trim and a 1-light transom. A one-story, front-gable roof, pedimented portico, supported by two square, wooden posts, shelters the fourth bay and features three brick steps flanked by brick piers.

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1980 to the west of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.048 (K02356)**

**109 Fleming Street**

**C. 1890**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

109 Fleming Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a vinyl box cornice with partial returns. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and fixed, vinyl, louvered shutters. The door is wood, 12-light/1-panel with wood trim. A one-story, shed roof portico shelters the center bay and features two brick steps. A two-story, rear-ell extends from the west elevation. A one-story, hipped roof addition projects from the south elevation of the rear-ell and wraps around to the west elevation of the rear-ell.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1980 to the southwest of the dwelling.

**K06973.049 (K02355)**

**107 Fleming Street**

**C. 1900**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

107 Fleming Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, brick chimneys at the north and south gable ends. The windows are vinyl, 1/1 double-hung sash, with wood trim. The door is wood, fanlight/4-panel, with wood trim and a 3-light transom. A one-story, flat roof portico, with a brick floor supported by two Doric columns, shelters the central bay and features entablature with an aluminum wrapped box cornice and modillion blocks. A two-and-a-half-story, rear-ell extends from the west elevation. A one-story, shed roof addition extends from the south elevation of the rear-ell.

The lot contains one outbuilding, a one-story, open-face frame shed, featuring a saltbox roof, built c. 1960 to the west of the dwelling.

**K06973.050 (K02354)**

**105 Fleming Street**

**2015**

**1 noncontributing resource (Dwelling)**

105 Fleming Street is a one-and-a-half story, four-bay, frame dwelling with a side-gable roof, built in a Neocolonial style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double hung

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

sash with 6/6 grilles, with vinyl trim and fixed, vinyl, 2-panel shutters. The door is metal, 6-panel, with vinyl trim. A one-story, recessed porch, with a concrete floor supported by two square posts, spans the two rightmost bays and features a vinyl balustrade.

**K06973.051 (K02353)**

**103 Fleming Street**

**1 noncontributing resource (Parking Lot)**

103 Fleming Street is the former site of a two-and-a-half-story, frame dwelling, built before 1885, which was demolished after 1979.

**K06973.052 (K02365)**

**16 Fleming Street**

**C. 1945**

**1 contributing resource (Commercial Building)**

16 Fleming Street is a one-story, eight-bay, masonry building with a flat roof, built in a mid-twentieth century commercial style. The building is clad in yellow brick, now painted, with brick corner pilasters and sits on a brick foundation. The roof features a false-front containing inset sign boards, above a brick belt course, on all elevations except the rear. It is pierced by one interior brick chimney on the northeast elevation. The windows are metal, 1/1 double-hung sash, with brick sills. The doors are wood, 1-light/1-panel, with a 1-light transom and moulded, wood trim. The door in the sixth bay features projecting brick trim with two low, brick walls extending southwest to the sidewalk.

**K06973.053 (K02366)**

**102 Fleming Street (Harrington Senior Center)**

**C. 1880**

**1 contributing resource (Commercial Building)**

**1 noncontributing resource (Gazebo)**

102 Fleming Street is a two-and-a-half-story, five-bay, frame commercial building, with a cross-gable roof, built originally as a dwelling in a vernacular Gable-Front-and-Wing style. The dwelling is clad in vinyl siding and sits on a brick and concrete block foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns and is pierced an interior, parged chimney at the gable end of the rear-ell. A two-and-a-half-story tower, with double windows at the first- and second-stories and an arched, single window at the second-and-a-half-story, projects from the facade. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and fixed, vinyl, 2-panel shutters on most windows. The door is metal, full-glaze, with aluminum wrapped trim. A one-story, hipped roof porch spans the second through fifth bays and is enclosed except for at the second bay. It is supported by several square posts and features metal railings at the second bay and a metal balustrade on the second-story around the porch roof. A two-story rear-ell extends from the east elevation. Several large, one-story, gable roof additions extend to the east, north, and south from the one-story rear-ell. A one-

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

story, shed roof porch extends from the east elevation of the main block and the south elevation of the rear-ell and abuts two gable roof additions to the east.

The lot contains one outbuilding, a one-story, frame gazebo, featuring a pyramidal roof sheathed in wood shingles with a center cupola, built c. 1990 to the south of the main block of the dwelling.

**K06973.054 (K02367)**

**104 Fleming Street**

**C. 1880**

**1 contributing resource (Dwelling)**

104 Fleming Street is a two-and-a-half-story, historically five-bay, frame dwelling with a side-gable roof, built in a Colonial Revival style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns and is pierced by two interior chimneys, one parged and one cement, in the rear-ell. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and fixed, vinyl, 2-panel shutters. The door is metal, fanlight/4-panel, with vinyl trim. A one-story, front-gable, pedimented portico, with a brick and concrete floor supported by two Doric columns, shelters the third bay. A two-story rear-ell extends from the east elevation. A one-story, shed roof addition projects from the east elevation of the rear-ell. A one-story, hipped roof addition projects from the south elevation of the main block.

**K06973.055 (K02368)**

**106 Fleming Street**

**C. 1925**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

106 Fleming Street is a two-and-a-half story, two bay, frame dwelling with a hipped roof, built in an American Foursquare style. The dwelling is clad in wood shingles and wood clapboard siding and sits on a concrete foundation. The roof, sheathed in asphalt shingles, is pierced by a shed roof dormer on the front facade. The windows are wood, 1/1 double-hung sash, with wood trim. The door is metal, 6-panel, with wood trim. A one-story, hipped roof porch, with a wood plank floor and wooden balustrade, spans the full facade. It is supported by three wooden columns on concrete block piers and one square, wooden post.

The lot contains one outbuilding, a one-story, frame shed, featuring a side-gable roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.056 (K02369)**

**108 Fleming Street (Greater Harrington Historical Society)**

**C. 1995**

**1 noncontributing resource (Museum Annex)**

The Greater Harrington Historical Society Museum Annex is a one-story, three-bay, frame building, with a front-gable roof, built in a modern, front-gable form. The building is clad in vinyl siding and stone veneer and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, features a vinyl box cornice. The windows are vinyl, 1/1 double-hung sash, with stone sills and fixed, vinyl, 2-panel shutters. The double doors are metal, 6-panel, with vinyl trim. A one-story, front-gable roof, pedimented portico shelters the third bay and is supported by two square columns. A concrete ramp flanked by metal railings extends west to the sidewalk.

**K06973.057 (K02370)**

**110 Fleming Street (Saint Stephen's Protestant Episcopal Church, now Greater Harrington Historical Society)**

**1876**

**1 contributing resource (Church Building)**

**1 noncontributing resource (Shed)**

Saint Stephen's Protestant Episcopal Church is a one-story, three-bay, frame church with a steeply-pitched, front-gable roof, built in a Carpenter Gothic style. The church is clad in board and batten wood siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a bell tower with a steeply-pitched, front-gable roof and decorative paneling with crossbuck design. The windows are vinyl, 1-light casement, with wood trim. There is a large, stained glass, oculus window in the front-gable end. The center bay projects from the facade and is sheltered by a shed roof. A one-story, steeply-pitched, front-gable roof addition projects from the south elevation toward the southwest corner of the church. A one-story, shed roof addition projects from the south elevation toward the southeast corner of the church. Saint Stephen's Protestant Episcopal Church was individually listed on the National Register of Historic Places in 2014 (NR14000825).

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof covered in asphalt shingles, built c. 1980 to the north of the church.

**K06973.058 (K02371)**

**112 Fleming Street**

**C. 1880**

**1 contributing resource (Dwelling)**

112 Fleming Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns. The windows are vinyl, 1/1 double-hung sash, with vinyl trim. The door is metal, 6-panel, with vinyl trim. A one-story, shed roof porch, with a wood plank floor supported by four

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

turned, wooden posts, spans the full facade. A two-story, rear-ell extends from the east elevation. A one-story, shed roof addition projects from the south elevation of the rear-ell and extends to the east.

**K06973.059 (K02372)**

**114 Fleming Street**

**C. 1880**

**2 contributing resources (Barn, Dwelling)**

114 Fleming Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on an unknown foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, parged brick chimneys, one in the south gable end and the other in the gable end of the rear-ell. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, louvered shutters. Awnings shelter the windows on the second-story. The door is wood, 6-panel, with vinyl trim and is sheltered by a one-story, front-gable portico supported by two brackets. A two-and-a-half-story rear-ell extends from the east elevation.

The lot contains one outbuilding, a one-and-a-half-story, frame barn (now garage) with a side-gable roof sheathed in asphalt shingles, built c. 1880 to the northeast of the dwelling.

**K06973.060 (K02373)**

**116 Fleming Street**

**C. 1885**

**1 contributing resource (Dwelling)**

**2 noncontributing resources (Sheds)**

116 Fleming Street is a two-and-a-half-story, five-bay, frame dwelling with a cross-gable roof, built in a vernacular Gothic Revival style. The dwelling is clad in vinyl clapboard siding and sits on a brick and cement foundation. The roof, sheathed in asphalt shingles, features a vinyl box cornice and is pierced by two exterior, brick chimneys, one in the south gable end of the main block and one at the northeast corner of the rear-ell. The windows are vinyl, 1/1 double-hung sash with 2/2 inserts, with aluminum wrapped trim and fixed, vinyl, louvered shutters. The door is wood, full-glaze, with vinyl trim and a 1-light transom. A one-story, flat roof porch, with aluminum wrapped supports and a closed rail, shelters the second through fourth bays. Two one-story, shed roof additions project from the south and east elevations of the rear-ell.

The lot contains two outbuildings. The first is a one-story, frame garage with a front-gable roof sheathed in asphalt shingles, built c. 1970 to the east of the dwelling. The second is a one-story, frame shed with a gambrel roof sheathed in asphalt shingles, built c. 1990 to the northeast of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.061 (K02374)**

**118 Fleming Street**

**2003**

**2 noncontributing resources (Dwelling, Shed)**

118 Fleming Street is a one-story, three-bay, frame dwelling with a front-gable roof, built in a Neo-shotgun style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, and features a vinyl box cornice. The windows are vinyl, 1/1 double-hung sash, with 6/6 inserts, with vinyl trim and fixed, 2-panel, vinyl shutters. The door is metal, with a textured-glass, oval 1-light, and vinyl trim. A one-story, gable front porch, with a wood plank floor supported by two square, wooden posts, spans the three bays of the facade. It features a wooden balustrade with wooden handrails and four wooden steps up. A one-story, shed roof, screened-in porch addition extends from the north elevation of the dwelling.

The lot contains one outbuilding, a one-story, frame shed, with a front-gable roof covered in asphalt shingles, built c. 2003 to the northeast of the dwelling.

**K06973.062 (K02375)**

**120 Fleming Street**

**C. 1930**

**1 contributing resource (Dwelling)**

120 Fleming Street is a two-and-a-half-story, historically four-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style. The dwelling is clad in vinyl siding and sits on a cement block foundation. The roof, sheathed in asphalt shingles, is pierced by one center rear, interior chimney. The windows are vinyl, 1/1 double-hung sash with 6/6 inserts, with flat, vinyl trim. The door is steel, 9-light/2-panel, with flat, vinyl trim. A one-story, hipped roof addition projects from the facade and wraps around to the south elevation. A two-story, shed roof addition projects from the east elevation. A one-story, shed roof addition projects from the east elevation and abuts the two-story addition.

**K06973.063 (K02376)**

**122 Fleming Street**

**C. 1890**

**2 contributing resources (Dwelling, Garage)**

122 Fleming Street is a two-and-a-half-story, three-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style. The dwelling is clad in asbestos siding and sits on a brick foundation. The roof is sheathed in asphalt shingles. Most of the windows are wood, 2/2 double-hung sash, with moulded, wood trim and fixed, wood, louvered shutters. The door is metal, 9-light/2-panel, with moulded, wood trim. A one-story, screened-in and partially enclosed shed roof porch spans the two rightmost bays. A one-story, shed roof addition projects from and spans the full east elevation. A one-story, shed roof porch projects from the east elevation of the previous addition.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The lot contains one outbuilding, a one-and-a-half-story, frame garage featuring a gambrel roof sheathed in asphalt shingles, built c. 1950 to the east of the dwelling.

**K06973.064 (K02440)**

**3 W. Liberty Street**

**C. 1890**

**2 contributing resources (Dwelling, Garage)**

3 W. Liberty Street is a two story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns and is pierced by two exterior concrete block chimneys in two rear additions. The windows are vinyl, 1/1 double-hung sash, with aluminum trim. The door is fiberglass, 9-light over 2-panel, with flat, wood trim. A one-story, shed roof porch with a concrete block floor supported by four square posts, spans the three bays of the facade and features wrought iron balustrades. A two-story rear-ell extends from the south elevation. A one-story, shed roof addition projects the from the east elevation of the rear-ell. A one-story, gable roof addition projects from the south elevation of the rear-ell and the shed roof additions.

The lot contains one outbuilding, a one-story, frame garage featuring a side-gable roof sheathed in raised seam metal, built c. 1915 to the southeast of the dwelling.

**K06973.065 (K02441)**

**5 W. Liberty Street**

**C. 1890**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

5 W. Liberty Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in vinyl siding and sits on a concrete block and poured concrete foundation. The roof, sheathed in asphalt shingles, features an aluminum wrapped cornice with partial returns. The windows are wood, 1/1 double-hung sash, with flat, vinyl trim and fixed, vinyl, louvered shutters. The door is fiberglass, 5-light fanlight over 4-panel, with flat, aluminum trim and storm door. A one-story, gable roof with pediment portico, with a brick floor supported by two square posts, shelters the central bay. A one-story, shed roof addition projects from the south elevation and extends the full width of the main block.

The lot contains one outbuilding, a one-story, frame shed featuring a low-pitched gable roof, built c. 1980 to the southwest of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.066 (K02526)**

**121 Railroad Avenue**

**1 noncontributing resource (Vacant Lot)**

121 Railroad Avenue is the former site of a one-and-a-half-story, two-bay, frame dwelling, built before 1891, which was demolished after 1979.

**K06973.067 (K02525)**

**117-119 Railroad Avenue**

**C. 1920**

**1 contributing resource (Double-Dwelling)**

**1 noncontributing resource (Shed)**

117-119 Railroad Avenue is a two-and-a-half-story, six-bay, frame double-dwelling with a side-gable roof, built as a six-bay double I-house. The double-dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof, sheathed in asphalt shingles, is pierced by two interior, parged chimneys, each centered over either dwelling unit. The windows on 117 are 1/1 double-hung sash, with flat, vinyl trim, while the windows on 119 are 6/6 double-hung sash, with flat, wood trim. The doors are metal, 6-panel, covered by 2-light storm doors, with moulded vinyl and wood trim. A one-story, hipped-roof porch with a concrete floor supported by four aluminum columns and balustrade, spans the central four bays. The porch can be accessed by two sets of two concrete steps leading up to each door. A two-story rear-ell extends from the west elevation.

The lot contains one outbuilding, a one-story, gambrel-roof shed, built c. 2000 to the west of the dwelling.

**K06973.068 (K02524)**

**115 Railroad Avenue**

**C. 1920**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Garage)**

115 Railroad Avenue is a two-and-a-half-story, two-bay, frame dwelling with a front-gable roof, built in a vernacular front-gable style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim and fixed, vinyl, louvered shutters; the first-floor window is 1-light casement with 25-light vinyl insert. The door is fiberglass, 1-light over 4-panel, with flat, vinyl trim. A one-story, hipped roof porch, with a poured concrete floor supported by four turned, vinyl posts, spans the full façade. There are three poured concrete steps up. A one-story, shed roof addition projects from the west elevation.

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1970 to the northwest of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.069 (K02523)**

**111 Railroad Avenue**

**1 noncontributing resource (Parking Lot)**

111 Railroad Avenue is the former site of a two-and-a-half-story, frame dwelling, built c. 1900, which was demolished after 1979. There is a brick wall commemorating recent sponsors of the Harrington Historical Society.

**K06973.070 (K02522)**

**109 Railroad Avenue**

**1 noncontributing resource (Parking Lot)**

109 Railroad Avenue is the former site of a two-and-a-half-story, frame dwelling, built c. 1900, which was demolished after 1979. There is a brick wall commemorating recent sponsors of the Harrington Historical Society.

**K06973.071 (K02521)**

**107 Railroad Avenue**

**1 noncontributing resource (Parking Lot)**

107 Railroad Avenue is the former site of a two-and-a-half-story, frame dwelling, built c. 1900, which was demolished after 1979.

**K06973.072 (K02520)**

**105 Railroad Avenue**

**1 noncontributing resource (Parking Lot)**

105 Railroad Avenue is the former site of a two-and-a-half-story, frame dwellings, built c. 1900, which was demolished after 1979.

**K06973.073**

**Lot 82 Railroad Avenue**

**1 noncontributing resource (Parking Lot)**

Lot 82 Railroad Avenue is the former site of a two-story, frame dwelling, built before 1885, which was demolished after 1940.

**K06973.074 (K02466)**

**4 Mechanic Street (Stone's Bar and Hotel)**

**C. 1880, extensively renovated in 1939**

**1 contributing resource (Commercial Building)**

**1 noncontributing resource (Shed)**

Stone's Bar and Hotel is a three-story, ten-bay, frame commercial building with a flat roof, built in a two-part commercial block form with a third story set-back. The building is clad in

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

aluminum siding and sits on a brick and poured concrete foundation. The roof is flat and is pierced by one interior, parged brick chimney near the center of the main block. The windows are metal, mostly 1-light casement, with aluminum wrapped and vinyl trim. The doors in the third and ninth bays are metal, full-glaze, with vinyl trim. The door in the seventh bay is metal. A metal awning spans the six rightmost bays of the facade. The four leftmost bays are part of a one-story, flat roof addition, which features a pent roof overhang.

The lot contains one outbuilding, a one-story, frame shed featuring a gambrel and shed roof sheathed in asphalt shingles, built c. 1990 to the northwest of the building.

**K06973.075 (K03426)**

**Lot 81 Mechanic Street**

**C. 1880**

**1 contributing resource (Commercial Building)**

Lot 81 Mechanic Street is a two-story, two-bay, frame commercial building with a flat roof, built originally in a False-Front Commercial style. The building is clad in aluminum and vinyl siding and sits on an unknown foundation. The roof features a vinyl-clad false-front on the facade. The windows are vinyl, 1/1 double-hung sash, except the center of the triple window, which is 1-light. The trim is aluminum wrapped. The door is metal, 9-light/2-panel, with wood trim and a concrete sill. A second-story, shed roof porch jetties over and shelters the first-floor facade. The porch is supported by three metal posts on concrete piers on the first-story and three aluminum wrapped posts on the second-story.

**K06973.076**

**Lot 11 Mechanic Street**

**1 noncontributing resource (Parking Lot)**

Lot 11 Mechanic Street is the former site of a two-story, frame building, which was demolished between 1931 and 1940.

**K06973.077 (K03427)**

**10 Mechanic Street (Harrington Fire House)**

**C. 1926**

**1 contributing resource (Municipal Building)**

The Harrington Fire House is a two-story, two-bay, brick building, now police station, with a flat roof, built in a Commercial Italianate style. The roof is sheathed in asphalt. The triple windows are aluminum, with aluminum trim and brick lintel and sill. The double doors are aluminum, each 1-light and full-glaze, with aluminum trim. A one-story, flat roof, brick addition extends from the west elevation of the main block and shows evidence of two large, bricked-in bays that would have housed fire trucks.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.078 (K2467 and K2468)**

**Lots 78 and 79 Mechanic Street**

**1 noncontributing resource (Parking Lot)**

Lot 78 Mechanic Street is the former site of a two-and-a-half-story, frame dwelling, built before 1885, which was demolished after sustaining fire damage in 1979. Lot 79 is the former site of a two-and-a-half-story, frame dwelling, built c. 1905, which was demolished after 1979.

**K06973.079 (K00358/K02202)**

**1 Commerce Street (First National Bank of Harrington)**

**1888**

**1 contributing resource (Bank/Church)**

The original First National Bank of Harrington is a one-story, three-bay, masonry building with a hipped roof, built in an Italianate style with Queen Anne influence. The building is composed of painted brick and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney on the northwest elevation and features a wide, wooden box cornice with brick corbelling. The windows are metal, 1/1 double-hung sash, with 4-light grilles in the top light, wood trim, and segmental brick arches and concrete sills. The double doors are wood, 1-light/2-panel, with wood trim and an arched transom with an inset cross. A one-story, front-gable roof, pedimented portico, supported by two brick walls, projects from the facade and shelters the center bay. It features a semicircular brick arch and the semicircular top portion of an original iron security gate. A one-story, flat roof addition projects from the northeast and northwest elevations.

**K06973.080 (K02203)**

**3 Commerce Street (Sherwin-Jaller Shirt Factory)**

**C. 1915**

**1 contributing resource (Commercial Building)**

The Sherwin-Jaller Shirt Factory is a two-story, four-bay, masonry commercial building with a low-pitched, front-gable roof, built in False-Front Commercial style. The building is constructed of rusticated concrete block and sits on a concrete block foundation. The roof features a stepped false-front, clad in vinyl siding, on the façade. The windows are vinyl, 1-light casement, with metal frames and concrete lintels and sills. The doors in the first and third bays are metal, 9-light/2-panel, with metal trim and concrete lintels. The third bay is recessed as an entryway and is trimmed with pilasters and a broken pediment. It is flanked by arched, 1-light/1-panel sidelights and additional fixed, wood, 1-light windows with transoms. A one-story, shed roof spans the full facade.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.081**

**Lot 14 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

Lot 14 Commerce Street is the former site of a two-story, frame commercial building, which was demolished after 1947.

**K06973.082 (K02204)**

**7 Commerce Street (First National Bank of Harrington)**

**1927**

**1 contributing resource (Bank)**

The second First National Bank of Harrington is a two-story, three-bay, granite building with a flat roof, built in a Classical Revival style. The building features a restrained temple front and low-pitched pediment, with a denticulated limestone cornice and limestone corner pilasters, and sits on a cement foundation. Between the first- and second-stories on the facade are date stones, one above the first bay reading "1888" and another above the third bay reading "1927." The windows are metal, 1/1 double-hung sash, with wide limestone sills and surrounds. The double doors are metal, full-glaze, with a classical limestone surround featuring an arch and keystone, flanked by pilasters, under a triangular pediment. A bank deposit box is located at the northeast side of the facade. A one-story, flat roof addition extends from the southwest elevation. A one-story, flat roof addition projects from the northwest elevation.

**K06973.083 (K02205)**

**17-19 Commerce Street**

**C. 1895**

**1 contributing resource (Commercial Building)**

17-19 Commerce Street is a three-story, two-bay, masonry commercial building with a low-pitched, front-gable roof, built in a two-part commercial block form. The building is composed of brick, with a minimal false-front of rusticated cement block at the roofline of the facade, and sits on a brick foundation. The roof is pierced by one interior brick chimney near the north corner. The doors are wood, 9-light/4-panel, with moulded wood trim, with a closed-in transom in the first bay. The second bay is flanked by double 1-light commercial windows with metal frames. A blank sign board spans the top of the second bay, and an exposed wooden beam spans the facade above the sign board. The second-floor windows are wood, 6/6 double-hung sash, with wood trim. The third-floor windows are vinyl, 1/1 double-hung sash with 6/6 grilles. The second and third floor windows feature segmental brick arches and wood lintels (second floor only; third floor lintels are bricked-in). A one-story, shed roof addition projects from the northwest elevation.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.084 (K02206)**

**Lot 20 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

Lot 20 Commerce Street is the former site of the two-story, masonry Reese Block and Opera House, completed in 1900, which was demolished between 2002 and 2006.

**K06973.085**

**Lot 21 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

Lot 21 Commerce Street is the former site of the one-story, masonry, first People's Bank of Harrington building, constructed c. 1905, which was demolished after 1975.

**K06973.086 (K02207)**

**21 Commerce Street**

**C. 1890**

**1 contributing resource (Commercial Building)**

21 Commerce Street is a two-story, four-bay, frame commercial building, built in a False-Front Commercial style. The building is stuccoed, with portions of the facade clad in vinyl siding. The low-pitched, shed roof slopes to the northeast and features a false-front at the roofline of the facade. The windows are 1-light commercial with wood trim. The door in the first bay is metal, 1-light/2-panel, with wood trim. The door in the third bay is wood, 1-light/1-panel, with wood trim, and is recessed and flanked by 4-light commercial windows with wood trim. The second-story jetties over the first-story, sheltering the full facade. Two consecutive, one-story, shed roof additions project from the northwest elevation.

**K06973.087 (K02208)**

**25-27 Commerce Street**

**C. 1895**

**1 contributing resource (Commercial Building)**

25-27 Commerce is a two-story, eight-bay, frame commercial building, built in a False-Front Commercial style. The building is clad in vinyl siding and brick and stone veneer. The double-gable front roof features a false-front at the roofline of the facade. The windows are 1-light commercial with 2-light transoms and wood frames, except for the window in the sixth bay, which is 1-light commercial with vinyl trim. The doors are metal, 9-light/2-panel, with vinyl trim. The sixth through eighth bays are recessed. A one-story, canvas awning spans the full facade and shelters the first-story. A one-story, front-gable addition projects from the northwest elevation.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.088 (K02209)**

**29 Commerce Street**

**C. 1880**

**1 contributing resource (Commercial Building)**

29 Commerce Street is a two-story, three bay, frame commercial building, built in a False-Front Commercial style. The building is clad in vinyl siding, with brick veneer on the first-story facade. The low-pitched, shed roof slopes to the southwest and features an angled, projecting false-front at the roofline of the facade. The windows are 1-light commercial type with wood trim. The door is metal, 1-light/2-panel, with wood trim. A metal awning spans the full facade on the first-story. A two-story balcony, supported by square, wooden posts with a wooden balustrade, sheltered by a metal, shed roof, extends across the southwest elevation of the building and is situated on an adjacent parcel (Lot 25). A two-story, flat roof addition extends from the northwest elevation. A one-story, shed roof addition, sloping to the southwest, extends from the previous addition. An additional one-story, shed roof addition projects from the northwest elevation of the previous addition. A final one-story, shed roof addition projects from the southwest elevation of the previous northwest addition.

**K06973.089**

**Lot 26 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

Lot 26 Commerce Street is the former site of a two-story, frame dwelling, built before 1885, which was demolished after 1940.

**K06973.090**

**35 Commerce Street**

**C. 1975**

**1 noncontributing resource (Commercial Building)**

35 Commerce Street is a one-story, three-bay, frame building with a hipped roof, built in a commercial Ranch style. The building is clad in brick veneer, with vinyl siding on its rear elevation, and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are 1/1 awning style, with metal frames. The door is metal, full-glaze, with metal framing and flanked by 1-light, full-glaze sidelights. A portico is created at the recessed entry bay by the overhanging eaves, with a brick floor and steps and a metal, center railing.

**K06973.091**

**41 Commerce Street (Taylor's Hardware Store)**

**C. 1905, extensively renovated in 1958-59**

**1 contributing resource (Commercial Building)**

Taylor's Hardware Store is a two-story, seven-bay, masonry building with a flat roof, built in a two-part block commercial form. The building is comprised of concrete block, with a yellow brick facade, and sits on a concrete block foundation. The roof is pierced by two chimneys, one

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

brick interior and one concrete block exterior. The windows are commercial 1-light with metal frames. The second and sixth bays are boarded over, and a gap in the masonry and metal framing suggests that the sixth bay contained a door flanked by picture windows. The doors are metal, full-glaze, with 1-light transoms. A metal awning spans the full facade. A one-story, flat roof addition extends from the west and northwest elevations.

**K06973.092 (K02210)**

**61 Commerce Street**

**C. 1915**

**1 contributing resource (Dwelling)**

61 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a hipped roof, built in an American Foursquare style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by three hipped roof dormers and one interior brick chimney at the center of the dwelling. The windows are vinyl, 1/1 double-hung sash with 6/6 grilles, with aluminum wrapped trim. The door is wood, arched 1-light/4-panel, with aluminum wrapped trim. The first bay on the first-story and the two bays on the second-story each form a projecting bay window feature. A one-story, hipped roof porch, sheathed in raised-seam metal, spans the full facade. It has a wood plank floor, is supported by four square, wooden posts, and features decorative corner brackets. A two-story, shed roof addition projects from the northwest elevation. A one-story, shed roof addition projects from the northwest elevation abutting the two-story addition.

**K06973.093 (K02211)**

**63 Commerce Street (Trinity United Methodist Church)**

**1904**

**1 contributing building (Church)**

Trinity United Methodist Church is a one-story, seven-bay, masonry building with a cross-gable roof, built in a Gothic Revival style. The building is composed of brick, with diamond and square wood shingles in the gable ends and a denticulated, wood cornice, and sits on a brick foundation. The roof, sheathed in slate shingles, features exposed, carved rafter tails and is pierced by two exterior brick chimneys, one at the rear of the main block and one on the southeast elevation of a rear brick addition. A three-story, brick tower with a conical roof rises above the third (entry) bay. The windows are wood, 1/1 double-hung sash, with stained glass, lancet transoms, and moulded wood trim. The double doors are wood, 6-panel, with wood trim. A one-story portico, with two vinyl posts, shelters the third bay and features a brick landing with two brick steps. A brick ramp with aluminum railings extends southwest from the portico. A one-story, gable roof addition projects from the northwest elevation of the main block. A one-story, flat roof addition projects from the northwest elevation of the addition. A one-story, gable roof, concrete block addition projects from the northwest elevation of the flat roof addition.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.094 (K02222)**

**101-103 Commerce Street**

**C. 1910**

**1 contributing resource (Double-Dwelling)**

101-103 is a two-and-a-half-story, six-bay, masonry double-dwelling with a hipped roof, built in a Queen Anne style. The double-dwelling is composed of brick and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice and is pierced by gable front dormers on each slope, two each on the front and rear elevations and one each on the northeast and southwest elevation. There are two interior brick chimneys at the northeast and southwest gable ends. The windows are wood, 1/1 double-hung sash, with wood trim and segmental brick arches. The doors are wood, 12-light/1-panel, with wood trim, 1-light transoms, and segmental brick arches. The center two bays on the second-story form a projecting bay window feature. A one-story, flat roof porch, with a center gable, spans the full facade. It has a wood plank floor, with three wide, brick steps, and is supported by eight fluted, wooden columns on brick piers.

**K06973.095 (K02223)**

**105 Commerce Street**

**C. 1918**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Garage)**

105 Commerce Street is a two-story, three-bay, frame dwelling with a side-gable roof, built as a bungalow in the Tudor Revival style. The dwelling is stuccoed with faux half-timbering and sits on a cement foundation. The roof, sheathed in asphalt shingles, features a large, double gable dormer with two sets of paired windows on the facade and rear elevation. Two brick chimneys pierce the roof, one exterior at the southwest gable end and one interior at the northern corner of the dwelling. The bays of the facade are part of a one-story, screened-in porch, created by the overhanging eaves, and are trimmed in metal framing. The windows are all 4-light, awning style. The door is metal, 2-light, with wood trim and features double, 2-light sidelights to one side. The porch features a wooden balustrade and brick steps leading to concrete steps, with a center metal railing. A two-story, shed roof addition projects from the northwest elevation. A one-story, shed roof addition projects from the northwest elevation.

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1980 to the northwest of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.096 (K02224)**

**107 Commerce Street**

**C. 1910**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Shed)**

107 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a complex roof, built in a Queen Anne style. The dwelling is clad in wood clapboard siding, with diamond, fish scale, and half cove shingle accents, and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney near the center of the dwelling. The windows are wood with wood trim and crowns. The first bay is comprised of 2-light casement windows, the second bay contains a small casement window, and the fourth bay contains a large casement window. The door is wood, 1-light/3-panel, with wood trim and crowns. The second bay on the second-story features a canted bay with a half-circle window in the gable. A one-story porch, with a roof sheathed in raised-seam metal, spans the full facade and wraps around to the northeast elevation. It is supported by nine wooden, Doric columns and has a wood plank floor. It features a wooden balustrade with turned balusters and cornice with modillions. A two-story, shed roof addition projects from the southwest elevation of the northwest wing. A one-story, shed roof addition projects from the northeast elevation of the northwest wing.

The lot contains one outbuilding, a one-story, frame shed, featuring a center gable roof sheathed in asphalt shingles, built c. 2010 to the northwest of the dwelling.

**K06973.097 (K02225)**

**109 Commerce Street**

**C. 1910**

**1 contributing resource (Dwelling)**

**2 noncontributing resources (Sheds)**

109 Commerce Street is a two-and-a-half-story, four-bay, frame dwelling with a cross-gable roof, built in a Queen Anne style. The dwelling is clad in wood clapboard siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, features exposed, carved rafter tails and is pierced by an interior brick chimney at the gable end of the northeast wing. The windows are vinyl, 1/1 double-hung sash, with wood trim and crowns. The doors are wood, 2-light/4-panel in the first bay and 1-light/2-panel in the fourth bay, with wood trim and crowns. A one-story, hipped roof porch, with a cross-gable over the first bay, spans the full facade, wrapping around to the northeast elevation. It has a wood plank floor and is supported by eight turned, wooden posts. A one-story, shed roof addition projects from the northwest elevation.

The lot contains two outbuildings. The first is a one-story, frame shed, featuring a side-gable roof with asphalt shingles, built c. 1970 to the northwest of the dwelling. The second is a one-story, frame shed, featuring a side gambrel roof sheathed in asphalt shingles, built c. 1980 to the northwest of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.098 (K02226)**

**111 Commerce Street**

**C. 1910**

**2 contributing resources (Dwelling, Shed)**

111 Commerce Street is a two-and-a-half story, two-bay, frame dwelling with a complex roof, built in a Queen Anne style. The dwelling is clad in vinyl siding, with fish scale and half cove shingle accents, and sits on a concrete block foundation. The porch sits on a brick foundation. The roof, sheathed asphalt shingles, is pierced by an interior brick chimney near the center of the dwelling and a front-gable dormer with triangular window on the façade. The windows are wood, 1/1 double-hung sash, with wood trim and crowns. The door is wood, 6-panel, with heavy wood trim, flanked by decorative, 1-light/1-panel sidelights and a 4-light transom. The first bay on the second-story is sheltered by a flat roof porch, with a closed rail, brick accented balcony. The second bay on the second-story features a canted bay with a half-circle window in the gable. A one-story, hipped roof porch, with a cross-gable over the entry bay, spans the full facade. It is supported by wooden, Doric columns on brick piers, with a wood plank floor and wooden balustrade, and features wide, brick steps leading to concrete steps with a center metal railing. A two-story, flat roof addition projects from the northwest elevation, and a one-story, flat roof addition projects from the southwest elevation of the two-story addition.

The lot contains one outbuilding, a one-story, frame shed, featuring a saltbox roof sheathed in asphalt shingles, built c. 1960 to the northwest of the dwelling.

**K06973.099 (K02227)**

**113 Commerce Street**

**C. 1900**

**2 contributing resources (Dwelling, Garage)**

113 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a cross-gable roof, built in a Queen Anne style. The dwelling is clad in asbestos siding, with diamond and fish scale shingles in the gable ends, and sits on a brick foundation with concrete block infill under the porch. The roof, sheathed in asphalt shingles, features exposed, carved rafter tails, and is pierced by an interior, parged brick chimney near the center of the dwelling. The windows are vinyl, 1/1 double-hung sash, with wood trim. The door in the first bay is concealed by a wooden storm door, and the door in the third bay is wood, 12-light/1-panel, with wood trim. The second bay of the facade is located in a two-and-a-half-story, canted bay, with a triple window in the gable end, featuring decorative trim board at the corners. The southwest gable end features an identical canted bay. A one-story, hipped roof porch shelters the full facade, wrapping around the canted bay on the facade. It has a wood plank floor, is supported by 11 turned, wooden posts, and features a wooden box cornice with spindlework. A two-story, hipped and shed roof addition extends from the northwest elevation. Two one-story, shed roof additions project from the northwest elevation from either side of the two-story addition. A one-story, front-gable addition projects from the northwest elevation of the two-story addition.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1915 to the southwest of the dwelling.

**K06973.100 (K02228)**

**115 Commerce Street**

**C. 1915**

**2 contributing resources (Dwelling, Garage)**

115 Commerce Street is a two-and-a-half story, three-bay, frame dwelling with a cross-gable roof, built in a Queen Anne style. The dwelling is clad in wood clapboard siding, with fish scale shingles in the gable ends and decorative corner pilasters, and sits on a brick foundation. The roof, sheathed in asphalt shingles, features a wooden box cornice with full returns and is pierced by one interior, brick chimney at the northwest gable end. The windows are wood, 1/1 double-hung sash, with wood trim and crowns. The door is wood, 12-light/1-panel, with wood trim and crown. The third bay of the facade is located in a two-and-a-half-story, canted bay, with a triple window in the gable end, featuring ginger-breading at the corners. The southwest gable end features an identical canted bay. A one-story, hipped roof porch shelters the second and third bay and wraps around the southwest elevation of the canted bay on the facade. It is supported by four wooden, Doric columns and features a wooden box cornice, a wood plank floor, and a wooden balustrade. Two one-story, shed roof additions projects from the rear wing, one to the northwest and one to the southwest.

The lot contains one outbuilding, a one-story, frame garage, featuring an asymmetrical, front-gable roof sheathed in asphalt shingles, with an extension covered in raised-seam metal, built c. 1915 to the northwest of the dwelling.

**K06973.101 (K03512)**

**2 E. Milby Street**

**C. 1935**

**1 contributing resource (Dwelling)**

2 E. Milby Street is a one-story, three-bay, frame dwelling with a side-gable roof, built in a Cottage style. The dwelling is clad in stucco, and the foundation is not visible. The roof, sheathed in asphalt shingles, is pierced by one interior, brick chimney near the center ridge line. The windows are wood, 6/6 and 8/8 double-hung sash, with wood trim and sills. The center window of the triple window is 1-light casement. The door is wood, 4-light/4-panel, with wood trim. A metal awning shelters the third bay, which has three concrete steps and is flanked by metal railings.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.102 (K02247)**

**108 Commerce Street**

**C. 1910**

**1 contributing resource (Dwelling)**

108 Commerce Street is a two-and-a-half-story, eight-bay, frame dwelling with a side-gable roof, built originally in a vernacular front-gable style. The dwelling is clad in vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney at the center ridgeline of the main block. The dwelling was originally oriented northwest towards Commerce Street, though its facade is now situated towards E. Milby Street. The windows are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and fixed, vinyl, 2-panel shutters. The door in the second bay is metal, 6-panel, with wood trim. The recessed door in the sixth bay is wood, 4-light/2-panel, with wood trim. The doors in the last two bays are metal, roll-up garage doors. A one-story, flat roof, screened-in porch shelters the first two bays. It is supported by five square, wooden posts, is framed in wood with a wooden, fence-like balustrade, and has a concrete floor. The fourth through eighth bays are located in an addition to the dwelling, which is comprised of a one-story, side-gable wing connecting to the one-and-a-half-story, front-gable garage.

**K06973.103 (K02246)**

**106 Commerce Street (F. Brown and Lillie Reese Smith House)**

**1930**

**2 contributing resources (Dwelling, Garage)**

The F. Brown and Lillie Reese Smith House is a two-and-a-half-story, three-bay, masonry dwelling with a cross-gable roof, built in a Tudor Revival style. The building is composed of brick and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by a wide, exterior brick chimney on the facade. The windows are wood with moulded wood trim. The first two bays are comprised of double 4-light/8-light casement windows, and the third bay is comprised of four 4-light/8-light casement windows.

The lot contains one outbuilding, a one-and-a-half-story, brick and frame garage, featuring a steeply-pitched, front-gable roof sheathed in asphalt shingles, built c. 1930 to the southeast of the dwelling.

**K06973.104 (K02245)**

**104 Commerce Street**

**C. 1890**

**1 contributing resource (Dwelling)**

**2 noncontributing resources (Carport, Shed)**

104 Commerce Street is a two-and-a-half-story, five-bay, frame dwelling with a complex roof, built in a Queen Anne style. The dwelling is clad in asbestos siding, with diamond and fish scale shingles in the gable ends plus decorative corbels and brackets, and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney at the southwest

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

gable end and one interior, parged brick chimney near the center of the dwelling. The roof features decorative bargeboard with exposed, carved rafter tails. The windows are wood, 1/1 double-hung sash, with wood trim and decorative crowns. The double doors are wood, 1-light/2-panel, with wood trim and a 4-light transom. A one-story, shed roof porch, with exposed, carved rafter tails and a wood plank floor, spans the full facade. It is supported by four square, wooden columns, features a wooden baluster, and is accessed by three wide, brick stairs. A one-story, shed roof addition projects from the northeast elevation. A one-story, gable roof addition extends from the southeast elevation of the rear wing. A one-story, shed roof addition projects from the southwest elevation of the rear wing.

The lot contains two outbuildings. The first is a one-story, frame shed, featuring a shed roof and arched roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling. The second is a one-story, frame carport, with a front-gable roof sheathed in asphalt shingles, supported by wooden posts, built c. 1990 to the west of the dwelling.

**K06973.105 (K02244)**

**102 Commerce Street**

**C. 1880**

**1 contributing resource (Dwelling)**

**2 noncontributing resource (Sheds)**

102 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built in a Queen Anne style. The dwelling is clad in asbestos and vinyl siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by three interior, parged brick chimneys, one each at the northeast and southwest gable ends, and one at the center ridgeline of the rear-ell. The roof features a wooden box cornice with partial returns and decorative corbels. There is half-timbering in the gable ends of the main block and two front-gable dormers on the facade, featuring decorative bargeboard with exposed, carved rafter tails. The windows are wood, 1/1 double-hung sash, with wood trim. The double doors are wood, 1-light/1-panel, with decorative wood trim and a 2-light transom. The doors are flanked by wood sidelights, 1/1 double-hung sash. A one-story, shed roof porch, with a wood plank floor, supported by six turned, wooden posts, spans the full facade and features fretwork brackets and spindlework. A two-story rear-ell extends from the southeast elevation, with three one-story, shed roof additions projecting from its northeast, southeast, and southwest elevations. A two-story, shed roof addition also projects from the northeast elevation of the rear-ell and abuts the main block.

The lot contains two outbuildings. The first is a one-story, metal shed, with a front-gable roof sheathed in raised-seam metal, built c. 1980 to the southeast of the dwelling. The second is a one-story, frame shed, with a front-gable roof, built c. 1990 to the southeast of the dwelling.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.106 (K02243)**

**100 Commerce Street**

**2004**

**2 noncontributing resources (Dwelling, Shed)**

100 Commerce Street is a two-story, two-bay, frame dwelling with a side-gable roof, built in a Neocolonial style. The dwelling is clad in vinyl siding and sits on a concrete block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash with 8/8 and 6/6 grilles, with vinyl trim and fixed, vinyl, 2-panel shutters. A one-story, shed roof porch spans the full facade, with the southwest half enclosed. The open northeast half is supported by five turned, vinyl posts and a vinyl balustrade, with a brick floor.

The lot contains one outbuilding, a one-story, frame shed, featuring a side-gable roof sheathed in asphalt shingles, built c. 2004 to the southeast of the dwelling.

**K06973.107 (K02490)**

**1 E. Mispillion Street**

**C. 1945**

**1 contributing resource (Dwelling)**

1 E. Mispillion Street is a one-and-a-half-story, two-bay dwelling with a side-gable roof, built in a Ranch style. The dwelling is clad in vinyl siding and sits on a concrete foundation. The roof, sheathed in asphalt shingles, is pierced by a central, interior brick chimney. The windows are aluminum with flat, aluminum trim. The double window in the first bay is comprised of four columns of aluminum, awning-style 4-lights with aluminum trim. The triple window in the second bay is aluminum, 1-light, with wood 4/4 double-hung sash sidelights, aluminum trim, and fixed, vinyl louvered shutters.

**K06973.108 (K02398)**

**25 Hanley Street**

**C. 1925**

**6 contributing resources (Main Building, Garages, Storage Buildings)**

25 Hanley Street is the former site of the I.D. Short & Co. Lumberyard and is comprised of several related buildings. The main building (historically a warehouse, now a dwelling) is a two-story, three-bay, frame building with a jerkinhead roof, built originally in a two-part commercial block form. It is clad in brick veneer and aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney. The windows are vinyl, 1/1 double-hung sash, with brick sills. The door is metal, horizontal 4-light/4-panel, with flat wood trim. A one-story, pent roof spans the full facade. A one-story, gable roof addition projects from the southwest elevation. A one-story, shed roof addition extends across the northwest elevation.

The lot contains five early-twentieth century outbuildings. The first is a one-and-a-half-story, frame storage building, featuring a gable-on-gable roof sheathed in raised-seam metal, located to

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

the north of the main building. The second is a one-story, frame garage, featuring a front-gable roof sheathed in raised-seam metal, located to the northwest of the main building. The three other outbuildings are positioned one after another, running perpendicular to and north of the main building. The first of these is a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles. The second is a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles. The third is a one-story, frame storage building, featuring a front-gable roof sheathed in raised-seam metal.

**K06973.109 (K02398)**

**20 Hanley Street**

**C. 1915**

**4 contributing resources (Lumber/Materials Building, Storage Buildings)**

20 Hanley Street is the former site of the I.D. Short & Co. Lumberyard and is comprised of several related buildings. The main building is a two-story, six-bay, frame building with a side-gable roof, built originally as a lumber/materials building and now serving as a dwelling. It is clad in vertical wood planks and sits on a brick foundation. The roof is sheathed in raised-seam metal. The windows are vinyl, 1/1 double-hung sash, and wood, 8/8 double-hung sash, with flat wood trim. Two of the doors are metal, 9-light/2-panel, with flat wood trim. There is a wood plank, sliding double-door in the last bay. A long, one-story, gable roof addition extends from the southeast elevation.

The lot contains three early-twentieth century outbuildings, positioned one after another, running perpendicular to and southwest of the main building. The first is a one-story, frame storage building, featuring a front-gable roof sheathed in raised-seam metal. The second is a one-story, frame storage building, featuring a front-gable roof sheathed in asphalt shingles. The third is a one-story, frame storage building, featuring a front-gable roof sheathed in raised-seam metal.

**K06973.110 (K02221)**

**50 Commerce Street**

**C. 1880**

**2 contributing resource (Dwelling, Garage)**

50 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a cross-gable roof, built as a five-bay I-house with Gothic Revival influence. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by one interior brick chimney in the rear-ell. The first-floor windows, located on an enclosed porch, are vinyl, 1/1 double-hung sash, with aluminum wrapped trim and fixed, vinyl, louvered shutters. The second floor retains wood, 2/2 double-hung sash windows, with wood trim, aluminum awnings, and fixed, vinyl, louvered shutters. The double doors are wood, 15-light, with aluminum wrapped trim and storm doors. A one-story, hipped roof, enclosed porch spans the full facade. A two-and-a-half-story rear ell extends from the southeast elevation. A two-story, shed roof addition projects the southeast elevation of the rear-ell with an additional one-story, shed roof addition projecting to the southeast and wrapping around to extend to the northeast. A one-story, flat roof addition extends to the southeast from the southeast- and northeast-extending

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

addition. A one-story, hipped roof addition extends from the southwest elevation of the rear-ell, with a one-story, front-gable roof portico projecting to the southwest.

The lot contains one outbuilding, a two-story, cement block garage, featuring a gambrel roof sheathed in asphalt shingles, built c. 1930 to the east of the dwelling.

**K06973.111 (K02220)**

**48 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

48 Commerce Street was previously occupied by a two-and-a-half-story, five-bay, frame dwelling, built before 1885, which was demolished after 1979.

**K06973.112 (K02219)**

**46 Commerce Street**

**C. 1880**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Garage)**

46 Commerce Street is a two-and-a-half-story, historically three-bay, frame dwelling with a cross-gable roof, built in a vernacular Gable-Front-and-Wing style. The dwelling is clad in aluminum siding and sits on a cement block foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with aluminum trim. The door is metal with an oval 1-light and aluminum trim. A one-story, hipped roof, enclosed porch spans the full facade and wraps around to the southwest elevation. A two-and-a-half-story rear-ell extends from the southeast elevation. A one-story, shed roof addition projects from the southeast elevation and abuts the rear-ell.

The lot contains one outbuilding, a one-story, frame garage, featuring a side gambrel roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.

**K06973.113 (K02218)**

**44 Commerce Street**

**C. 1880**

**1 contributing resource (Dwelling)**

**1 noncontributing resource (Garage)**

44 Commerce Street is a two-and-a-half-story, three-bay, frame dwelling with a side-gable roof, built as a three-bay I-house. The dwelling is clad in aluminum siding and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by an interior brick chimney at the northeast gable end of the rear-ell. The windows are vinyl, 1/1 double-hung sash, with aluminum trim, wood crowns, and fixed, vinyl, louvered shutters. The door is metal, 6-panel, with aluminum wrapped trim and a closed-in transom. A one-story, flat roof porch, with a concrete floor, spans the full facade. It is supported by four chamfered, wooden posts and features

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

fretwork brackets and pendants. A two-and-a-half-story rear-ell extends from the southeast elevation.

The lot contains one outbuilding, a one-story, frame garage, featuring a front-gable roof sheathed in asphalt shingles, built c. 1980 to the southeast of the dwelling.

**K06973.114 (K02217)**

**42 Commerce Street**

**C. 1990**

**2 noncontributing resources (Multi-Dwelling, Shed)**

42 Commerce Street is a three-story, two-bay, frame multi-dwelling with a front-gable roof, built in a modern apartment building style. The building is clad in vinyl and brick veneer and sits on a poured concrete foundation. The roof is sheathed in asphalt shingles. The windows are vinyl, 1/1 double-hung sash, with vinyl trim. A metal balustrade is featured at both of the third-story bays. A three-story, front-gable roof section projects from the center of the facade and contains the entryway.

The lot contains one outbuilding, a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1990 to the northeast of the multi-dwelling.

**K06973.115 (K02216)**

**38-40 Commerce Street (The Quillen Building)**

**C. 1920**

**4 contributing resources (Commercial Building, Garages)**

The Quillen Building is a three-story, six-bay, frame commercial building with a front-gable roof, built in a False-Front Commercial style. The building is clad in aluminum siding, with a vinyl clad false-front at the roofline of the facade, and sits on a brick foundation. The windows are vinyl, 1/1 double-hung sash with 9/9 grilles, except the third bay window, which is wood, all with wood trim. The windows on the second- and third-stories are vinyl, 1/1 double-hung sash, with aluminum wrapped trim. The doors are wood, 1-light/1-panel, with 3-light transoms over the double doors and a 2-light transom over the single door, all with wood trim. An awning with slate shingles spans the full facade, sheltering the first-story bays. There are three wide concrete steps spanning the middle four bays.

The lot contains three outbuildings. A large outbuilding, addressed as 7 Hanley Street, is a two-story, cement block and frame garage and storage building, with a front-gable roof sheathed in asphalt shingles, built c. 1925 to the east of the commercial building. The second is a one-story, six-bay, cement block garage, featuring a shed roof sheathed in raised seam metal, built c. 1925 to the northeast of the commercial building. The third is a one-and-a-half-story, cement block and frame garage and storage building, with a front-gable roof sheathed in asphalt shingles, built c. 1925 to the northeast of the commercial building.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**K06973.116 (K02215)**

**Lot 38 Commerce Street**

**1 noncontributing resource (Vacant Lot)**

Lot 38 Commerce Street is the former site of the two-story, masonry, Reese Building, completed in 1915, which was demolished in 1979.

**K06973.117 (K02214)**

**22-24 Commerce Street**

**C. 1915**

**1 contributing resource (Commercial Building)**

22-24 Commerce Street is a two-story, five-bay, masonry building with a flat roof, built in a two-part commercial block form. The building is composed of brick and sits on a brick foundation. The double windows in the first and third bays are commercial 2-lights, flanking a center door, with metal frames. The window in the fourth bay is a commercial 1-light with metal framing. The door in the second bay is wood, 1-light/2-panel, with wood trim, and the door in the fifth bay is metal, full-glaze, with metal framing. A metal awning shelters the first through third bays. There is a closed-in transom over the fourth and fifth bays and an awning over the fifth bay. A one-story, flat roof addition extends from the southeast elevation.

**K06973.118 (K02213)**

**14 Commerce Street (The People's Bank of Harrington)**

**1938**

**1 contributing resource (Bank Building)**

The People's Bank of Harrington is a two-story, three-bay, masonry commercial building with a flat roof, built in an Art Deco style. The building is composed of brick and sits on a concrete block foundation. The roof is sheathed in rolled asphalt and features a parapet along the perimeter of the roof (except the rear), which is capped with cast-stone blocks with a ripple pattern. There is an interior brick chimney on the northeast elevation, between this building and 12 Commerce Street. The windows are metal, 12-light fixed, with brick jack arches. The double doors are metal, full-glaze, with a 1-light transom, flanked by 1-light picture windows. Decorative, cast-iron trim, painted gold, surrounds the door and extends to the second-story. The center bay is set into an iron panel bordered by cast-stone with a chevron motif. A bank deposit box is located at the northeast side of the facade.

**K06973.119 (K02212)**

**12 Commerce Street (W. A. Smith & Son Building)**

**1941**

**1 contributing resource (Commercial Building)**

The W. A. Smith & Son Building is a two-story, two-bay, frame building with a flat roof, built in a False-Front Commercial style. The building is clad in vinyl siding, with brick veneer on the facade, and sits on a cement foundation. The roof features a tiered parapet along the northeast

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

and southwest elevations and an interior brick chimney on the northeast elevation. The door in the first bay is metal, 9-light/2-panel, with wood trim and an arched transom. The door in the second bay is wood, full-glaze, with wood trim and flanked by double 1-light picture windows with metal frames. A one-story, shed roof addition extends from the southeast elevation.

**K06973.120**

**10 Commerce Street**

**C. 1970**

**1 noncontributing resource (Commercial Building)**

10 Commerce Street is a one-story, three-bay, frame building with a hipped roof, built in a False-Front Commercial style. The building is clad in vertical, raised-seam metal and sits on a concrete foundation. The roof, sheathed in asphalt shingles, features a false-front on the facade. The windows are fixed, octagonal 1-light with metal trim and canvas awnings. The door is metal, 2-light/2-panel, with metal trim.

**K06973.121 (K03038)**

**2 Commerce Street (Harrington Post Office)**

**1937**

**1 contributing resource (Post Office)**

The Harrington Post Office is a one-story, five-bay, masonry building with a hipped roof, built in a Colonial Revival style. The building is composed of brick and sits on a brick foundation. The building features a denticulated stone cornice and a water table trimmed with stone. The roof, sheathed in asphalt shingles, is pierced by one exterior brick chimney to the east between two rear additions. The windows are vinyl, 1-light/hopper, with 24-light grilles in the upper light and feature brick jack arches and stone sills. The door is metal, full-glaze, with metal framing, and flanked by a 1-light with 10-light grilles, with a 2-light transom with 6-light and 9-light grilles. A wide, cement landing with four concrete steps at both ends and metal railing spans the center three bays. A two-story, flat roof addition and a one-story, flat roof addition extend from the southeast elevation. A one-story, flat roof addition extends from the northeast elevation of the two-story addition.

**K06973.122 (K03037)**

**SE Corner of Clark and Hanley Streets (Railroad Signal Tower)**

**C. 1915**

**2 contributing resources (Tower, Train Car)**

**3 noncontributing resources (Sheds, Train Shelter)**

The Railroad Signal Tower is a two-story, one-bay, frame building with a pyramidal roof, built in a Craftsman style. The building is stuccoed and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by an interior, parged brick chimney. The north (front) facade is irregular and asymmetrical, featuring a single door sheltered by a one-story, shed roof enclosure. There are two wood windows, 12/1 double-hung sash, on the west elevation, wood trim and stone jack arches and sills.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The Railroad Signal Tower has four associated resources. The first is a one-story, frame shed, featuring a front-gable roof sheathed in asphalt shingles, built c. 1980 to the north of the tower. The second is a large, frame train car shelter, with a flat roof supported by eight wooden posts, built c. 2000 to the south of the tower. The third is a restored Pennsylvania Railroad car, located south of the tower and under the train shelter. The fourth is a one-story, frame shed, featuring a gambrel roof sheathed in asphalt shingles, built c. 1990 to the south of the tower.

**K06973.123 (K00354/K02258)**

**101 Delaware Avenue, Harrington Passenger Station**

**1877**

**5 contributing resources (Station, Freight House, Storage Buildings, Repair Shop)**

**2 noncontributing resources (Sheds)**

The Harrington Passenger Station is a one-story, six-bay, masonry building with a cross-gable roof, built in a Gothic Revival style. The building is composed of brick, with wood clapboard siding in the gables covering original cross-bracing. The roof, sheathed in asphalt shingles, features exposed, carved rafter tails and is pierced by one interior cement block chimney. Most windows are currently covered with vertical wood planks but appear to be wood, arched 1/1 double-hung sash. The door in the second bay is covered with vertical wood board, and the door in the fourth bay is wood, 3-light/2-panel. Each have transoms covered with vertical wood board. The windows and doors feature pointed brick arches and stone sills, with a sawtooth springing course and sill course extending around the perimeter of the building. A porch is created by deeply overhanging eaves and spans the full facade. It is supported by 10 cast iron posts on stone plinths.

The lot contains six outbuildings, two of which are one-story, frame sheds, featuring gambrel roofs sheathed in asphalt shingles, built c. 1990 to the north and south of the station. The four other outbuildings were built during the period of significance, though the build dates of three are unknown (but were likely constructed in close proximity to the construction of the passenger station in 1877 or soon after). The first is the one-story, frame Freight House, featuring a side-gable roof sheathed in asphalt shingles, built c. 1877 to the north of the station. The second is a one-story, frame storage building, featuring an asymmetrical front-gable roof sheathed in asphalt shingles, situated to the northeast of the station. The third is a one-story, metal building, featuring a front-gable roof sheathed in raised-seam metal, situated to the northeast of the station. The fourth is the one-story, frame Repair Shop, featuring a front-gable roof pierced by an exterior brick chimney and sheathed in asphalt shingles, situated to the northeast of the station.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### **Integrity Statement**

The Downtown Harrington Historic District retains integrity as a small railroad town that rapidly expanded, plateaued, and declined between 1856 and 1960. This evolution and growth is effectively conveyed by the extant commercial structures along Commerce Street, as well as the numerous residential dwellings in the district. Harrington was surveyed, and its streets platted, within a decade of the railroad's arrival (1856), and the street layout today is largely the same as it appeared during the late-nineteenth century.

The variety of architectural styles present in the district—which includes the Gothic Revival, Italianate, Queen Anne, Commercial, Art Deco, and Craftsman styles, among others—followed trends in building design that characterized small towns across the United States during this period.

While many of the storefronts in downtown Harrington have been altered over the years, for the most part, they are compatible with the original design of the buildings and the uses they served. Furthermore, some stylistic changes occurred during the period of significance (1856-1960) as building owners adapted to suit continually changing consumer tastes. The fact that many of the buildings continue to operate as small businesses means that the commercial character of the district has largely been preserved. Lastly, although new buildings have been constructed in the district over the last few decades, they have been designed in a manner that is sympathetic to, or that complements, the surrounding buildings.

Overall, very few major alterations have occurred to the residential buildings in the district. Some modern exterior upgrades have occurred, such as switching wood windows to vinyl windows, or the use of asphalt shingles as roofing material. Generally, however, the dwellings retain their form, massing, fenestration, styles, settings, and largely the building materials from the time of their construction.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
COMMERCE  
TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1856-1960

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Louis A. Simon

Joseph H. Steinacker

\_\_\_\_\_

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Downtown Harrington Historic District is eligible for listing on the National Register of Historic Places, at the local level, under Criteria A and C. It is eligible under Criterion A for its historical associations with important transportation and commerce trends in central Delaware. More specifically, the district is an example of a prominent railroad crossroads town representing development patterns associated with the arrival and growth of the Delaware Railroad. The Downtown Harrington Historic District is also eligible for listing on the National Register of Historic Places under Criterion C for its commercial and residential architecture, reflecting local, regional, and national trends during the late-nineteenth- and early-twentieth centuries. As the City of Harrington quickly expanded in the late-nineteenth century, the commercial and residential architecture within the boundaries of the historic district exemplified popular Romantic and Victorian styles, including Italianate, Gothic Revival, and Queen Anne. Vernacular buildings are also prevalent throughout the district and include two-part block and false-front commercial buildings, as well as three-bay and five-bay vernacular dwellings. As Harrington continued to prosper in the twentieth century, empty lots and older buildings were replaced with new Art Deco, Classical Revival, Colonial Revival, Tudor Revival, bungalow, and American Foursquare buildings. The most stylized architectural examples in the Downtown Harrington Historic District are represented by its banks, post office, churches, and railroad buildings, while utilitarian domestic outbuildings—especially garages—reflect the twentieth century growth of Harrington. As such, the architectural significance of the Downtown Harrington Historic District is closely tied to the commercial and industrial growth the city experienced from about 1870 through 1950. The period of significance begins in 1856, when the railroad line was constructed through Harrington (then a tiny hamlet called Clark’s Corner), and ends in 1960, when the last substantial commercial building was completed in downtown Harrington.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A:**

**A Transformative Moment: Samuel Harrington & the Arrival of the Railroad, 1830-1856**

The arrival of the Delaware Railroad in 1856 dramatically changed the trajectory of Harrington’s history—triggering the rapid expansion of industry, commerce, and population, and thus shaping downtown Harrington’s commercial and residential landscape. Before the arrival of the railroad, Harrington—then called Clark’s Corner—was a small hamlet at a crossroads (at modern day Railroad Avenue and Commerce Street), and reportedly only contained a house and tavern, with some other sparse settlement nearby. Yet the decision to include this crossroads on the Delaware Railroad’s north-south route through the state would quickly transform the small outpost into a booming commercial center.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Although the Delaware Railroad did not arrive in town until 1856, several decades of boosterism, fundraising, and planning preceded its actual construction. During the 1830s, the success of the Philadelphia, Wilmington & Baltimore Railroad (which ran east-west across Delaware's New Castle County), as well as William Strickland's well-publicized study of English railways in 1826, prompted Delaware's state legislators to begin their own plans for a north-south railroad line in Delaware. The benefits of such a railroad in the state were obvious. Of particular concern was Kent County's decreasing agricultural productivity and declining population, fostering an increased interest in opening both Kent and Sussex Counties to larger markets. In 1836, the Delaware state assembly passed "an act to incorporate the Delaware Railroad Company."<sup>8</sup> This act gave the Delaware Railroad Company the power to construct a rail line beginning at any point along the New Castle and Frenchtown Railroad (or Wilmington and Susquehanna Railroad), moving in a southward direction—as well as eminent domain to secure land and materials.

Despite the optimism surrounding the project, the railroad progressed slowly. Exploratory surveys showed the construction costs would be prohibitive. The railroad commission responded to vociferous opposition (based on the large cost) by pointing out that:

...lumber, grain and other products are waiting for decent inland transportation, and construction of the railroad will increase their value ten-fold...The railroad will create a new industry for the deforestation of the state, and the fertilizers brought in by the carrier will cause rich harvest of grain to succeed the forests which now cover that country...Massachusetts, Maryland, and Tennessee had all experienced such a revival; Delaware could expect the same.<sup>9</sup>

Clark's Corner, with its extensive farms, timber stands, and other raw materials—and being fairly isolated, near the line between Kent and Sussex Counties—was exactly the type of area the boosters had in mind. Such a place could be dramatically bolstered economically by access to broader markets.

The route of the railroad posed another problem. With the exact route yet to be determined, competing parties emerged to propose various paths for the railroad, some favoring the eastern part of the state and others urging a more western route. After much debate, which eventually involved four different factions representing four different proposed routes, a compromise was finally made. The route as it exists today—considered a geographic compromise located in the central portion of the state—was chosen on January 10, 1853. The inclusion of Clark's Corner (later Harrington) on the route may have been a fortuitous result of its central geographic location.

Samuel Harrington, a lawyer, judge, chancellor, and later President of the Delaware Railroad Company—as well as the namesake of the City of Harrington—was instrumental in getting the

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<sup>8</sup> Hugh Gibb, "The Delaware Railroad 1836-1857" (Master's Thesis, University of Delaware, 1965), 13.

<sup>9</sup> Gibb, 59.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

railroad constructed.<sup>10</sup> In 1849, he “picked up the torch and devoted the sixteen years remaining to him to the service of Delaware transportation” by “securing a revival of the dormant charter” for the railroad and advocating for it to finally be funded.<sup>11</sup> In 1851, Harrington, along with 93 prominent Kent County residents, successfully petitioned the state legislature to amend the 1836 act, allowing the railroad to be constructed in sections as funding became available. The Delaware Railroad was finally underway, and by 1856, most towns from Dover to Seaford (including Clark’s Corner) would see the completion of their portion of the rail line.

At the annual meeting of the Delaware Railroad’s board of directors in January of 1857, Samuel Harrington announced that the main portion of the railroad line was officially completed. Clark’s Corner, like many other towns, was during the previous year already benefiting from its railroad access.<sup>12</sup> Harrington announced at the meeting that during the previous 18 months, as construction continued, the railroad had already transported—at partial capacity—53,000 passengers, 350,000 bushels of grain, 200,000 bushels of lime, and 30,000 tons of merchandise.<sup>13</sup> This was an encouraging start, but Harrington cautioned members of the board to not become insular in their outlook and urged them to consider joining with the Philadelphia, Wilmington & Baltimore Railroad (PWB) to move the northern terminus of the line from the Dona River near Dover to a connecting line in Wilmington—both of which they soon did.<sup>14</sup>

The coming of the railroad was a catalyst for the renaming of Clark’s Corner. Railroad men alternately called the stop both Clark’s Corner and Milford Junction (or Junction Station), at times leading to confusion.<sup>15</sup> After much discussion, town leaders agreed to change the name from Clark’s Corner to Harrington in honor of Samuel Harrington, whose tireless work not only led to the completion of the railroad but also promised the town decades of prosperity.<sup>16</sup> On January 31, 1859, an act of the assembly passed codifying this name change, and Clark’s Corner was born again as Harrington.<sup>17</sup>

### **A District Representing Harrington’s Railroad Age: 1856-1930**

#### *Railroad Towns in Delaware*

The railroads in Delaware and throughout the country were powerful agents of change. The arrival of railroads created new towns, gave others a powerful economic boost, pulled market activity away from some, and even completely destroyed some towns bypassed by the tracks. One historian of early town development in Delaware suggests that “railroad companies created towns to serve as railroad stations and to provide a home for company employees,” and that

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<sup>10</sup> Greater Harrington Historical Society, *Mispillion Forest: A History of Harrington, Delaware and the Area, Vol I*. (Denton, MA: Baker Printing Company, 1987), 3.

<sup>11</sup> Gibb, VI.

<sup>12</sup> Greater Harrington Historical Society, 3.

<sup>13</sup> Gibb, 158.

<sup>14</sup> Gibb, 158.

<sup>15</sup> Greater Harrington Historical Society, 15.

<sup>16</sup> Greater Harrington Historical Society, 15.

<sup>17</sup> Greater Harrington Historical Society, 15.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

Harrington was one town “created as a direct result of the Delaware Railroad.”<sup>18</sup> Though writing about company-developed railroad towns in the western United States, geographer John C. Hudson’s observations about the dynamics of railroad landscapes apply to Delaware’s railroad towns, as well:

The railroads’ clear purpose in developing townsites was to promote and control business along the line. Every railroad that promoted agricultural settlement also tried to lure prospective business people to their new towns. There was little disagreement over how the system should perform: farmers expected that trade-center towns would be created, merchants expected that there would be a surrounding population to support the trade, and railroads did their part by replicating in the West that system of town-country settlement familiar to Americans . . . While anyone might promote business growth in towns along the line, the railroads had an interest in controlling it by limiting the number of stations. A regular spacing, at seven- to ten-mile intervals, discouraged subsequent entries by independent promoters.<sup>19</sup>

In Delaware, since the railroad company typically did not own much of the land adjacent to the stations, the railroad age spurred a new type of settlement pattern of spontaneous development that was, at least at first, unplanned and unsurveyed.<sup>20</sup> The town limits of these new railroad towns were frequently determined by a radius extending from the railroad depot, a powerful indicator of the central importance of the railroad to their development.<sup>21</sup> In fact, in 1869, when the City of Harrington was incorporated, the town limits were defined by measuring one-half mile in each direction from the railroad tank house (adjacent to the railroad depot).<sup>22</sup> Even the architecture defining the streetscapes in railroad towns was affected by the presence of the railroad, which often brought prefabricated architectural elements to town, which soon adorned houses and storefronts on main streets.<sup>23</sup>

Several other towns in Delaware—including Clayton, Townsend, Felton, Harrington, Wyoming, Cheswold and Delmar—were born of the Delaware Railroad, and a few of them have already been recognized by the National Register of Historic Places.<sup>24</sup> Wyoming (86003037), Townsend (86001029), and Bridgeville (94000361) all feature historic districts that explicitly derive their significance from the impact of the railroad on the growth of the community, commerce, and architecture.<sup>25</sup>

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<sup>18</sup> Karen Theresa Theimer, “Delaware’s Small Towns and Main Streets: Planning and Preservation” (Master’s Thesis, University of Delaware, 1998), 57.

<sup>19</sup> John C. Hudson, “Towns of the Western Railroads,” *Great Plains Quarterly*, Vol. 2, No. 1 (Winter 1982), 43.

<sup>20</sup> Theimer, 53-55.

<sup>21</sup> Theimer, 55.

<sup>22</sup> Greater Harrington Historical Society, 3.

<sup>23</sup> Theimer, 56.

<sup>24</sup> Theimer, 57.

<sup>25</sup> See National Register Nominations for Bridgeville, Townsend, and Wyoming: Peter E. Kurtze and Gabrielle Lanier, “Bridgeville Historic District,” National Register of Historic Places Nomination Form, Bridgeville Historical Society, Bridgeville, Delaware, March 9, 1994. Valerie Cesna and Hubert F. Jicha, III, “Townsend Historic District,” National Register of Historic Places Nomination Form, New Castle County Department of Planning, Newark, Delaware, May 8, 1986.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

*Harrington: A Railroad-Driven Landscape*

In these railroad towns in Delaware, including Harrington, the arrival of the train opened up new markets and stimulated new support industries and services adjacent to the train station. The agricultural sector benefited tremendously as grain and fresh food now could be delivered from Kent and New Castle counties to city markets within hours (and well before spoilage) on the rail lines—and to support these efforts, basket and crate manufacturers, as well as produce canneries, sprang up nearby.

Prosperity came quickly to Clark's Corner after the railroad opened for business. Historian J. Thomas Scharf wrote of the development of the town that "shortly after building the depot," the town "laid out a number of town lots," which were sold rapidly, and after only four years (around 1860), twenty new homes had been erected.<sup>26</sup> While the placement of the Delaware Railroad through Clark's Corner had already given the town its primary economic boost, just one year later, in 1857, the fortuitous arrival of a second line—the Junction and Breakwater Railroad—gave the town a second one.<sup>27</sup> This new railroad was an eastern spur or "branch" line, from the "junction" at Clark's Corner to the "breakwater" at the Atlantic Ocean, running through the town of Milford to the coastal resort towns of Lewes and Rehoboth. This rail line provided additional freight service, in addition to overland travel for vacationers. With this development, Clark's Corner was now the only Delaware railroad town that served as a junction with a railway serving the southeastern reaches of the state, making it an important connecting point. With the infusion of people and money after the creation of the two rail lines, Clark's Corner grew very quickly. The town was described in 1888 by Scharf as an "example of what enterprise, public spirit and energy will do. From nothing, comparatively, it [Harrington] has in thirty years grown to be one of the most important points on the Delaware Peninsula, and the principal railroad center south of Wilmington."<sup>28</sup>

*Early Growth: 1850s and 1860s*

Even by 1868, just a dozen years after the arrival of the first railroad, Clark's Corner had grown from a small hamlet to a thriving town with 31 buildings.<sup>29</sup> Seventeen of these 31 buildings fronted Commerce Street, nine of which were businesses.<sup>30</sup> One of these early buildings was the old railroad station, originally located near the site of the present-day interlocking tower. Located adjacent to the depot was the post office (which came to Harrington in 1857).<sup>31</sup> Two hotels—the Harrington Hotel and the Delaware Hotel—were located just yards away from the train station. An 1868 business directory lists three general stores, combination fertilizer stores and grain

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Susanne N. Fox, "Wyoming Historic District," National Register of Historic Places Nomination Form, Bureau of Archaeology and Historic Preservation, Dover, Delaware, February 18, 1987.

<sup>26</sup> J. Thomas Scharf, *History of Delaware, Vol 2: 1609-1888: Local History* (Philadelphia: Jas. Roberts Printing, 1888), 1180.

<sup>27</sup> Dover Public Library, *A Tricentennial View of Harrington: 1683-1983* (Dover: Dover Public Library, 1985), 21.

<sup>28</sup> Scharf, 1180.

<sup>29</sup> D.G. Beers, *Atlas of the State of Delaware* (Philadelphia PA: Pomeroy & Beers, 1868), Milford Hundred, "Harrington Inset."

<sup>30</sup> D.G. Beers, *Atlas of the State of Delaware* (Philadelphia PA: Pomeroy & Beers, 1868), Milford Hundred, "Harrington Inset."

<sup>31</sup> Scharf, 1180.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

brokers, lumber brokers, a carriage and wagon store, and an ice cream shop. These businesses collectively signal that the Kent Countians who had petitioned for the railroad were correct—that there was a need to provide transportation for farm products, harvested lumber, and goods overland, and the fact that the merchants of Clark’s Corner were buying and selling fertilizer, lumber, and grain indicates that the earliest industries supported by the railroad were extractive and agricultural enterprises.

*Rapid and Sustained Development of Harrington: 1870-1930*

While little survives on the landscape from the earliest development of the town, including the old railway station, the second wave of building and rebuilding during the late-nineteenth century and early-twentieth century demonstrates the continued prosperity of the town—and much of the historic district today represents this era of building activity. As Harrington expanded, and as industries changed and more businesses arrived, earlier (sometimes impermanent) structures were replaced, often with more permanent, and in some cases architecturally grander, buildings.

Perhaps a highly symbolic example of this replacement was the erection of the new Philadelphia, Wilmington & Baltimore Railroad passenger station. After the completion of the Junction and Breakwater line, the PWB relocated the station and built a new brick depot in 1877 (.123). Not only was this new building stylish, built in a Gothic Revival style, but the station was also grander than many other stations along the lines, marking its importance as a junction between two different railroad lines. The stations at Wyoming, Felton, Bridgeville, and Seaford are all brick, one-story, five-bay, hipped roof buildings, without significant stylistic embellishments. The station at Greenwood has a similar form but is constructed of frame. Harrington’s Station, while still a simple rectangle in form, features a hipped roof with overhanging, cross-gable eaves to create a large porch for waiting passengers. These cross-gables, historically, featured fancy butt shingles and stick style woodwork. Additionally, the station features bands of brick, spanning three courses, at a 45-degree angle at the sill and lintel of the lancet windows. This highly designed station would have been a symbol of the importance of Harrington and a visual cue to riders that they had reached a key nexus in their travels.

By 1885, the first year a Sanborn Fire Insurance map was published for the town of Harrington, 70 *new* buildings had been constructed since 1868. There was then a total of 101 buildings in town—represented by 55 dwellings and, remarkably, an almost equal number of commercial structures (46), a clear indication that Harrington was a business town. The dwellings were mostly constructed along Commerce Street south of Dorman Street and along the newly-platted Fleming Street. The commercial buildings were located along Commerce Street, Clark Street, Mechanic Street, and Cains Alley.

Unsurprisingly, as the railroad continued to prosper, a wider variety of businesses and industries located their operations in Harrington. In addition to expected commercial enterprises, like general stores and druggists, an 1890 directory lists several new industrial pursuits that came to the city. Joining the previously established industries of lumber and grain brokers were a brick maker, a crate manufacturer, a publisher, a phosphate manufacturer (fertilizer), building

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

contractors, and cabinet makers.<sup>32</sup> Clearly, these industries helped serve the burgeoning population and construction boom that was still flourishing during the late-nineteenth century. With a diverse and growing population, Harrington also boasted three churches by 1890, representing three different denominations—Methodist, Episcopal (.057) and Presbyterian—although the early Methodist and Presbyterian churches are no longer extant. By 1888, the first bank had been erected in Harrington at 1 Commerce Street (.079). Additionally, three other commercial structures built in the 1880s are also extant. A two-story, frame barbershop (.075) was built at the corner of Mechanic Street and Railroad Avenue, built c. 1880. Two, two-story, brick commercial buildings, 22-24 Commerce Street (.117) and 29 Commerce Street (.088), were also constructed c. 1880.

The number of business and industries remained constant into the early-twentieth century. In 1904, there were 53 commercial structures, still located mostly along Commerce Street. According to fire insurance maps, the majority of these buildings were frame, two-story buildings. Almost one-fifth of these buildings were general stores or dry goods stores. Other types of businesses included carriage shops, bakeries, barbers, blacksmith shops, butchers, millineries, a bank, a cobbler, and other common early-twentieth century stores.<sup>33</sup> The 1908-1909 directory has 90 entries—a dramatic spike up from the 16 entries listed in the previous directory from 1890.<sup>34</sup> Besides retail and services, access to the railroad continued to attract industry to Harrington. In addition to the commercial stores, in 1908 there was a saw mill, a wholesaler of lumber, a flour mill, a keg stave manufacturer, basket makers, a horse dealer, an ice manufacturer, a fruit packager, and several canneries.<sup>35</sup> Three of the commercial structures added to Commerce Street between 1890 and 1908 include 17-19 Commerce Street (.084), 21 Commerce Street (.086) and 25-27 Commerce Street (.087). Additionally, the two-story, false-front, frame store at 1 Dorman Street (.020) was also built during this time.

### *The Big Three Railroad Industries: Canning, Baskets, and Lumber in Harrington*

As predicted by Samuel Harrington, the railroad had galvanized logging in the Mispillion forest around Harrington, and the newly-cleared land (now enhanced with fertilizers imported on the railroad) bore plentiful harvests. These widespread lumbering and farming enterprises around Harrington gave rise to three key industries in the city—canning, basket and crate manufacturing, and milling. While many of these industries were located on the periphery of town, often outside the historic district, they played a key role in the economic development around the railroad that fueled the general growth of downtown Harrington.

### *Canning*

Around Harrington, new farming techniques and imported fertilizers gave the once unproductive soils new life, as farmers produced large amounts of fruits, vegetables, and grains. Yet these

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<sup>32</sup> *Delaware's Industries: An Historical and Industrial Review* (Philadelphia: Keighton Printing House, 1891), "Harrington- Kent County," 152-153.

<sup>33</sup> Sanborn Map Company, Harrington, Kent County, Delaware, September 1904. New York: Sanborn Map & Publishing Co, 1904. "Digital Sanborn Maps: Delaware". <<https://library.udel.edu/databases/sanborn/>>

<sup>34</sup> Harrington in 1908-1909

<sup>35</sup> "Harrington in 1908-1909," (Manuscript, Greater Harrington Historical Society. *General History Collection*, 1925), 1.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

products required a market beyond Harrington and a reliable way to transport them. Thus, the need for preserving the produce for shipment became pressing. In response, entrepreneurs established canneries in Harrington.

Prior to the establishment of dedicated canning spaces, the process was completed as “piecework” with discrete tasks often being completed by individuals at their homes or farms.<sup>36</sup> It is unclear exactly when the first organized canning operations began in Harrington. By 1891, there was one cannery, J.C. Reed, in operation, and a second cannery, the uncompleted Fleming and Company Cannery—which was located on the rail line, a prime location for a business looking to ship their packaged products. Within the span of six years, a third cannery was established—perhaps indicating the peak of the canning industry in Harrington. However, by 1904, there were only two canneries in the city, which (based on Sanborn maps) seems to have been the general case well into the twentieth century, though different companies came and went, and the number changed frequently.

The rapid opening and closing of different cannery companies, especially smaller ones, was largely due to how the industry operated—reacting to ebbs and flows in the market. In most cases, a city or town had one cannery that held monopolistic control over the industry. In the case of Harrington, the Fleming and Company Cannery—a company that also ran a gristmill and sawmill—opened sometime before 1891 and successfully operated until about 1919, around which time it became the Harrington Cannery, and then finally the Vance cannery by 1930. Two extant structures (and the ruins of another) from this company can be seen at the corner of North and Weiner Streets (outside of the historic district), where the factory continuously operated for a total of more than fifty years. Four smaller canneries entered the market between 1891 and 1904, as was common, and by 1919, four canneries operated simultaneously. Statewide, these smaller factories operated during times when canned produce prices were booming and would shutter when prices fell.<sup>37</sup> The Harrington canneries were no exception. Additionally, one history notes that a fruit evaporator appeared in the city by 1925 and employed an additional 75 individuals, processing 75,000 pounds of fruit each year.<sup>38</sup>

### *Basket and Crate Manufacturing*

In the earliest stages of railroad shipping, the rails provided distributors with the ability to send both canned and fresh produce to new markets. In order to safely ship the uncanned produce, basket factories were developed in Harrington, likely drawing on the continuing lumber harvests nearby. The 1870 census lists James Money as a basket and hoop maker, with two additional individuals making hoops, as well. It is unclear where these products were manufactured. One of the earliest canneries in Harrington, J.C. Reed, placed an advertisement in the 1884-1885 Delaware State Directory for their peach baskets and berry crates, revealing the multidimensional nature of their packaging and shipping business.<sup>39</sup> Baskets were used to

<sup>36</sup> Rebecca J. Siders, Dean A. Doerrfeld and David L. Ames, *The Canning Industry in Delaware, 1860 to 1940+/-: A Historic Context* (Newark: Center for Historic Architecture and Design, 1993), 139.

<sup>37</sup> Siders, Doerrfeld and Ames, 50.

<sup>38</sup> *History of Harrington to 1925*, (Manuscript, Greater Harrington Historical Society. *General History Collection*, 1925), 4.

<sup>39</sup> Dover Public Library, 16.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

harvest and transport produce from farms to canneries, as well as to ship unprocessed produce in bulk from Harrington via rail.

The Franklin Brothers Crate and Basket Manufactory appears on the 1885 Sanborn map, at the corner of Milby and Wiener Streets (now Hanley and E. Mispillion Streets).<sup>40</sup> The complex contained a building for manufacture of baskets, as well as a long basket shed across the street. The company closed by 1919, and some of the structures which are still extant are subsumed by the I.D. Short & company. They retained the long basket shed for use as a lumber shed and the manufacturing building for use as a warehouse. They also constructed the still extant lumber shed at 25 Hanley Street.

The closing of the Franklin Brothers basket company in 1919 created a void in the market. The A.C. Credick Basket Manufacturer opened on the eastern side of the tracks at Mill Street and Ward Street within a few years. It is unclear when this company closed, but it was later demolished and replaced by Quillen Shopping Center.

### *Milling*

Lumber milling—and to a lesser degree, grist milling—grew significantly during this period, quickly expanding as the forests around Harrington were harvested, leading to more farming of the newly-cleared land, especially as fertilizers and other agricultural improvements were made available. Small scale lumber mill operations were among Harrington's earliest commercial activities, but, as predicted by Samuel Harrington, the demand for lumber increased tremendously with the arrival of the railroad, which could access almost limitless new markets for building materials. It is estimated that, at peak production, Harrington's sawmill processed 6000 feet of lumber per day.<sup>41</sup> Since there were no major rivers to harness for waterpower, the mills were first powered by steam. Today, the only intact portion of town representing this industry is the I.D. Short and Company Lumber, Coal and Building Material Mill at the corner of Hanley and E. Mispillion Streets. The site retains its two corn houses, storage shed, two lumber sheds, office, mill warehouse and the pathway from Hanley Street to the railroad tracks.

Throughout Harrington's history, it appears that there were only two grist milling operations, the E. Fleming Gristmill and the C.D. Murphy Grist Mill, which closed by 1925.

### *The Peak Years for Downtown: Harrington's Business Scene in the Early-Twentieth Century*

In addition to its major railroad-associated industries, Harrington's downtown commercial scene was strong during the first decades of the twentieth century. Indeed, in 1919, evidence suggests commerce and industry in Harrington was still on the upswing. At that time, 76 businesses were located in Harrington (up from 53 just 15 years earlier)—including a refinery, a combination sawmill/basket factory, a newly-constructed fire company, four canneries, two flour mills, a concrete block manufacturer, a lumber yard (.108, .109), a new shirt factory (.080) and a creamery. New types of businesses also sprang up along Commerce Street as technology

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<sup>40</sup> Sanborn Map Company, Harrington, Kent County, Delaware, May 1885. New York: Sanborn Map & Publishing Co, 1885. "Digital Sanborn Maps: Delaware". <<https://library.udel.edu/databases/sanborn/>>

<sup>41</sup> History of Harrington to 1925, 4.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

changed in the twentieth century. Several commercial garages were located on the alleys or side streets adjacent to Commerce Street, and a “moving pictures” (movie) theater opened for business sometime between 1910 and 1919. Other types of commercial operations persisted along Commerce Street, including commercial staples such as grocery stores (10 in total), butchers, bakeries, cobblers, milliners, and ice cream parlors.<sup>42</sup> Additionally, Harrington was now home to seven churches, up from three in 1890 (Trinity Church at 63 Commerce St (.093) was one of these new additions).

Additionally, the PW&B railroad continued to make improvements to their lucrative depot in Harrington, with two notable upgrades. In 1902, the railroad installed a manual block signal.<sup>43</sup> This signal was controlled manually, alerting inbound trains to the fact that another train was on the “block” of tracks ahead. This technology was soon consolidated into one building, often at a key junction, called an interlocking station. In 1915, an interlocking station (.122) was added to the PW&B complex in Harrington.<sup>44</sup> Now, instead of several signalmen having to change multiple signals along a rail line, now levers could be pulled remotely by one signalman from an interlocking tower.<sup>45</sup> Harrington’s interlocking tower is a rare surviving example, as these structures became obsolete once lever signals were replaced with electronic signals.

As industry and commerce boomed in Harrington, the material fabric of Commerce Street began to change. Early frame buildings were replaced with permanent and fireproof materials like concrete block and brick. Both of the new buildings at 3 Commerce (Sherwin-Jaller Shirt Factory) and 63 Commerce (Trinity Church) replaced earlier frame structures. The Sherwin-Jaller Shirt Factory was built on the site of a one-story, frame ice cream store, while Trinity Church moved from a previous location on Mechanic Street (this structure was later replaced by the fire station in 1926) to their new prominent location at the corner of Commerce and W. Mispillion Streets.

Harrington continued to grow in the 1920s and likely continued to expand until the Great Depression, and in the process, carried on the trend of replacing earlier commercial buildings, often with more substantial, permanent buildings. By 1931, Harrington had 97 businesses, up almost 27% from 1919.<sup>46</sup> The industries located in Harrington included a refinery, a basket factory, an ice company, a flour mill, a shirt factory, a cannery, a fertilizer manufacturer, a lumber mill, a creamery, and a packing house. Several new buildings were constructed in the Downtown Harrington Historic District between 1919 and 1931. Two new banks were built—the People’s Bank at 14 Commerce Street (.118) was constructed in the Art Deco style in 1938, while the First National Bank at 7 Commerce Street (.082), moved one block south from its

<sup>42</sup> Sanborn Map Company, Harrington, Kent County, Delaware, August 1919. (New York: Sanborn Map & Publishing Co, 1919) "Digital Sanborn Maps: Delaware". <<https://library.udel.edu/databases/sanborn/>>

<sup>43</sup> Coverdale & Colpitts, 361.

<sup>44</sup> Coverdale and Colpitts, *The Pennsylvania Railroad Company: The Corporate, Financial and Construction History of Lines Owned, Operated and Controlled to December 31, 1945, Volume II: Lines East of Pittsburgh*, (New York: The Pennsylvania Railroad, 1946), 361.

<sup>45</sup> "Interlocking Towers." American-Rails.com. Accessed August 15, 2018. <https://www.american-rails.com/interlocking.html>.

<sup>46</sup> Sanborn Map Company, Harrington, Kent County, Delaware, August 1919. (New York: Sanborn Map & Publishing Co, 1931) "Digital Sanborn Maps: Delaware". <<https://library.udel.edu/databases/sanborn/>>

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

original location at 1 Commerce Street (.079) to build the grander, stone-faced, two-story building in 1927. The Quillen Building at 38-40 Commerce Street (.115), which for a period housed the post office, was built c. 1920. New civic buildings were also erected during this period, including the new brick fire house, built c. 1926, and the New Century Club at 103 Dorman Street, constructed c. 1925. The post office was relocated from the Quillen Building to a purpose-built new post office at 2 Commerce Street (.121) in 1936. Two other buildings along Commerce Street were erected in the 1940s, including 12 Commerce Street (.119), built in 1941, and 16 Fleming Street (.052), originally an insurance building, constructed c. 1945. Largely, these new additions along Commerce Street replaced earlier frame structures with larger, higher-style, masonry buildings.

### *Shirt Manufacturing*

Harrington's industrial enterprises also continued to evolve. By the early-twentieth century, shirt manufacturing companies began appearing. Harrington's shirt factories, Sol Edmund Company and Harrington Shirt Company, arrived in the mid-1920s (period newspaper articles mention both companies as early as 1925). In the early-1930s, the Sherwin-Jaller Shirt Factory opened at 3 Commerce Street and operated through the late-1960s. The timing of these operations aligns with a period in which many clothing manufacturers were relocating to Delaware to take advantage of tax exemptions, special power rates, 10-hour days for women employees, and freedom from labor agitation.<sup>47</sup> The Sol Edmund Company constructed a large factory, located outside of the district at what is now 51 Clark Street, around 1937. The company employed mainly women and, as part of their benefits, offered employees an hour-and-a-half of personal sewing time on Friday evenings.<sup>48</sup> The company soon divested and sold the factory to Ace Manufacturing Company in 1939.<sup>49</sup> Harrington Shirt Company was founded in 1925 and also specialized in the manufacture of shirts for men. They were one of the last manufacturing operations within the city.<sup>50</sup>

### *Dress Manufacturing*

Dress manufacturing, the final large industry to reach Harrington in the early-twentieth century, began in 1940. Ace Manufacturing Company specialized in dresses for women and children, capitalizing on the rapidly growing female ready-to-wear market that developed between World War I and World War II. This shift in market demand occurred at a time when women were entering the workforce in droves, had a need for cheaper clothing, and had income to spend on said clothes.<sup>51</sup> Ace employed up to 150 women and operated in Harrington until 1978.<sup>52</sup>

## **The Rise of the Automobile & Harrington's Decentralization: 1930-1960**

<sup>47</sup> Works Progress Administration, 354-355.

<sup>48</sup> "Firm will Open Harrington Plant," *The News Journal* (Wilmington, DE), August 15, 1938.

<sup>49</sup> "Firm will Open Harrington Plant," *The News Journal* (Wilmington, DE), August 15, 1938.

<sup>50</sup> Jim Flood, "Harrington: Railroad Town with Shortage of Trains," *The News Journal* (Wilmington, DE), July 23, 1960, 17.

<sup>51</sup> Nancy L. Green. *Ready-to-wear and Ready-to-work: A Century of Industry and Immigrants in Paris and New York*, (Durham: Duke University Press, 1997), 26.

<sup>52</sup> Merritt Wallick, "Giant Candles are Manufacturer's New Bailiwick," *The News Journal* (Wilmington, DE), December 29, 1978, 4.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### *The Railroad Leaves the Station*

Passenger rail service began to be supplanted by car travel as early as the 1910s in Delaware. By 1922, the DuPont Highway—the first highway to span the entire length of the state of Delaware—was completed, signaling that both people and goods could now travel easily across the state by road instead of by rail.<sup>53</sup> Despite the promising growth that occurred in Harrington in the 1920s, decline was clearly evident by 1940—perhaps unsurprising after it weathered the Great Depression. By 1940, the number of businesses had decreased to 85 (down 12 from 1931), despite a 16% population increase.<sup>54</sup>

Yet as the automobile boom continued in post-World War II America, the railroad all but busted. Unfortunately for downtown Harrington, the restructuring of the American commercial landscape toward highway transportation was felt deeply, as so much of the economy and commerce in town was oriented toward the railroad. While the reduction in rail services was gradual, the first blow came to Harrington when, in 1949, passenger service was discontinued by the Delaware, Maryland, and Virginia Railroad (the new entity in charge of the rail service).<sup>55</sup> The shipment of freight and produce soon took the same route as people. Writing in 1949, a local historian noted that “Most of [Harrington’s] farm products are shipped to Wilmington, Philadelphia and New York by truck,” and “most of the fluid milk, formerly shipped by train, is now sent by truck to Wilmington and eastern cities.”<sup>56</sup> In 1960, *The Delaware News Journal* ran a story with the headline “Harrington: A Railroad Town With Shortage of Trains.” The story describes that Harrington was already in decline by 1960, noting that “good roads have hurt the town.” The formal discontinuation of the freight service to Harrington soon followed, and by the mid-1960s, Harrington no longer served as a “Division Point.” With these stoppages of service, the remaining railroad jobs left town.<sup>57</sup> One last ditch effort was made to revive rail service in town—in 1965 a new commuter rail service was established, but it only lasted six months.<sup>58</sup>

### *Harrington’s Commerce Migrates to the Periphery*

Like that of most American cities and small towns, the commercial decline in Harrington was tied to the rise of the automobile. Since World War II, the man-made American landscape has been transformed—commercial, residential, and industrial structures have been redesigned and relocated to fit the needs of the motorist rather than the pedestrian.<sup>59</sup> One of the most profound changes in the landscape was the relocation of commercial activities from the central business district to suburban outposts. These new commercial buildings, often called “strip malls,” “neighborhood markets,” or “shopping strips,” were constructed as early as the 1920s and were designed to serve vehicular rather than pedestrian traffic. Instead of being in central business districts, strip malls were located on bypass roads which encouraged motorists to patronize these

<sup>53</sup> William Francis and Michael C. Hahn, *The DuPont Highway*, (Charleston: Arcadia Publishing, 2009), 4.

<sup>54</sup> 1940 U.S. Federal Census, Kent County, Delaware for Mispillion Hundred.

<sup>55</sup> Dover Public Library, 28.

<sup>56</sup> Greater Harrington Historical Society, 28.

<sup>57</sup> Dover Public Library, 28.

<sup>58</sup> Dover Public Library, 28.

<sup>59</sup> Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States*, (New York: Oxford University Press, 1985), 269.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

new buildings on the outskirts of town.<sup>60</sup> Key characteristics of these new commercial spaces have been identified by prominent architectural historian of the “recent past,” Richard Longstreth. He states that these commercial centers consist of “about eight to twenty units, with a [super] market as its anchor tenant and a drug store as a major support,” coupled with a large parking lot in the front of the stores.<sup>61</sup> These new commercial spaces were designed to accommodate between 3,000 and 15,000 shoppers who lived nearby or who frequently passed the premises.<sup>62</sup>

Harrington received its own strip mall in 1955, when Quillen’s Shopping Center opened at the corner of Clark and East Streets.<sup>63</sup> The new shopping center included six retail spaces including an Acme Supermarket as the anchor store, a bakery, a pharmacy, two clothing stores, and a swing-space that was initially used as a toy store.<sup>64</sup> The new building was designed to not only serve the residents of Harrington but several other neighboring communities, as well, including Viola, Felton, Frederica, Milford, Houston, Lincoln, Ellendale, Greenwood, Bridgeville, Farmington, Burrsville, Denton, Greensboro, and Goldsboro in Maryland.<sup>65</sup> This plan to draw shoppers to Quillen’s Shopping Center signaled the decline of not only the commercial business district in Harrington but that of many other adjacent communities, as well. Shoppers now preferred to visit fewer stores, oftentimes just one supermarket for their shopping needs, and wanted an easy and convenient location to park their cars.

Despite the introduction of Quillen’s Shopping Center, Commerce Street still vied for retail business. In fact, Taylor’s Hardware Store, at 41 Commerce Street (.091), was constructed in 1960 (on the site of several earlier retail spaces), in hopes of drawing customers back downtown. Unfortunately, this endeavor was ultimately unsuccessful, as more and more shopping centers developed in the region, including the indoor Blue Hen Mall of Dover in 1968—the first enclosed mall south of New Castle County in Delaware.<sup>66</sup>

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<sup>60</sup> Jackson, 258.

<sup>61</sup> Richard Longstreth, *The Drive-In, The Supermarket, and the Transformation of Commercial Space in Los Angeles, 1914-1941*, (Cambridge: MIT Press, 1999), 133.

<sup>62</sup> Longstreth, 133.

<sup>63</sup> “New Harrington Shopping Center Opening to Give Life to Dream of Handicapped Man,” *Every Evening* (Wilmington, DE), November 3, 1955, 1.

<sup>64</sup> “New Harrington Shopping Center Opening to Give Life to Dream of Handicapped Man,” *Every Evening* (Wilmington, DE), November 3, 1955, 4.

<sup>65</sup> “New Harrington Shopping Center Opening to Give Life to Dream of Handicapped Man,” *Every Evening* (Wilmington, DE), November 3, 1955, 4.

<sup>66</sup> Jayne Gest, “Blue Hen Corporate Center Loses One More Tenant,” *Dover Post*, June 17, 2009. Accessed August 15, 2018. <http://www.doverpost.com/article/20090617/NEWS/306179995>.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

## **Criterion C: Architecture**

### **Romantic Architecture**

The Romantic movement was, to some degree, a rebellion against a century of strict adherence to classical forms, exemplified by the Georgian, Federal/Adam, and Greek Revival styles of the eighteenth and early-nineteenth centuries. The movement reacted against the symmetry, balance, and order of classical designs by advancing an aesthetic that was often asymmetrical, irregular, and more picturesque—appealing less to the mind (reason) and more to the heart (emotion). It reflected a desire for greater freedom of architectural expression and for more organic, complicated building forms that were often intended to complement their natural setting. Many of the Romantic architectural styles owe their popularity to pattern books advanced by leading architects like Alexander Jackson Davis and especially Andrew Jackson Downing. Downing published several influential design books including *Rural Residences* (1837), *Cottage Residences* (1842), and *The Architecture of Country Houses* (1850), which promoted the Gothic Revival and Italianate styles.

### **Gothic Revival**

The Gothic Revival style was fashionable nationally in America from the 1840s through the Civil War but persisted locally in Harrington through the 1870s. Buildings constructed in the Gothic Revival style are characterized by picturesque, asymmetrical massing, varied building heights, and are usually elaborately ornamented. Exterior ornamentation emphasizes steeply-pitched gables, or cross-gables, which were often ornamented with elaborate, scroll-sawn vergeboards. Another hallmark of the Gothic Revival style is pointed arches (lancets) at the tops of windows and doors.

The earliest known extant residential buildings are located along Commerce, Dorman, and Fleming Streets. Most of these early dwellings exhibit several similar characteristics—they are constructed of wood frames, two- to two-and-a-half-stories in height, and are predominately three-bays across the front, and one-bay deep, though there are a few five-bay variants among the earliest dwellings. Some of these three- and five-bay dwellings display front-facing, central cross-gables with lancet windows, derived from the Gothic Revival style. Notable domestic examples of this vernacular interpretation of Gothic Revival include 50 Commerce Street (.110), 10 Dorman Street (.023), and 116 Fleming Street (.060). The houses at 50 Commerce Street and 116 Fleming Street are both two-story, five-bay, center-entry, frame dwellings with Gothic Revival cross-gables. 10 Dorman Street is representative of the three-bay, side-passage variation, though it is also a two-story, frame dwelling with a Gothic Revival cross-gable.

The Gothic Revival style was also a popular stylistic choice for churches, emulating in a fanciful way the medieval architecture of European cathedrals and parish churches. High-style elements such as crenellated, castle-like towers, parapets, and tracery windows were common, as well as lancet windows and pointed-archway entry doors. A distinctive subcategory of the Gothic Revival style, the Carpenter Gothic, was also a popular type of church architecture. The exteriors feature vertical board-and-batten wood siding, the same Gothic arches, and incised wooden trim.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

The two churches located in the Downtown Harrington Historic District reflect the Gothic influence—one is constructed in a Gothic Revival style and the other in a Carpenter Gothic style. Trinity United Methodist Church (.093), built c. 1900, is a brick building that displays classic lancet-shaped openings and an imposing bell tower. St. Stephen's Protestant Episcopal Church (.057), built in 1876, is individually listed on the National Register of Historic Places (14000825) for its vernacular interpretation of the Carpenter Gothic style.

The Harrington Passenger Station (.123), built in 1877 by the Philadelphia, Wilmington and Baltimore Railroad, also draws influence from the Gothic Revival style. It is one-story and constructed of brick, with tall, narrow windows and doors situated beneath pointed brick arches. Its hipped roof, with exposed, carved rafter tails and deeply overhanging eaves to shelter waiting passengers, features a center cross-gable on each elevation, originally with ornamental cross bracing, which is now covered with wood clapboards. A sawtooth brick springing course and sill course run around the perimeter of the building.

### Italianate

The Italianate style, popular from the 1850s through the 1880s, found design inspiration in medieval farmhouses located in the Italian countryside. Since the Italianate style was easily adaptable to many building shapes and forms, it became a popular stylistic choice for urban and rural dwellings, as well as commercial structures. In fact, the Italianate style was often the stylistic choice for many mid- to late-nineteenth century commercial buildings throughout American towns. Downtown streetscapes of this era are marked by a continuous line of distinctive, bracketed cornices with wide, overhanging eaves, and tall, narrow windows, which are often adorned with pediments or crowns.

The Downtown Harrington Historic District does not have any examples of Italianate residential buildings; however, one of the earliest extant and most stylized commercial buildings in town was built in this style. The original First National Bank (now Community Christian Church), located at 1 Commerce Street (.079) and built in 1888, is constructed of brick in a transitional Italianate style with Queen Anne influence. It features a hipped roof with a wide cornice, including brick corbelling suggesting brackets, with a large, projecting, front-gable portico with a wide, decorative cornice. Situated on a corner lot, the building's northeast elevation towards Mechanic Street features a projecting window pediment with fancy-butt shingles.

### Victorian Architecture

The Victorian Period spanned the second half of the nineteenth century, during the reign of Britain's Queen Victoria, after whom the period is named. This was the era in American architecture known for intricate and highly decorative styles such as the Second Empire, Romanesque Revival, Queen Anne, Stick/Eastlake, Shingle, Renaissance Revival and Chateausque. This period was a time of growth and change in America due to technological advancements like the development of balloon framing and factory-built architectural components. These types of improvements made it easier to build larger, more complex and more decorative structures. This was coupled with the large-scale expansion of the railroad system nationwide, which allowed building and architectural products to be shipped cross-

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

country at more reasonable costs. As such, high-style architectural elements could be added to more modest or otherwise vernacular structures.

### Queen Anne

Two types of late-nineteenth century Victorian dwellings are found throughout the Downtown Harrington Historic District—the Queen Anne style and the vernacular form of the Gable-Front-and-Wing dwelling (also called Upright and Wing, or asymmetrical Queen Anne farmhouse). The Queen Anne style was derived from English medieval styles like Elizabethan and Jacobean and is characterized by asymmetrical plans and massing. The exteriors display a wide variety of surface treatments, textures, and colors. This is often paired with elaborate decorative trim, sometimes achieved through fancy-butts shingle work, brickwork, or a mixture of the two. One of the most identifiable features of the Queen Anne style is the irregular roofline, often featuring multiple steep gables, turrets, or towers. The façades of these dwellings often have projecting bay windows, wrap-around porches, and a variety of window types and sizes. Later Queen Anne style buildings usually appear to be somewhat simplified in comparison with earlier examples of this style—namely the buildings retain their asymmetrical plans and massing, but the exterior is stripped of most of the surface detail. In the Downtown Harrington Historic District, there are numerous examples of the Queen Anne style, the majority of which (eight out of ten) are located on Commerce Street. Houses at 107 (.096), 109 (.097), 111 (.098), 113 (.099), and 115 (.100) Commerce Street show a variety of Queen Anne forms, rooflines, porches, windows, and architectural ornamentation. Together, these dwellings along Commerce Street make up the best stylistic representations of the Queen Anne style found within the Downtown Harrington Historic District.

Gable-Front-and-Wing, as the name implies, is a building form that features a front-gable section, with an attached side-gable wing. The front-gable sections of these dwellings are usually two- to two-and-a-half-stories in height, with the wing being the same height or sometimes a half-story shorter. In the Downtown Harrington Historic District, these houses were constructed of frame and occasionally display Victorian exterior trim. On the interior, the space is laid out as either a T- or L-plan. Six examples of this form are found within the district's boundaries and include 17 Dorman Street (.016), 115 Dorman Street (.010), 116 Dorman Street (.030), 117 Fleming Street (.044), 120 Fleming Street (.062), and 122 Fleming Street (.063).

Generally, the Queen Anne style houses are larger than the Gable-Front-and-Wing dwellings in the Downtown Harrington Historic District. Additionally, the Queen Anne houses are primarily located along the main streets in Harrington, like Commerce Street, while the Gable-Front-and-Wing dwellings are located on secondary or tertiary streets. No instances of Gable-Front-and-Wing dwellings are found on Commerce Street. Both the Queen Anne style and the Gable-Front-and-Wing form were immensely popular building choices outside of the district's boundaries, especially along Commerce Street, south of E. Milby Street.

### Eclectic Architecture

Succeeding Victorian styles in America were a group of architectural styles referred to collectively as the Eclectic movement. Usually grouped into this category are a variety of

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

revival styles, including Colonial, Neoclassical, Tudor, French, Italian Renaissance, Mission, Spanish and Pueblo revivals.<sup>67</sup> The Eclectic movement began at the tail end of the nineteenth century, when European-trained architects began designing high-style, high-profile, period houses for wealthy clients.<sup>68</sup> This trend of fashioning period style buildings (whatever the period) gained mainstream momentum in America at the 1893 World's Columbian Exposition in Chicago, where historical interpretations of European styles were promoted.<sup>69</sup> The Eclectic movement, with its variety of architectural styles, was one of the most diverse and exciting periods of domestic architecture in American history, with dozens of architectural styles to choose from. These Revival styles remained popular in America through the 1920s and 1930s, when the Eclectic movement was fully eclipsed by Modern and later Postmodern styles.

### Colonial Revival

The Philadelphia Centennial of 1876 is credited with awakening the interest in America's colonial heritage. American architects began studying early Georgian and Federal buildings, especially in New England, and produced detailed studies of their findings.<sup>70</sup> The return to these historical precedents was partly a reaction to the unrestrained enthusiasm of Victorian architecture. Colonial Revival dwellings, however, are not historical or faithful copies of Georgian or Federal style dwellings—instead, they synthesized twentieth century architectural forms, often with oversized colonial detailing, often mixing elements from multiple eras of classical architecture to achieve the new Colonial Revival designs. Due to the mixing and matching of colonial details, very few dwellings can be interpreted as true Georgian Revival, Federal Revival, or Dutch Colonial, for example. Since there is an overlap in time with that of the Queen Anne style, some early Colonial Revival dwellings even display some Victorian features.

A few commercial buildings in Harrington exhibit Colonial Revival or Classical Revival influence, and one Colonial Revival civic building exists in the Downtown Harrington Historic District. The building at 103 Dorman Street is the former New Century Club (.013), completed in 1926 and based on vernacular Georgian prototypes. The New Century Club displays a mixture of exterior detailing elements mostly from the Georgian and Greek Revival styles. The building is one-story, with a center-entry, hipped roof, multi-light transom over the double doors, and 6/6 double-hung sash windows, all typical of the Georgian style. The front-gable, pedimented porch is a Greek Revival feature. A historic postcard from 1935 shows the New Century Club's porch with Ionic tapered columns. While the columns have been removed, the New Century Club is an excellent example of a vernacular Colonial Revival design that blended elements from multiple classical styles.

The Harrington Post Office, located at 2 Commerce Street (.121), is another outstanding survival of Colonial Revival architecture in the district and stands as an archetypal example of post offices erected during the first half of the twentieth century. Completed in 1937, this building was constructed under Louis A. Simon, Supervising Architect in the Office of the Supervising

<sup>67</sup> Virginia & Lee McAlester, *Field Guide to American Houses* (New York: Alfred A. Knopf, 1994), 318-319.

<sup>68</sup> McAlester, 318-319.

<sup>69</sup> McAlester, 318-319.

<sup>70</sup> McAlester, 326.

Downtown Harrington Historic District

Kent County, Delaware  
County and State

Name of Property

Architect, U.S. Department of the Treasury. It features a Georgian-influenced, symmetrical façade with a stone trimmed central entryway, ornamented with a dentilated stone cornice, and a stone-trimmed water table. The interior retains its colored tile flooring, heavy woodwork, and features a 1941 wax tempura mural entitled “Men Hoeing” by painter Eve Salisbury, one of only a handful in the State commissioned by the federal government for public buildings in the late 1930s and early 1940s. The Harrington Post Office fits squarely into an historical context established for the United States Postal Service— it stands alone in a central downtown location, with distinct architectural styling, a “public interior [lobby] with high quality finishes and details, and...public art in the form of...[a] wall [mural].”<sup>71</sup> The physical integrity of the building is noteworthy; with the exception of the door and windows, which are modern replacements, it survives highly intact (a c. 1940 postcard shows the original double doors and 12/12 double-hung sash windows).

### Classical Revival

The second First National Bank building (now WSFS Bank), located at 7 Commerce Street (.082), is the only example in the district reflecting Classical Revival elements. Built between 1927 and 1928, this bank features a restrained temple front derived from the Greek Revival style, first popular in the United States during the 1820s and 1830s. Temple front buildings again became popular during the first three decades of the twentieth century, influenced by the 1893 World’s Columbian Exposition in Chicago, which featured a neoclassical city designed by the country’s most prominent architects.<sup>72</sup> Temple front facades were nearly always used for banks, a design element that “stood for stability, strength, and security.”<sup>73</sup> The architectural elements of the temple front are typically aesthetic as opposed to structural, featuring columns or pilasters, often with porticos close to or engaged with the wall. Temple front banks are frequently located on corner lots and, as such, often feature a stylistic continuity from the facade to other exposed elevations.<sup>74</sup> The First National Bank, designed by architect Joseph H. Steinacker of Catonsville, Maryland, is constructed of Mount Airy granite with a low-pitched temple pediment, limestone pilasters and window surrounds, and an attached classical limestone portico.<sup>75</sup> Situated on a corner lot, the classical style established at the facade continues on the northeast elevation along Fleming Street.

### Tudor Revival

Another revival style found in the Downtown Harrington Historic District is Tudor Revival, popular nationally from 1900 to the Second World War. Like other Eclectic styles, the Tudor

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<sup>71</sup> URS Group, *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied between 1940 and 1971* (Germantown, MD, 2012), published for the United States Postal Service, Section 3-2, accessed August 2, 2018,

[http://preservation.lacity.org/sites/default/files/USPSNationwideHistoricContextStudy\\_PostalFacilitiesConstructedOrOccupiedBetween1940and1971.pdf](http://preservation.lacity.org/sites/default/files/USPSNationwideHistoricContextStudy_PostalFacilitiesConstructedOrOccupiedBetween1940and1971.pdf).

<sup>72</sup> Charles Belfoure, *Monuments to Money: The Architecture of American Banks* (Jefferson, North Carolina: McFarland & Company, Inc., Publishers, 2005), 127.

<sup>73</sup> Belfoure, 125.

<sup>74</sup> Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, D.C.: The Preservation Press, National Trust for Historic Preservation, 1987), 100.

<sup>75</sup> “Fine New Bank Opens Saturday: First National, of Harrington, Completes New Structure Costing About \$75,000,” *Wilmington Morning News*, Wilmington, Delaware, March 22, 1928, 3.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

Revival style origins can be traced to the 1893 World's Columbian Exposition. While this style is Tudor in name only, it is based loosely on late Medieval English dwellings. While the Tudor Revival style borrows heavily from other design modes as well, it is united by an emphasis on steeply-pitched front gables, which are the most universally prevalent façade element in Tudor houses.<sup>76</sup> Other design elements common to the Tudor Revival style are false half-timbering, stucco-ed exterior walls, and masonry or masonry veneer walls. Other exterior features include overlapping gables, steeply-pitched dormers, overhanging eaves, oriel windows, casement windows with leaded or faux-leaded glass, and oftentimes exterior chimneys on the front façade. The purest expression of the Tudor Revival style in the Downtown Harrington Historic District is at 106 Commerce Street (.103), built c. 1930. This house displays a front-facing, steeply-pitched gable with flared eaves. The brick-clad dwelling's front elevation features a large exterior brick chimney with inlaid brick herringbone details. Other exterior Tudor Revival details include casement windows and a wall dormer. Additionally, the front entry is located on the side of the front-facing gable, giving the house a more eclectic feel. The house at 119 Dorman Street (.008), built c. 1949, notably displays a steeply-pitched, asymmetrical front-gable vestibule, with an exterior brick chimney on the front façade, on a boxy, vernacular, one-and-half-story frame dwelling. 105 Commerce Street (.095) notably incorporates a touch of Tudor Revival detailing on another stylistic building form. Most closely resembling a Craftsman bungalow in form and detailing, the exterior displays faux half-timbering on the front and side elevations. 105 Commerce Street was built c. 1918 and mixed the two popular styles during their peak popularity, creating a somewhat scarce Tudor Revival bungalow.

### **Modern Architecture**

Concurrently popular and thus competing stylistically with the Eclectic movement were new American design modes such as the Prairie and Craftsman "styles"—most commonly expressed through forms like the American Foursquare and the bungalow. These forward-looking, American-born styles broke away from the previous tendencies of looking towards Europe for design inspiration and represented the beginnings of the Modern era in American architecture.

#### Foursquare

A very popular house type in the early-twentieth century, the American Foursquare, reflects turn-of-the-century trends toward increased economy and efficiency in domestic spaces. These houses were built throughout America from about 1900 to 1920, often from designs published in popular magazines, architectural pattern books, and mail-order plans. The basic characteristics of this house form include a boxy, square shape, a steeply-pitched, nearly pyramidal hipped roof (often with dormers and overhanging eaves), and a porch spanning the facade. Foursquares were built in a wide range of materials, including frame, brick, and concrete block. Compared to other previous architectural styles, Foursquares are relatively plain. As such, their simple form allowed the dwellings to be constructed in a variety of popular architectural styles by adding decorative ornament. In the Downtown Harrington Historic District, there are four American Foursquares, representing a wide variety of styles and building materials while maintaining similar square forms. The houses at 61 Commerce Street (.092) and 101-103 Commerce Street (.094) are both

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<sup>76</sup> McAlester, 358.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Foursquare in form and display Victorian detailing. 126A-B (.035) Dorman Street is also Foursquare in form but has no exterior styling. 106 Fleming Street is also Foursquare in form and features Craftsman stylistic elements. It is worth noting that the American Foursquare was a popular building choice throughout the entire city of Harrington—outside of the district's boundaries, many examples of this house type can be found on Weiner Avenue, E. Milby Street, Reese Avenue, and West Street—reflecting a large amount of continued building in Harrington during the early-twentieth century.

### Bungalow/Craftsman

The Downtown Harrington Historic District contains several examples of the early-twentieth century Bungalow house type. Bungalows are generally one-story in height with a broad, overhanging gable roof. Bungalows were first constructed in California, inspired by the Arts and Crafts movement in England, which became widespread in America in the first quarter of the twentieth century.<sup>77</sup> Bungalows are usually of frame construction, with wood siding, wood shingles, or stucco covering the exterior. This style is known for its heavy-columned front porches and widely-overhanging eaves, which often feature exposed rafter tails, as well as other decorative, heavy wood trim like brackets (often meant to imply structural bracing). One or more dormers commonly occur on the front and rear roof slopes. Houses of this type, like Foursquares, were often built from published plans or kits. The bungalows found in the Downtown Harrington Historic District range significantly in size and style. 120 Dorman Street (.032) is an example of a small, one-story, front-gable variation with very little exterior embellishment. 101 Dorman Street (.014) is the best example of the Craftsman bungalow style in the district. 105 Commerce Street, previously mentioned, is built in the classic American bungalow form, but with Tudor Revival finishes. Like the other styles of residential dwellings found in the Downtown Harrington Historic District, a number of bungalows exist outside the boundaries on many of the secondary and tertiary streets. These dwellings are found along Mispillion Street, Reese Avenue, Hanley Street, and E. Milby Street. Most of the examples found outside of the boundaries are smaller, one-story, frame buildings like 120 Dorman Street, though a few larger bungalows do exist. Like the presence of many American Foursquares in town, the number of bungalows both within and outside the historic district reveal a large amount of continued building in Harrington during the first third of the twentieth century.

Though the Craftsman style was mostly popular for houses, it was sometimes used for other types of buildings.<sup>78</sup> In Harrington, the c. 1915 Railroad Signal Tower (.122), an interlocking control tower, displays some Craftsman traits. It is two-story and clad in stucco, a common Craftsman characteristic. It features a pyramidal hipped roof with deeply overhanging eaves and exposed rafters, with Craftsman style cross-hatched windows on the second-story and multi-light windows on the first-story. Heavy decorative braces and exposed rafter tails are also located at the first-floor entry porch. In form, this building bears striking resemblance to many other interlocking control towers built across the country during the late-nineteenth and early-twentieth centuries, which were two-story and typically featured hipped roofs with deeply overhanging

<sup>77</sup> "Late 19th Century & Early 20th Century Movements 1890-1930," Pennsylvania Historical & Museum Commission, accessed August 2, 2018, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/19th-20th-century-movements.html>.

<sup>78</sup> McAlester, 452-454.



Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

eaves and multiple windows at the second-story—design elements to help eliminate sun glare and enable a clear view of the railroad tracks for the signal operator.<sup>79</sup>

### Kit Houses

Entire prefabricated houses were manufactured and distributed nationwide by commercial businesses such as the Aladdin Company, Montgomery Ward, and Sears, Roebuck and Company.<sup>80</sup> These buildings came in a variety of styles, forms, and materials—Sears alone sold approximately 450 different designs.<sup>81</sup> Ordered by mail and delivered by rail, these houses “were meant to fill a need for sturdy, inexpensive, and especially *modern* homes, complete with such desirable conveniences as indoor plumbing and electricity.”<sup>82</sup> Sears and other kit companies were not arbiters of architectural taste. Instead, they merely emulated popular designs, producing just about every style and form popular in the early-twentieth century.<sup>83</sup> Due to Harrington’s location along the rail line, coupled with the lumber industry in town, it is highly likely that several Harrington residents purchased mail order plans or kits. The house at 119 Dorman Street, built in the Tudor Revival style, is actually a plan produced by Sears known as “The Dover.”<sup>84</sup> Another kit house example, located outside of the historic district boundaries, is 213 Delaware Avenue (DE CRS# K02265), which represents a plan produced by the Aladdin Company known as “The Gretna.”<sup>85</sup>

### Art Deco

Rising to popularity in the 1920s and 1930s, the Art Deco style emphasized verticality in design, often through the use of piers or towers to visually elongate the exterior of a building. Wall surfaces, usually smooth and composed of concrete, stucco, or terra cotta, typically feature decorative and often geometric reliefs and motifs.<sup>86</sup> The second People’s Bank building, located at 14 Commerce Street (.118), is the only Art Deco style building in the district and one of only a few known examples in Delaware. Built in 1938, this two-story, brick building features decorative, gold painted, cast-iron trim around a central entryway, extending to the second-story. The door and windows flanking it are set into an iron panel, which is bordered by cast-stone featuring a chevron motif. The facade also features a stepped roofline, another characteristic common to Art Deco construction.<sup>87</sup>

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<sup>79</sup> John Bowie, Associates, *Interlocking Towers on Amtrak’s Right-of-Way in Pennsylvania: A Historic Architectural and Industrial Examination and Determination of Eligibility for Listing into the National Register of Historic Places of 19 Extant Towers along the former Pennsylvania Railroad between Morrisville and Marcus Hook (the Northeast Corridor) and between Philadelphia and Harrisburg (the Keystone Corridor)* (Wallingford, PA: 2011), prepared for the National Railroad Passenger Corporation (Amtrak), 15-22, [http://www.phmc.state.pa.us/portal/communities/railroads/files/interlocking\\_towers\\_on\\_amtrak.pdf](http://www.phmc.state.pa.us/portal/communities/railroads/files/interlocking_towers_on_amtrak.pdf).

<sup>80</sup> Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company* (Washington, D.C.: The Preservation Press, 1986), 19.

<sup>81</sup> Stevenson and Jandl, 19.

<sup>82</sup> Stevenson and Jandl, 19.

<sup>83</sup> Stevenson and Jandl, 32.

<sup>84</sup> Stevenson and Jandl, 311.

<sup>85</sup> Elizabeth Grace Peebles, “The Moderate and the Modern: Aladdin Buildings in Delaware 1914-1920” (Master’s Thesis, University of Delaware, 2010), 99 and 198.

<sup>86</sup> McAlester, 464-465.

<sup>87</sup> “Art Deco Style 1925-1940,” Pennsylvania Historical & Museum Commission, accessed August 2, 2018, <http://www.phmc.state.pa.us/portal/communities/architecture/styles/art-deco.html>.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### Ranch

Construction of new homes in America largely came to a halt during World War II. When construction resumed after the War, houses of historical precedent (Colonial Revival, Tudor Revival, etc.) fell out of favor for new modern styles.<sup>88</sup> The “ranch” style originated in California and became the dominant house form throughout the country during the 1950s and 1960s. Ranches are typically one-story, asymmetrical buildings with low-pitched roofs. The front facade was usually long and rambling, and often times, these houses had attached carports and garages. Ranches were typically built outside of cities, usually clustered in new suburban developments, and sited on larger lots than pre-World War II housing. Only one mid-twentieth century, ranch-style house was constructed after World War II in the Downtown Harrington Historic District. 1 E. Mispillion Street (.107) is a small, one-and-a-half-story, ranch-style dwelling with an asymmetrical facade. The lack of post-World War II building in downtown Harrington signals the beginning of the central district’s decline. After the war, the railroad was definitively eclipsed by the automobile as the main mode of transportation, drawing people away from downtown Harrington and towards the nearby DuPont Highway (Route 13). As a result, the population in Harrington began to plateau, and this is reflected in the lack of new buildings in the Downtown Harrington Historic District.

### Vernacular Architecture and Building Forms

#### Two-Part Commercial Block

The majority of surviving commercial buildings in the district are located on Commerce Street, between Mechanic and Dorman Streets, and are of a form described by architectural historian Richard Longstreth as a two-part commercial block.<sup>89</sup> Buildings of this variety feature horizontal divisions between stories on the exterior, indicating the difference in use occurring inside the lower and upper levels. While the street-level space would be used for retail, the floors above were typically used for storage, offices, or residential quarters. The street level retail space typically features large, commercial windows for the display of merchandise.<sup>90</sup> One example of this type is found at 17-19 Commerce Street (.084), a three-story, two-bay, brick building, constructed c. 1895. The difference in use between the street level and upper floors is indicated not only by the shift in appearance from the first to second and third floors but is further evidenced on the façade by a separate entryway to the upper levels. Adjacent to this entryway, two large, commercial windows flank the retail entrance. The second and third floors exhibit regular and symmetrical fenestration and are stylistically consistent. Another example of the two-part commercial block found in the Downtown Harrington Historic District is the W. A. Smith & Son Building, located at 12 Commerce Street (.019), constructed in 1941. This two-story, two-bay, frame building with a brick façade features a similar horizontal division between the upper and lower spaces, with a separate entryway accessing the second level, and the street level retail entrance flanked by large, commercial windows. Other examples of the two-part block commercial type are found at 3 Commerce Street (.080), 21 Commerce Street (.086), 22-

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<sup>88</sup> McAlester, 477.

<sup>89</sup> Longstreth, 24.

<sup>90</sup> Longstreth, 31.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

24 Commerce Street (.117), 25-27 Commerce Street (.087), 29 Commerce Street (.088), 41 Commerce Street (.091), and 1 Dorman Street (.020).

### Commercial False-Front

Several commercial buildings in downtown Harrington also feature a false-front, described by Longstreth as an extension of the facade between the windows and cornice that allows for advertising space and helps to make the building “appear larger and more urban.”<sup>91</sup> Nationally, this feature is most commonly found among buildings of wood-frame construction built during the second part of the nineteenth century “to serve neighborhoods and create the commercial core of new towns during their initial period of development.”<sup>92</sup> False-fronts could be simple in form or more ornamental, featuring decorative elements. Some examples of the latter type are characterized by an Italianate-influenced, bracketed cornice (like that found at 1 Dorman Street, built c. 1895), while others contain shaped pediments (like the stepped version at 3 Commerce Street, built c. 1915). Other false-front commercial buildings, all two-story and of wood-frame construction—and notably, some of the oldest survivals in the district—are represented at 21 Commerce Street, 25-27 Commerce Street, 29 Commerce Street, and Lot 81 Mechanic Street (.075).

### Three-bay and Five-bay Dwellings

Domestic examples within the district are composed primarily of late-nineteenth and early-twentieth century vernacular forms, specifically three-bay and five-bay dwellings, sometimes referred to as I-houses. The I-house form is single-pile and two rooms wide, with three to five bays, featuring a center passage, and most commonly containing a rear wing or ell. Some three-bay examples of this form feature a side-hall passage rather than a center-hall. Those represented in the district are two- or two-and-a-half-story, wood-frame buildings, typically with little ornamentation, though some feature decorative Victorian detailing, such as 107 Dorman Street (.012). These vernacular forms, prevalent both throughout the residential section of the Downtown Harrington Historic District and beyond its boundaries, are also ubiquitous among other regional railroad towns in Delaware.<sup>93</sup>

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<sup>91</sup> Longstreth, 55.

<sup>92</sup> Longstreth, 55.

<sup>93</sup> See the following nominations for Bridgeville, Camden, Townsend, and Wyoming: Peter E. Kurtze and Gabrielle Lanier, “Bridgeville Historic District,” National Register of Historic Places Nomination Form, Bridgeville Historical Society, Bridgeville, Delaware, March 9, 1994. Vincent P. Rogers and Madeline Dunn, “Camden Historic District,” National Register of Historic Places Nomination Form, Division of Historical and Cultural Affairs, Dover, Delaware, September 17, 1974. Valerie Cesna and Hubert F. Jicha, III, “Townsend Historic District,” National Register of Historic Places Nomination Form, New Castle County Department of Planning, Newark, Delaware, May 8, 1986. Susanne N. Fox, “Wyoming Historic District,” National Register of Historic Places Nomination Form, Bureau of Archaeology and Historic Preservation, Dover, Delaware, February 18, 1987.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### **Domestic Outbuildings**

Throughout the Downtown Harrington Historic District, a number of historic outbuildings survive, largely constructed in the early-twentieth century. However, two nineteenth century frame barns are still extant in the Downtown Harrington Commercial District—including one at 114 Fleming Street (.059) (later converted into a garage) and another at 107 Dorman Street, which survives largely unaltered.

The majority of the historic outbuildings are garages, usually constructed during the early-twentieth century. When the automobile was first introduced in the United States during the 1890s, no dedicated space existed to house these new inventions.<sup>94</sup> Over the first twenty years of the twentieth century, Americans experimented with not only the design, style, and construction of garages, but with the placement on their property. Early garages were often small, frame, and placed as far from the house as possible.<sup>95</sup> These early garages were seen as “sacrificial structures” due to an aura of danger shrouding the automobile, in large part due to their combustibility.<sup>96</sup> Other garage builders constructed these new structures of fireproof materials like hollow-tile and concrete block.<sup>97</sup> Additionally, public garages were constructed in cities, where land values were high and lot sizes small.<sup>98</sup> A variety of garages survive in the Downtown Harrington Historic District and collectively illustrate how this new building form evolved over time. The barn at 114 Fleming Street was converted into a garage—the earliest garages constructed often emulated the form of carriage houses or other small barns, so adapting obsolete outbuildings was one of the easiest methods to create space for a new automobile.<sup>99</sup> The garage at 3 W. Liberty Street (.064) also converted an earlier frame outbuilding into a garage. The garages at 113 and 115 Commerce Street are small, one-story, frame garages placed as far away from their houses as their parcels allowed. All the houses along Commerce Street have rear alleys, which also helps explain the siting of these structures. These alleys were likely added for horse and carriage access in the nineteenth century, and these structures were later replaced by garages. 117 Dorman Street (.009) also has a small, one-story, gable-front garage; however, it is placed adjacent to the house, not at the maximum distance. 106 Commerce Street has a one-and-a-half story, brick garage sited along the alley. This garage stylistically matches the Tudor Revival house in front. Early garages often mimicked the house’s design, attempting to achieve stylistic harmony. The garage at 119 Dorman Street also reflects the design of the house; both the dwelling and the garage feature a jerkinhead head roof. Lastly, the Quillen Building at 38-40 Commerce Street (.115) has three concrete block, multi-car garages, constructed c. 1925. Historically, there were four concrete block, multi-car garages on the property, and together, these structures accommodated more than fifteen cars in total. These buildings clearly served as public garages for either residents of the Quillen Building or for automobile-owners who couldn’t afford the price or space of a garage. These free-standing garages are an early-twentieth

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<sup>94</sup> Leslie Goat, “Housing the Horseless Carriage,” *Perspectives in Vernacular Architecture*, Vol. 3 (1989): 62.

<sup>95</sup> Goat, 63.

<sup>96</sup> Goat, 63.

<sup>97</sup> Goat, 63.

<sup>98</sup> Goat, 66.

<sup>99</sup> Goat, 65.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

century phenomenon. Beginning in the 1920s, the garage “began its slow advance toward a union with the house.”<sup>100</sup> After World War II, due to the increasing popularity of the ranch-style dwelling, the garage became increasingly (and eventually almost exclusively) an attached appendage to the house. The union of the house and garage signaled to the world a degree of success and freedom the owners had achieved.<sup>101</sup> The garage was no longer relegated to the backyard. Instead, it was attached to the house, standing as a celebration of the owner and the automobile.<sup>102</sup>

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<sup>100</sup> Goat, 70.

<sup>101</sup> Goat, 71.

<sup>102</sup> Goat, 71.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

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Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

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Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

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Name of Property

Kent County, Delaware  
County and State

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Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: University of Delaware, Ctr. for Historic Architecture and Design

**Historic Resources Survey Number (if assigned):** DE CRS # K06973

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

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### 10. Geographical Data

**Acreege of Property** ~30 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

- |                        |                        |
|------------------------|------------------------|
| 1. Latitude: 38.926729 | Longitude: -75.580088  |
| 2. Latitude: 38.926165 | Longitude: -75.577655  |
| 3. Latitude: 38.925431 | Longitude: -75.576684  |
| 4. Latitude: 38.920936 | Longitude: -75.577379  |
| 5. Latitude: 38.921197 | Longitude: -75.580941  |
| 6. Latitude: 38.922872 | Longitude: - 75.579594 |

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary of the property is shown as a solid line on the accompanying map entitled “Downtown Harrington Historic District.”

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated district includes all properties along Dorman and Fleming Streets south of West Liberty Street, and north of Mechanic Street. Additionally, the district includes all properties south of West Liberty Street, and north of Mechanic Street along Railroad Avenue (west of the railroad tracks). Only one property is located to the west of the railroad tracks, this is the parcel containing the railroad depot and other associated outbuildings. The district also includes all parcels, save one empty lot, fronting Commerce Street from Mechanic Street to E. Milby Street. Along E. Milby Street the district includes one parcel located between the historic alleyway and Commerce Street. Three parcels along the north side of Mispillion Street are included in the district boundaries. The parcel to the southeast of the historic post office, which itself is set into a triangle of three streets—Commerce, Hanley, and Clark Streets, contains the PWB interlocking tower.

Together these principle streets, Commerce, Dorman, Fleming, Mechanic, and the railroad buildings compose the earliest core of Harrington—representing closely the original town lay-out as seen on the 1868 Beers Atlas Map. Outside of the district, is little to no historic commercial activity. The commercial structures found outside of the district’s boundaries are later-twentieth century buildings, often the building that lead to the decline of the central business district. The residential streets outside of the district boundaries are comprised mainly of early- to mid-twentieth century housing. The bulk of the late-nineteenth century dwellings in Harrington are contained within the historic district boundaries.

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**11. Form Prepared By**

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telephone: (302) 831-8097

date: August 2018

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### **Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### **Delaware Cultural Resource Information:**

**Geographic Zone:** Lower Peninsula/Cypress Swamp

**Time Period(s):** 1830-1880+- Early Industrialization  
1880-1940+- Urbanization and Early Suburbanization  
1940-1960+- Suburbanization and Ex-urbanization

**Themes:** Manufacturing, Finance, Retailing, Transportation, Settlement Patterns and Demographic Changes, Architecture, Engineering and Decorative Arts, Religion

### **Correlation with State Historic Preservation Plan 2018-2022**

**Goal One:** Strengthen/Expand Delaware's Core Federal/State Historic Preservation Program.

**Strategy 1:** Increase awareness of the importance of the federal/state historic programs among legislators, state and local government officials, businesses, and the general public.

**Action 1b:** Seek opportunities to join outreach efforts on different topics to highlight what historic preservation programs have to offer.

**Activities: The State Historic Preservation Office** (National Register Coordinator-Historian) will prepare, update, and present presentations and/or distribute information about the National Register of Historic Places program. Communications will include current information about policies and procedures, guidance regarding the preparation of a nomination schematic, explanations about eligibility issues, directives for conducting research, guidelines for writing and/or amending

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

National Register nominations, as well as clarifying expectations for nomination review procedures to ensure that nominations are properly coordinated with preservation partners, property owners, and special interest groups/organizations.

**Strategy 7:** Address gaps and biases in the state's inventory of historic properties.

**Action 7a:** Encourage identification of historic properties associated with underrepresented communities or property types and guide individuals through the processes of research and writing of a nomination.

**7b:** Amend legacy nominations to meet current National Park Service standards.

**Goal Two:** Enhance or establish relationships among government programs that impact historic preservation.

**Strategy 1:** Encourage all governments to serve as positive models for stewardship of historic properties which they own.

**Actions 1c:** Work with state and local agencies to nominate historic buildings within their ownership to the National Register of Historic Places.

**1d: Engage partners to help identify and research cultural landscapes within** government ownership and provide guidance as necessary.

**Goal Six:** Broadly communicate the value of Delaware's Historic Resources and the means by which they can be preserved.

**Strategy 5:** Promote educational programming on Delaware history and historic and natural resources as a means of reaching out to the general public.

**Action 5d:** Conduct workshops for property owners on how to conduct historic research of their properties.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 1: USGS Harrington Quad Map 7.5 Minute Series (2011), Downtown Harrington Historic District Boundaries shown in red.**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 2: Downtown Harrington Historic District boundary (in blue) on modern aerial photography.**

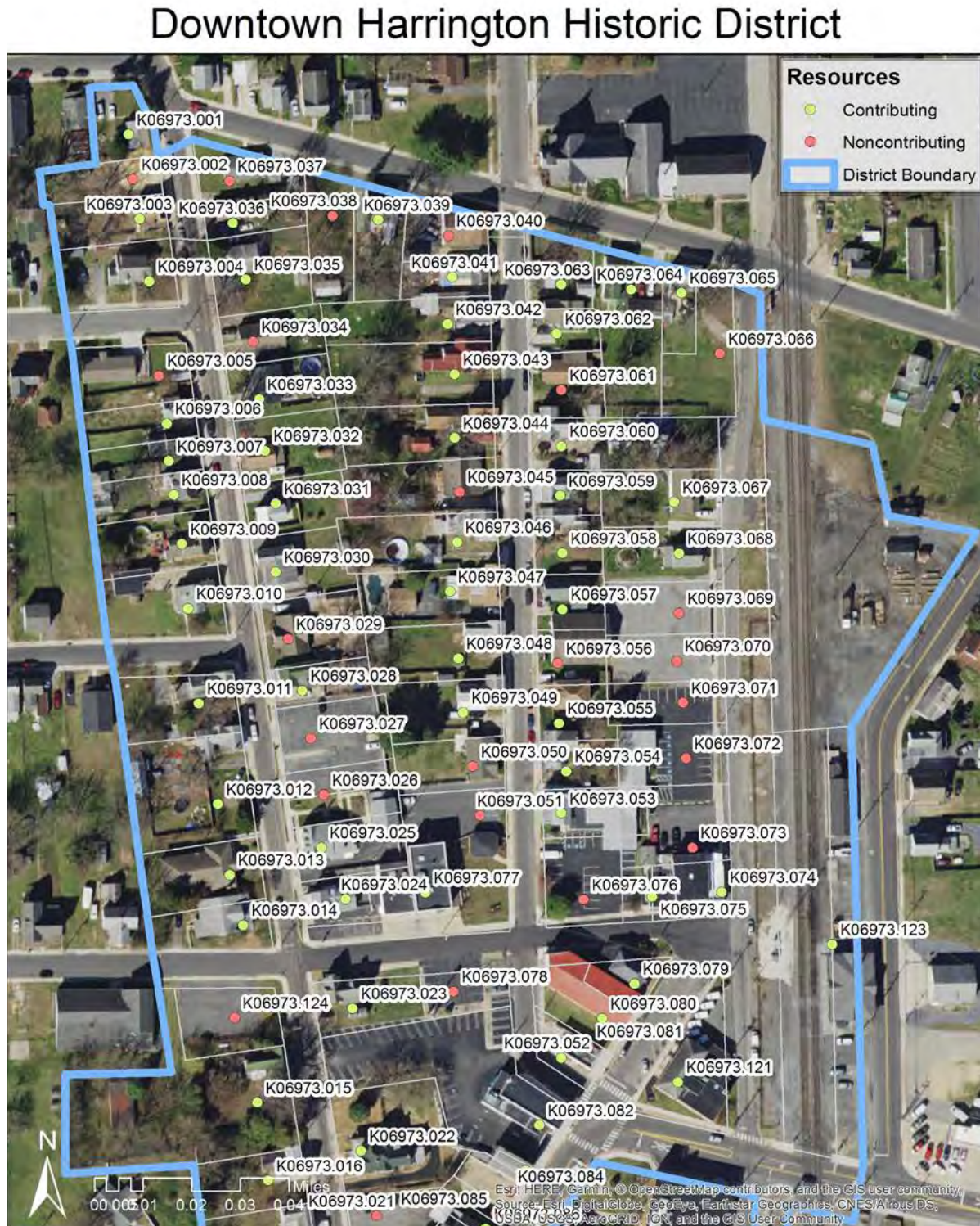




Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Figure 3: Map of the contributing and noncontributing resources (district boundaries in blue).

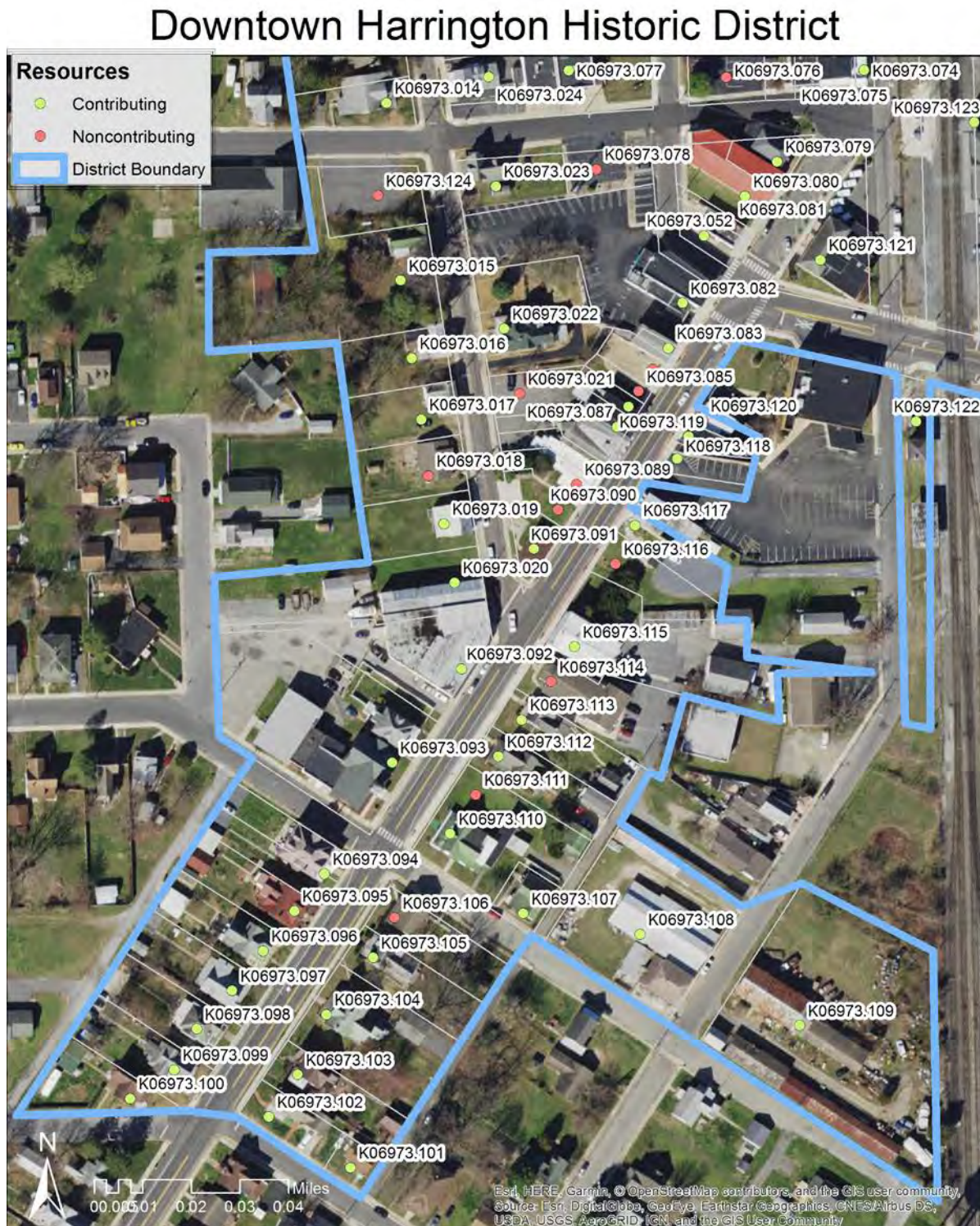




Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 4: Map of the contributing and noncontributing resources (district boundaries in blue).**

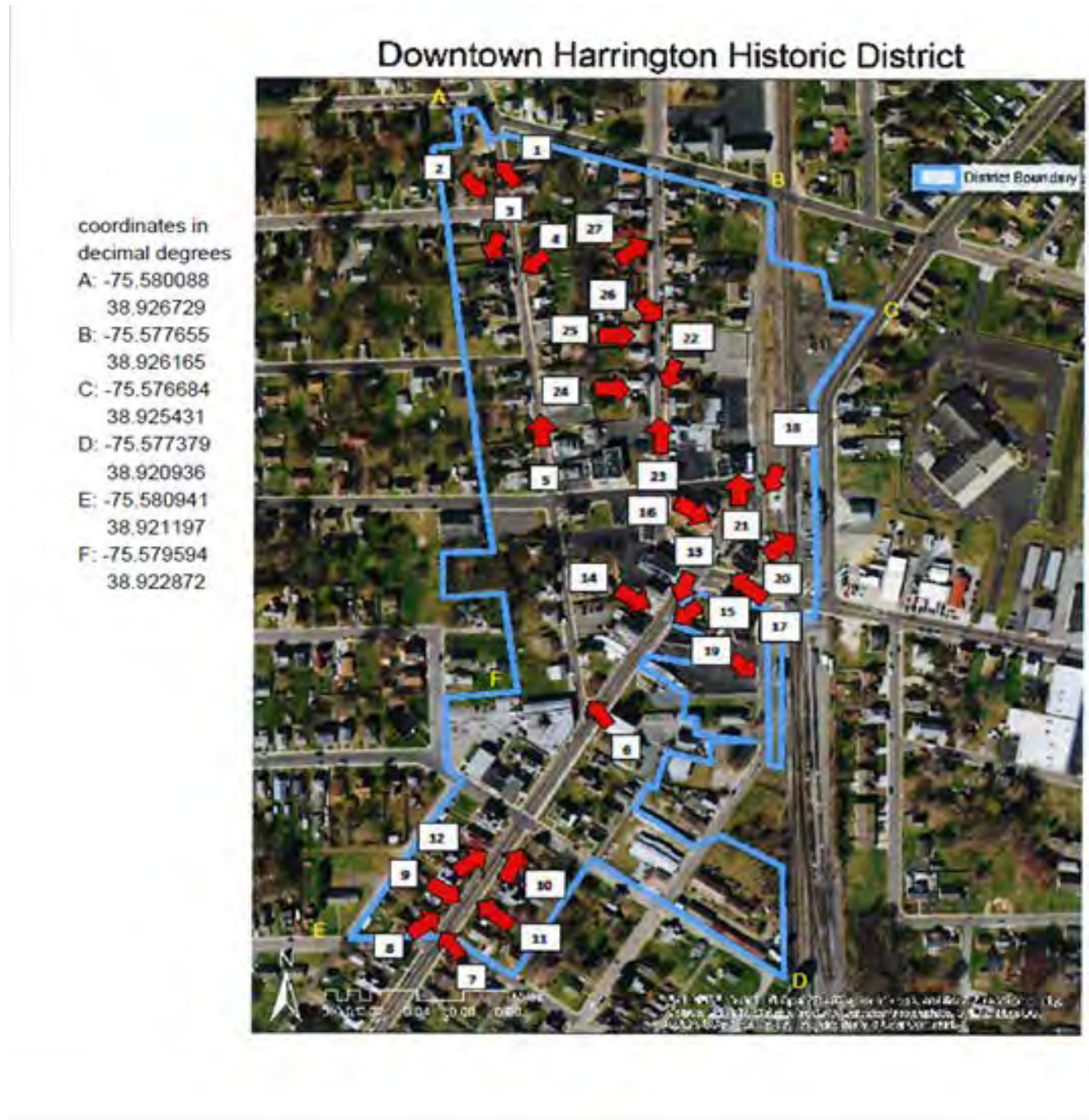




Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

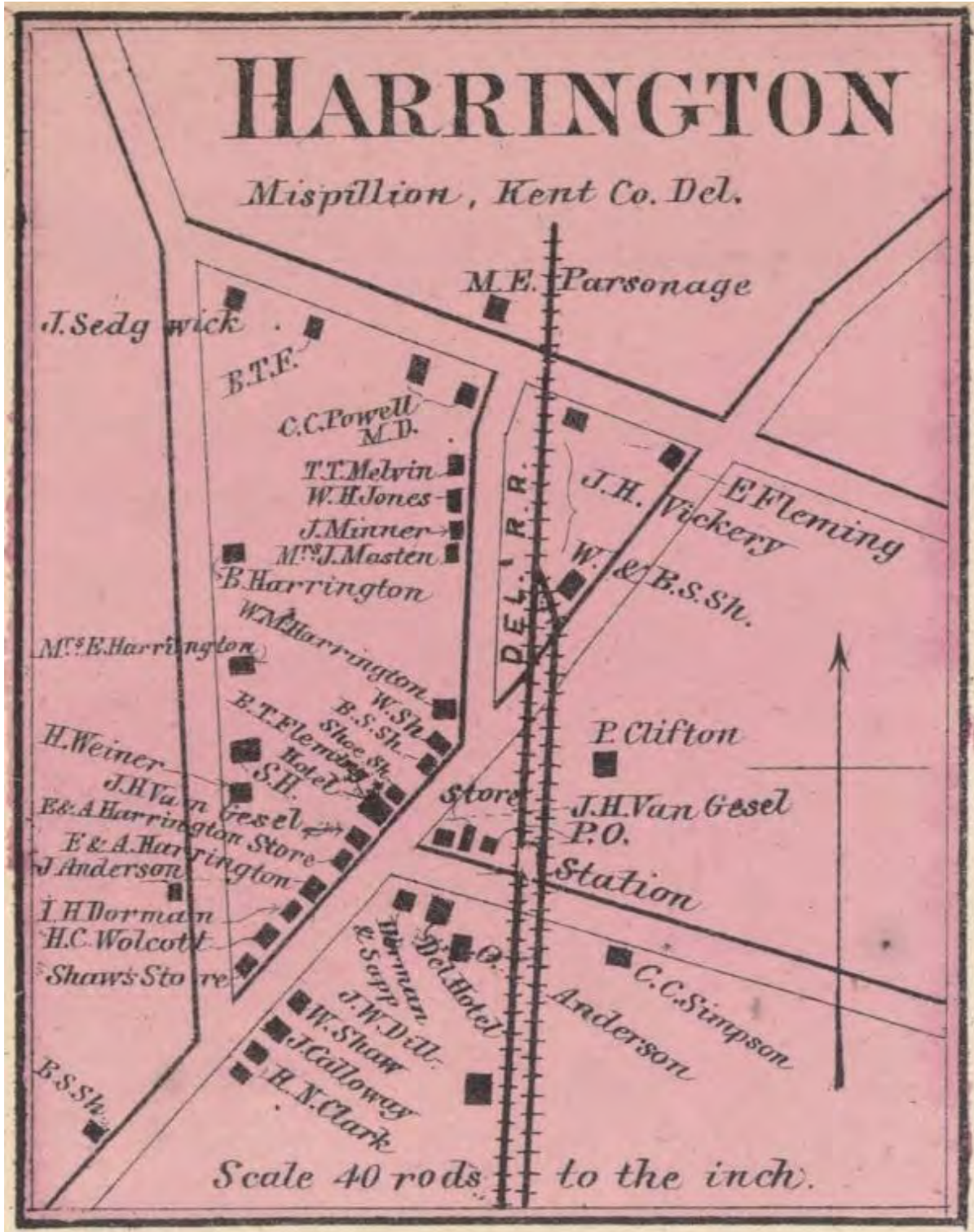
**Figure 5: Photokey for the Downtown Harrington Historic District with GIS Coordinates.**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Figure 6: Map of Harrington from the 1868 Beers Atlas of Mispillion Hundred.

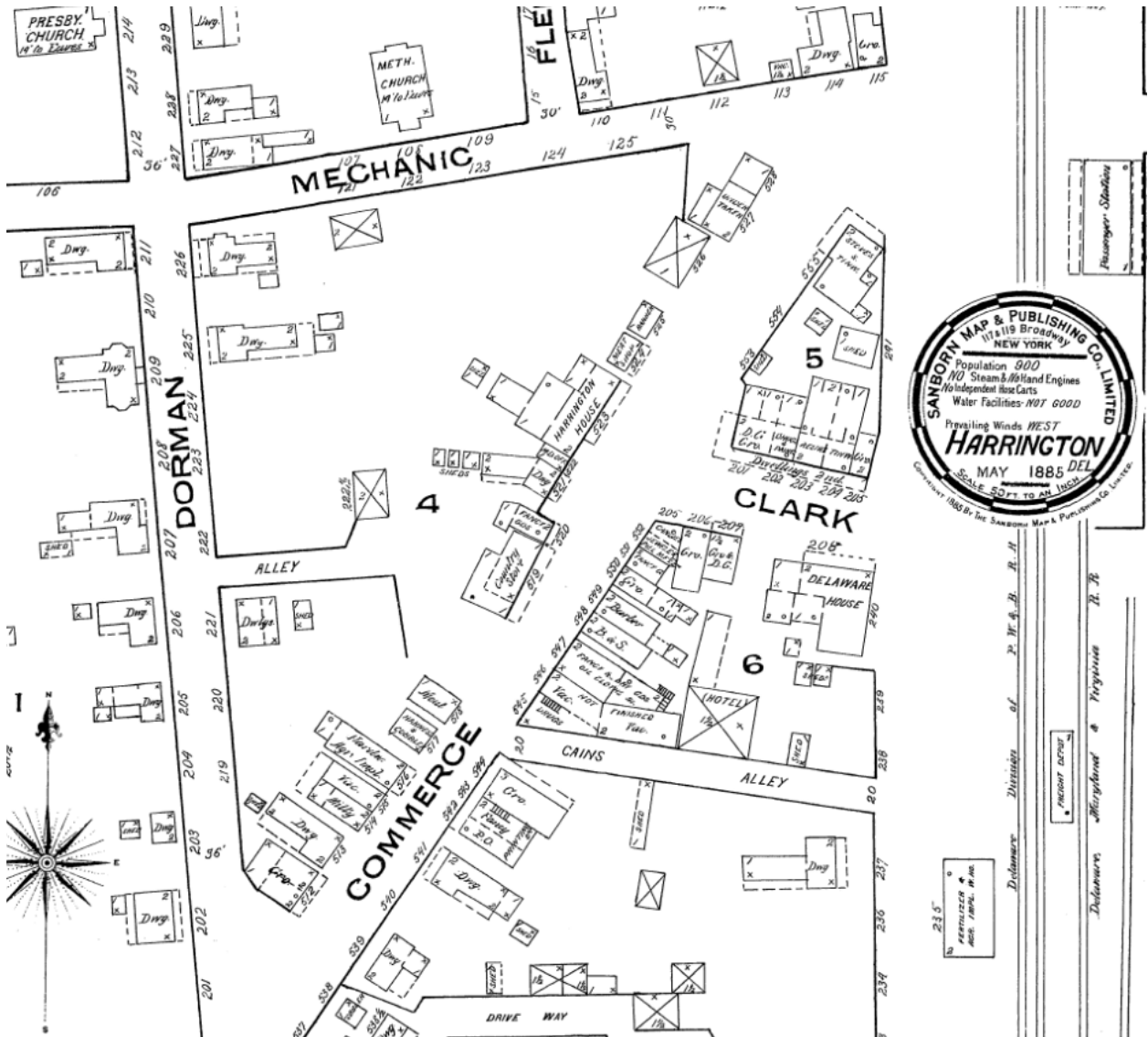




Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

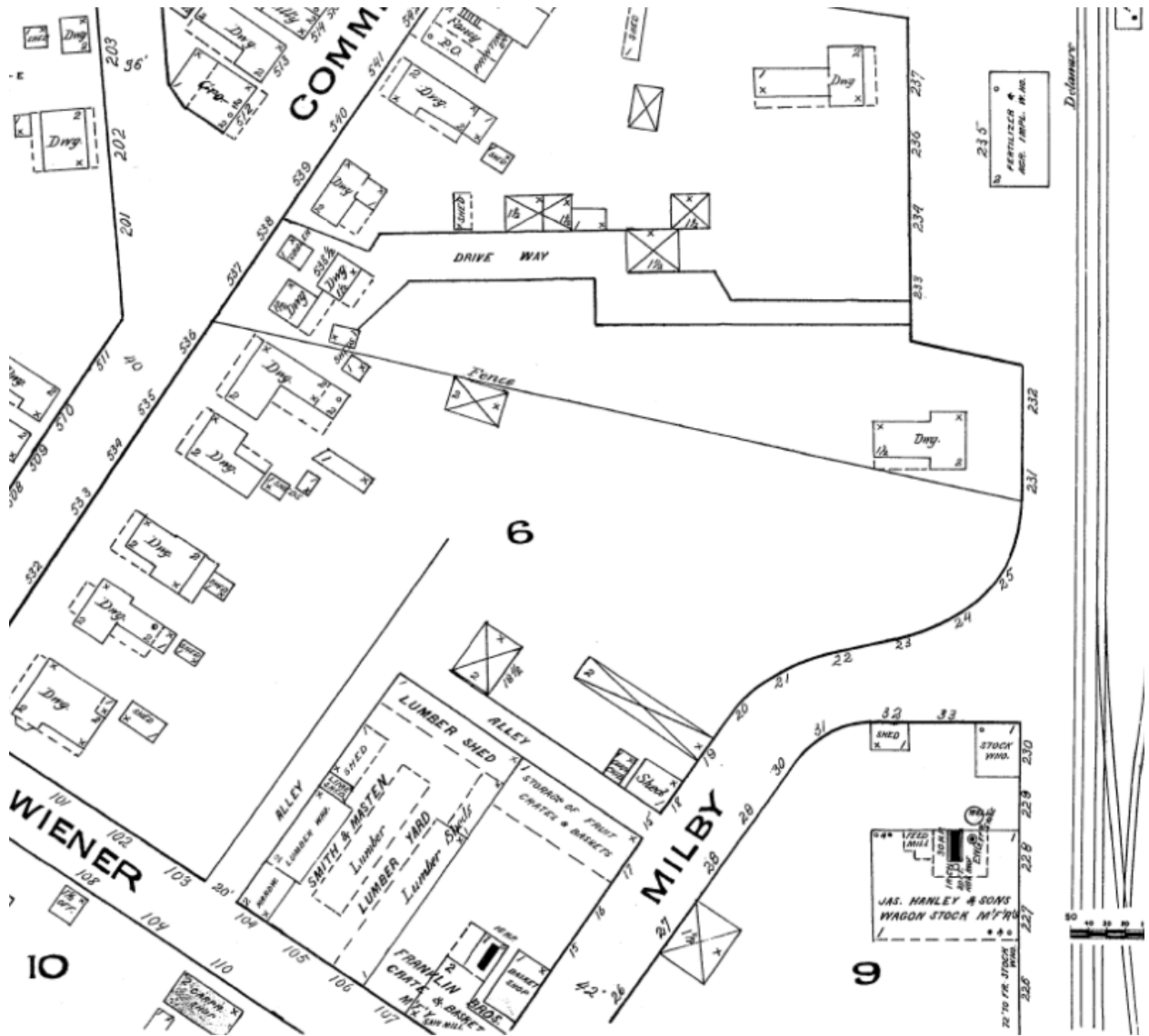
Figure 7: Sanborn Fire Insurance Map for Harrington, 1885, cropped area showing the northern section of Commerce Street and the commercial core.



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

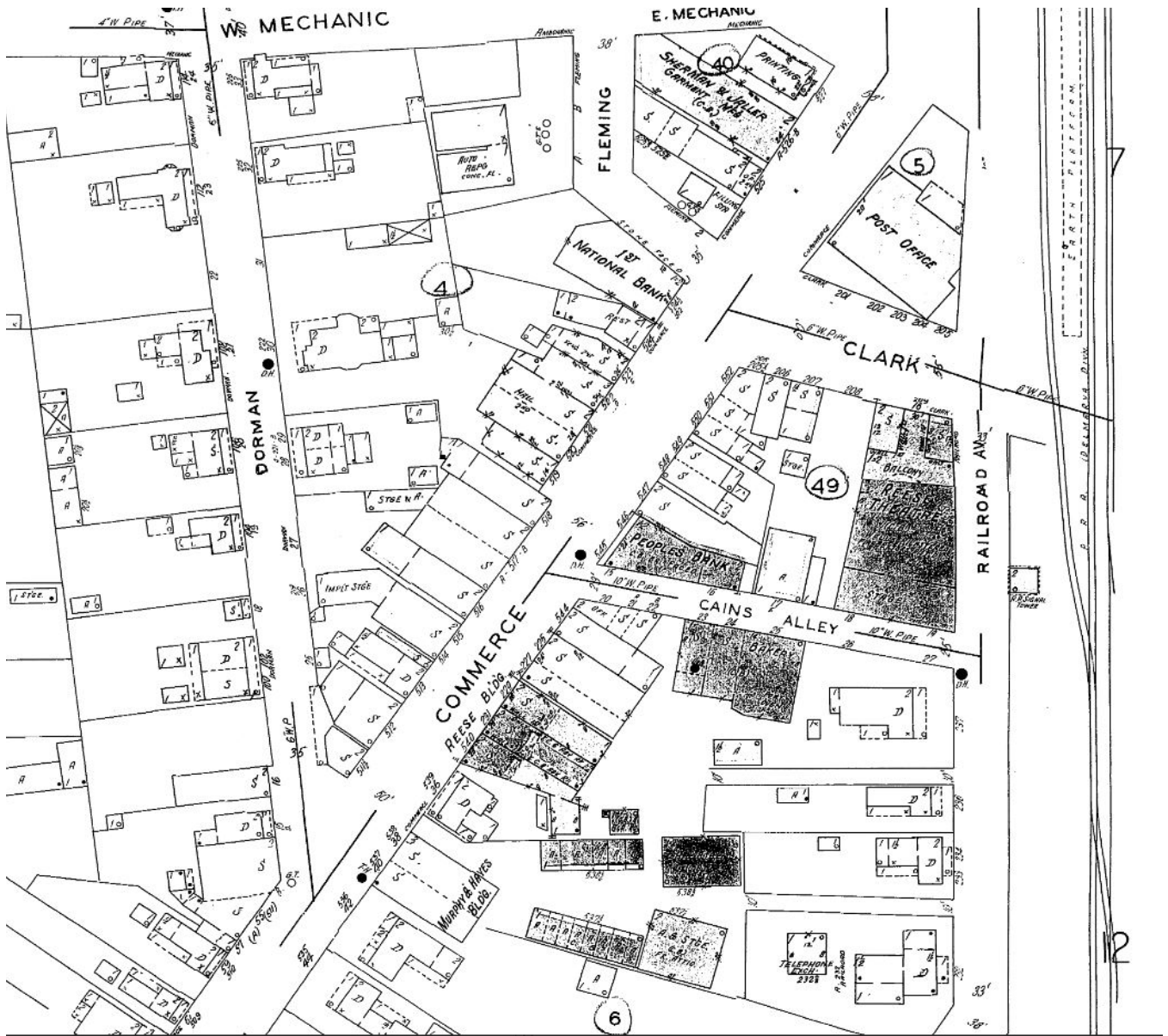
**Figure 8: Sanborn Fire Insurance Map for Harrington, 1885, cropped area showing southern section of Commerce Street with Smith & Masten Lumberyard and Franklin Brothers Crate and Basket Manufactory.**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 9: Sanborn Fire Insurance Map for Harrington, 1940, cropped area showing northern section of Commerce Street and the commercial core.**

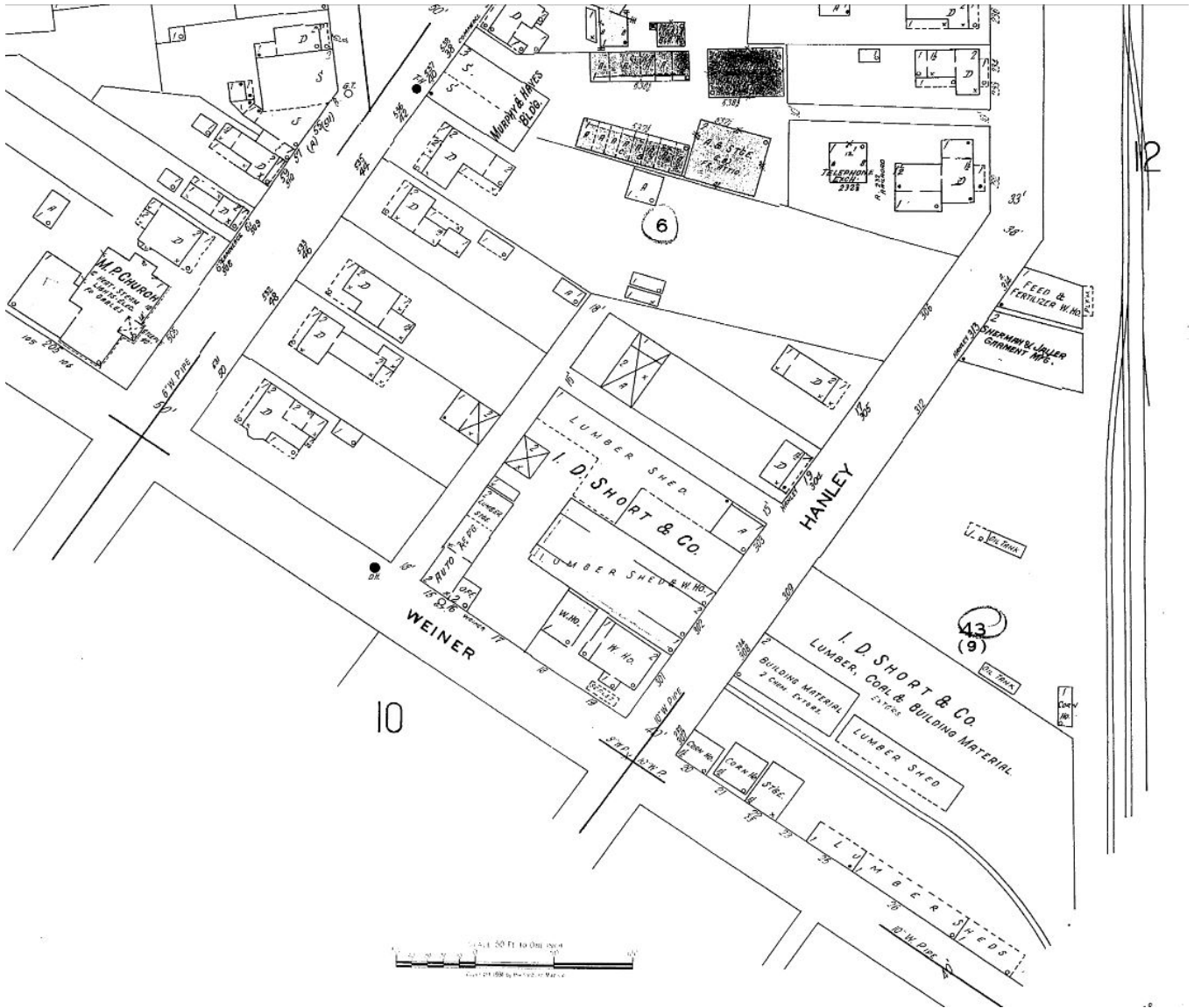




Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

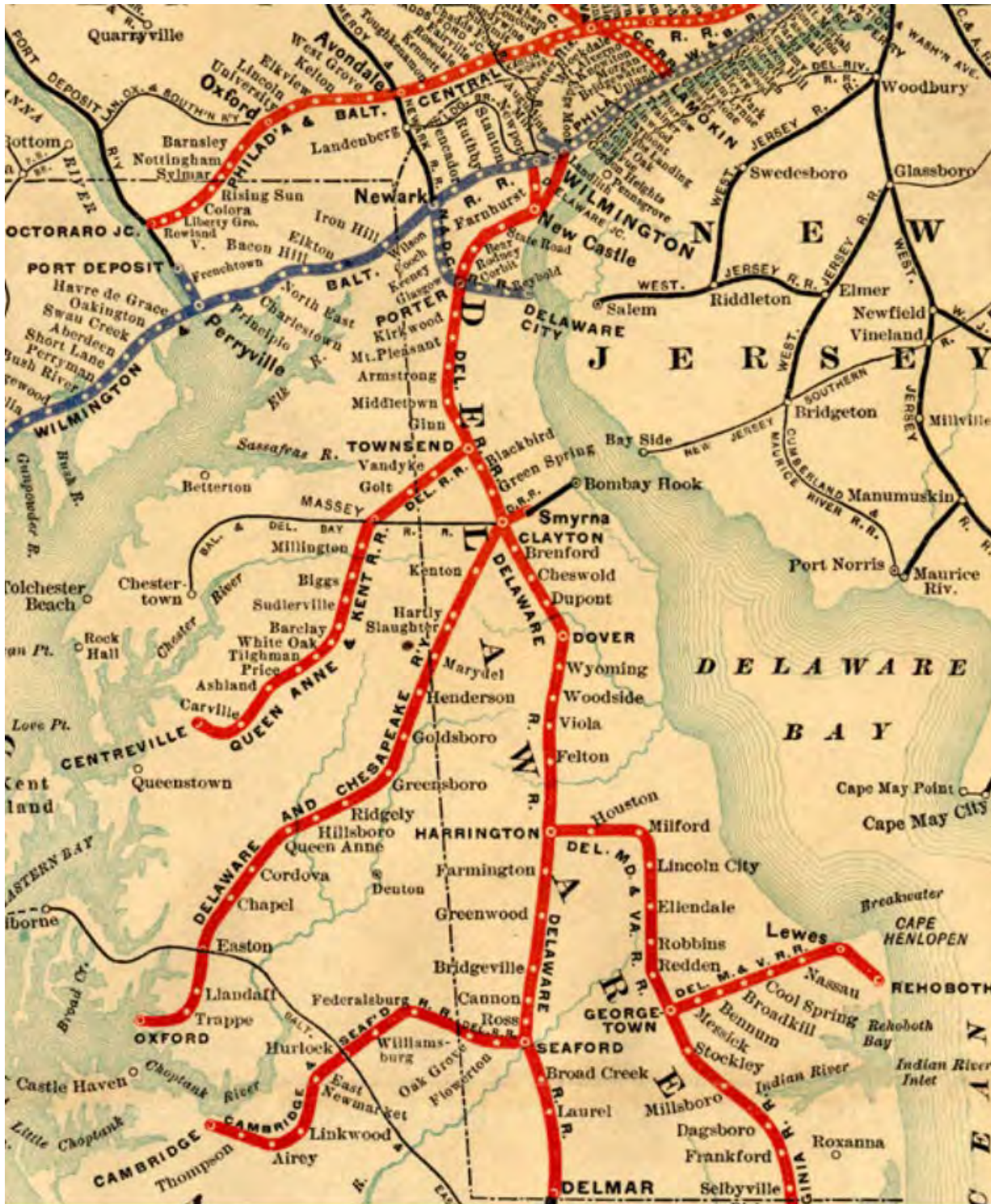
**Figure 10: Sanborn Fire Insurance Map for Harrington, 1940, cropped area showing southern section of Commerce Street with I.D. Short & Co. Lumber, Coal & Building Material.**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Figure 11: Philadelphia, Wilmington, and Baltimore Railroad map, c. 1891, cropped area showing railroad lines serving Delaware (Courtesy of the Delaware Public Archives).






Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Figure 12: Late-nineteenth century advertisements for Harrington businesses (Courtesy of the Greater Harrington Historical Society).

<p><b>Sharp &amp; Quillen,</b> MANUFACTURERS OF <b>The EXCELSIOR PHOSPHATE,</b> AND DEALERS IN <b>General Fertilizing Supplies,</b> <i>GRAIN, LIME and BARK,</i> Main Street, Harrington, Del.</p>	<p><b>BENAIHAH RAUGHLEY,</b> DEALER IN FINE AND STAPLE <b>GROCERIES,</b> PROVISIONS, CANNED GOODS, <b>NOTIONS, &amp;c.</b> Cor. Mechanic and Rail Road Ave., HARRINGTON, DEL.</p>
<p><b>FRANKLIN BROS.,</b> Manufacturers of Brace Baskets, Peach Baskets, 1-2 Barrel Baskets, Berry Baskets. <b>- BASKETS. -</b> <b>Undertakers and Embalmers,</b> And Dealers in Undertakers' Supplies.  Coffins and Caskets of any Style or Price desired. Night and Sunday calls promptly attended to. Also Dealers in <b>FURNITURE, CARPETS, &amp; MATTRESSES.</b> A Fine Stock of Gunite Saws in Walnut, Ash and Cherry. Steel and Cast Iron Chairs. Harrington, Del.</p>	<p><b>Top Left:</b> In 1879-80 Sharp and Quillen were fertilizer manufacturers on Main Street (Commerce Street today). Their ad appeared in the Kent County Directory.<sup>14</sup></p> <p><b>Top Right:</b> According to the Kent County Directory, Benaiah Raughley's general store was located at the corner of Mechanic and Railroad Avenues in 1879-80.<sup>15</sup></p> <p><b>Left:</b> William H. and Omar J. Franklin dealt in a variety of businesses, according to this ad in the 1884-85 Delaware State Directory. In addition to their undertaking business, they manufactured and sold baskets and a variety of furniture constructed of walnut, ash, and cherry.<sup>16</sup></p> <p><b>Below:</b> Scharf pointed to the large canning factory and evaporator of J.C. Reed as contributing to the prosperity of Harrington as much as any other business. His ad in the 1884 Delaware State Directory also promotes a general store and lumber dealership.<sup>17</sup></p>
<p><b>J. C. REED,</b> Fruit and Vegetable Canner of the <b>Harrington Brand.</b> Also Manufacturer <b>PEACH BASKETS &amp; BERRY CRATES.</b> Write for Particulars to <b>J. C. REED,</b> Harrington, Del</p>	

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 13: View of Clark Street looking west near the present intersection with Hanley Street, undated (Courtesy of the Greater Harrington Historical Society).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 14: Commerce Street looking north from the intersection with Dorman Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 15: Commerce Street looking north from the intersection with Dorman Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 16: View of Commerce Street looking south near the intersection with Dorman Street, undated (Courtesy of the Greater Harrington Historical Society).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 17: View of the west side of Commerce Street near the intersection with Clark Street, 1947 (Courtesy of the Hagley Digital Archives).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 18: Harrington Fire House (now Harrington Police Department) at 10 Mechanic Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 19: Harrington Post Office at 2 Commerce Street, c. 1940 (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 20: First National Bank of Harrington at 1 Commerce Street, 1947 (Courtesy of the Hagley Digital Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 21: View of the second First National Bank of Harrington at 7 Commerce Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 22: View of the People's Bank of Harrington at 14 Commerce Street, 1947  
(Courtesy of the Hagley Digital Archives).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 23: View of 16 Fleming Street from the intersection with Commerce Street, 1947  
(Courtesy of the Hagley Digital Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 24: View of the New Century Club at 103 Dorman Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 25: View of St. Stephen's Protestant Episcopal Church at 110 Fleming Street, undated (Courtesy of the Greater Harrington Historical Society).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

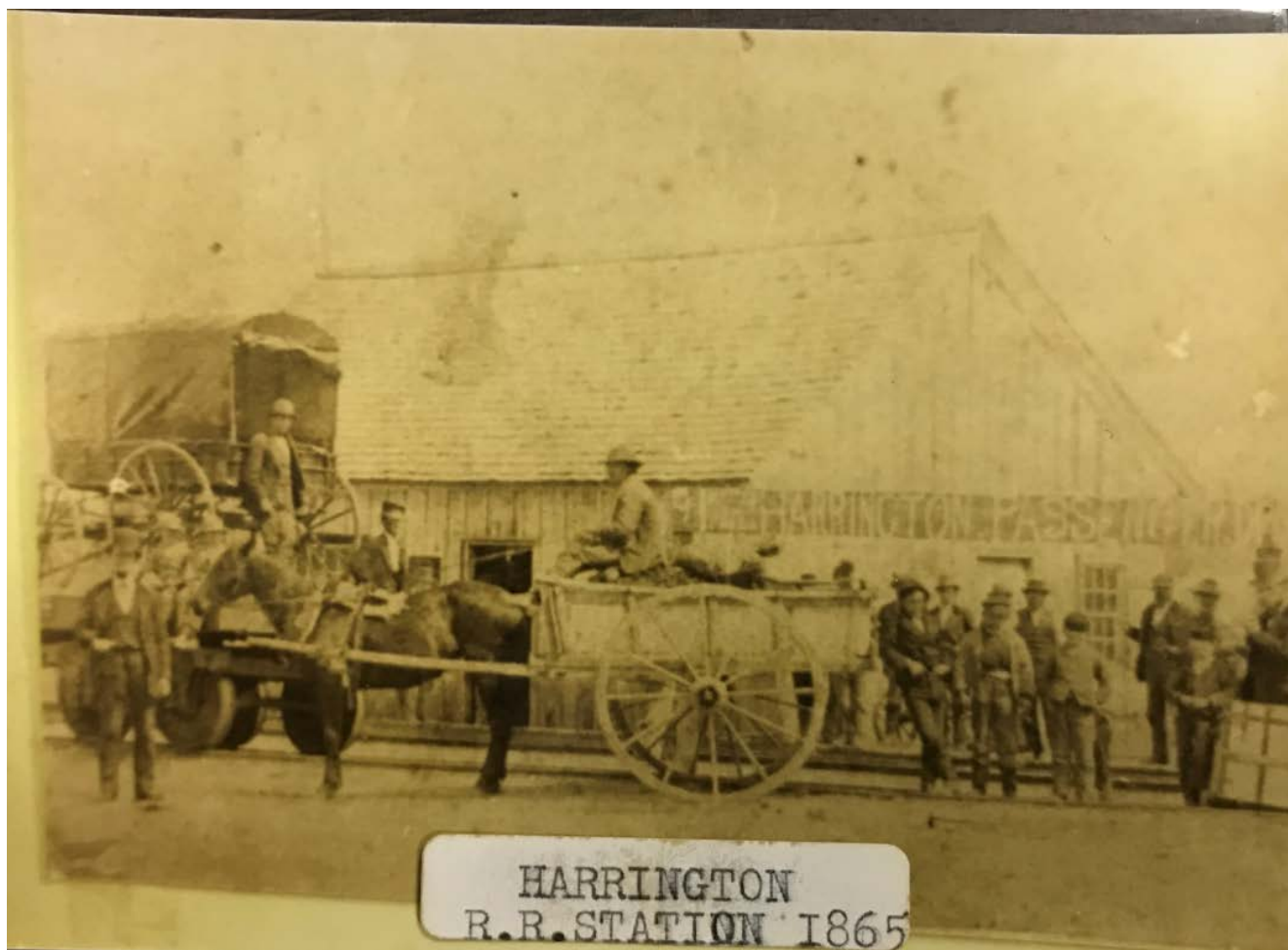
**Figure 26: View of Trinity United Methodist Church at 63 Commerce Street, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

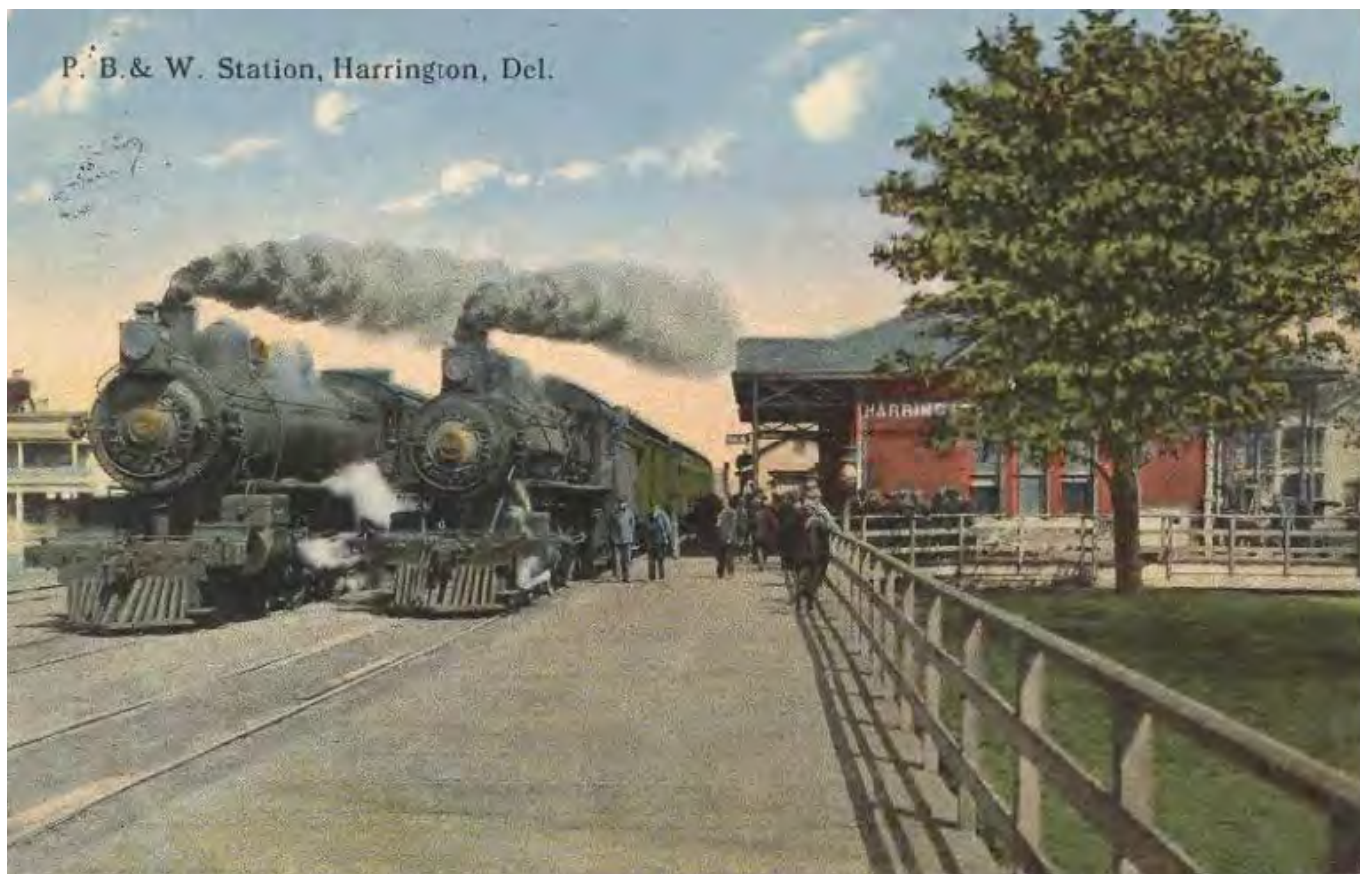
**Figure 27: View of the original Harrington Passenger Station, c. 1865 (Courtesy of the Greater Harrington Historical Society).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 28: View of the 1877 Harrington Passenger Station at 115 Delaware Avenue, 1914  
(Courtesy of the Greater Harrington Historical Society).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 29: View of the 1877 Harrington Passenger Station at 115 Delaware Avenue, 1947  
(Courtesy of the Hagley Digital Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 30: View of Quillen Shopping Center, located one quarter mile east of the district boundaries on Clark Street, at 1 East Street, undated (Courtesy of the Delaware Public Archives).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 31: View of Queen Anne dwellings in the 100 block of Commerce Street, looking north, with Trinity United Methodist Church at the far right, 1915 (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 32: View of Queen Anne dwellings in the 100 block of Commerce Street, looking south, undated (Courtesy of the Delaware Public Archives).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 33: View of Fleming Street looking north near the intersection with Mechanic Street, 1947 (Courtesy of the Hagley Digital Archives).**





Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 34: View of Mechanic Street looking east towards the railroad, undated (Courtesy of the Greater Harrington Historical Society).**



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

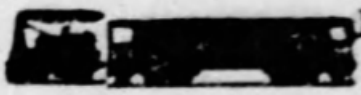
**Figure 35: Sears, Roebuck and Co. kit house model “The Dover,” which is represented in the district at 119 Dorman Street (Image Courtesy of Sears Honor-Bilt Homes).**



Downtown Harrington Historic District  
 Name of Property

Kent County, Delaware  
 County and State

Figure 36: Delaware Railroad passenger schedule, published in *Every Evening*, October 25, 1872.



**DELAWARE RAILROAD LINE.**

**Summer Arrangement.**  
**ON and AFTER MONDAY, JULY 29TH, 1872**  
 (Sundays Excepted),  
**PASSENGER TRAINS WILL LEAVE AS FOLLOWS:**

NORTHWARD.		SOUTHWARD.	
	A. M.		A. M. P. M.
Delmar,	11.00	Philadelphia,	8.30 5.00
Laurel,	11.15	Baltimore,	7.25 2.45
Seaford,	11.35	Wilmington,	10.10 6.25
Bridgeville,	11.50	N. Castle,	10.30 6.45
	P. M.	State Road,	10.35 6.50
Greenwood,	12.05	Bear,	10.45 7.00
Farmington,	12.15	Rodney,	10.55 7.05
	A. M.	Kirkwood,	11.00 7.15
Milford,	7.00	Mt. Pleasant,	11.10 7.25
Harrington,	7.20	Middletown,	11.30 7.40
Felton,	7.30	Townsend,	11.40 7.50
Canterbury,	7.35	Blackbird,	11.45 8.00
Woodside,	7.40	Green Spring,	11.55 8.05
Wyoming,	7.50		M.
Dover,	8.00	Clayton,	12.00 8.15
Moorton,	8.10		P. M.
Brenford,	8.15	Smyrna, (Ar.)	12.15 8.20
Smyrna,	8.05	Brenford,	12.10 8.25
Clayton,	8.25		P. M.
Green Spring,	8.30	Moorton,	12.15 8.25
Blackbird,	8.40	Dover,	12.30 8.40
Townsend,	8.45	Wyoming,	12.40 8.45
Middletown,	9.05	Woodside,	12.50 8.55
Mt. Pleasant,	9.15	Canterbury,	1.00 9.00
Kirkwood,	9.25	Felton,	1.05 9.05
Rodney,	9.30	Harrington,	1.20 9.25
Bear,	9.40	Milford,	9.45
State Road,	9.45	Farmington,	1.25
N. Castle,	9.55	Greenwood,	1.35
Wilmington,	10.15	Bridgeville,	1.45
Philad'a,	11.45	Seaford,	2.10
	P. M.	Laurel,	2.25
Baltimore,	1.05	Delmar,	2.37
	P. M.		

MIXED TRAIN Northward will leave Delmar

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Downtown Harrington Historic District

City or Vicinity: Harrington

County: Kent State: Delaware

Photographer: CHAD Staff

Date Photographed: July 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_001)

Environmental view of Dorman Street, showing late-nineteenth century three-bay I-houses, facing northwest.

2 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_002)

Environmental view of Dorman Street, showing mixture of residential housing forms and styles, facing southeast.

3 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_003)

Environmental view of Dorman Street, showing mixture of residential housing forms and styles, facing southwest.

4 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_004)

View of 119 Dorman Street, showing the east (front) and north elevations, facing southwest.

5 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_005)

Environmental view of Dorman Street, showing mixture of residential housing forms and styles, facing north.

6 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_006)

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

Environmental view of the intersection of Dorman and Commerce Street, showing a mixture of commercial and residential buildings, facing northwest.

7 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_007)

Environmental view of Commerce Street, showing the higher style residential dwellings found in the district, facing northwest.

8 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_008)

Environmental view of Commerce Street, showing the higher style residential dwellings found in the district, facing northeast.

9 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_009)

View of 106 Commerce Street, showing the northwest (front) and southeast elevations, facing northeast.

10 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_010)

Environmental view of Commerce Street, showing a mixture of dwelling styles and forms, as well as the Gothic Revival Church, facing north.

11 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_011)

View of 105 Commerce Street, showing the southeast (front) elevation, facing northwest.

12 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_012)

Environmental view of Commerce Street, showing the higher style residential dwellings found in the district, facing northeast.

13 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_013)

Environmental view of Commerce Street, showing the historic commercial core of Harrington, facing southwest.

14 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_014)

View of 14 Commerce Street (People's Bank), showing the high style Art Deco façade, facing southeast.

15 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_015)

View of the corner of Commerce Street and Clark Street, facing west.

16 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_016)

View of the corner of Commerce Street and Clark Street, showing the Post Office building, facing east.

17 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_017)

View of the corner of Commerce Street and Clark Street, showing the Post Office building, facing east.

Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

18 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_018)

Environmental view of Commerce Street, showing the First People's Bank building, facing southwest.

19 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_019)

Environmental view of the railroad interlocking tower (now museum), showing an old train car, facing southeast.

20 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_020)

View of the Philadelphia, Baltimore and Wilmington Train Station, showing the west (front) and south elevations, looking northeast.

21 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_021)

View of Mechanic Street, showing Stone's Bar and Hotel (now package store) and the historic barbershop, facing north.

22 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_022)

Environmental view of Fleming Street, showing late-nineteenth century I-houses, facing south.

23 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_023)

Environmental view of Fleming Street, showing a mixture of architectural styles and forms, facing north.

24 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_024)

View of 106 Fleming Street, showing the front (west) and north elevations, facing southeast.

25 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_025)

View of St. Stephen's P.E. Church (now museum), showing the front (west) elevation, facing east.

26 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_026)

Environmental view of Fleming Street, showing a mixture of architectural styles and forms, facing southeast.

27 of 27 (DE\_Kent County\_Downtown Harrington Historic District\_027)

Environmental view of Fleming Street, showing Gable-Front-and-Wing dwellings, facing northeast.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC









120

Mrs. Palmer

2.398.4668

TRANE

SALES  
INSTALLATION  
SERVICE





GRANT ST  
DORMAN ST







The house is a single-story structure with grey horizontal siding and a dark grey shingled roof. It features a prominent brick chimney on the left side. The front entrance is a red door with an arched white frame. To the right of the door is a large window with white trim and red shutters. Further right are two smaller windows, one with white trim and red shutters, and another with white trim. A white mailbox is mounted on the wall to the right of the door. The house is surrounded by a lawn and some small shrubs.

9CG 001235

CHARLES  
Waste Services  
Recycling

9CG 001235





DO NOT  
ENTER







HARRINGTON  
APPLIANCES  
398-4335  
SALES • SERVICE • PARTS  
MAJOR & COMMERCIAL APPLIANCES

DO NOT  
ENTER

BLUE HEN  
Construction  
CUSTOM HOME  
BUILDER

DO NOT  
ENTER





COWPERCE ST  
MILBY RT





SPEED  
LIMIT  
25

NO  
STOPPING  
STANDING  
OR  
PARKING





106

Morning Glory









105







SPEED  
LIMIT  
25





THE BOWER

OMG Culture

Ryan Michael's

HILL

STOP

LINCOLN MKZ

470237





PEOPLES BANK

*Antiques*

OPEN

14

W.C. College  
301-556-4015





WSP Bank

FLEMING ST  
COMMERCE ST

1227









DO NOT ENTER

WEST 14

COMMERCIAL

GENERAL STORE

Community Church





GENERAL STORE

Community Christian Church

Community  
Christian  
Church

ICE  
ICE

FORD

C25004





HARRINGTON TOWER  
RAILROAD MUSEUM  
SPOKES HARRINGTON HISTORICAL SOCIETY

MOVEMENT

PENNSYLVANIA









STONE'S  
BAR & GRILL  
GOOSE  
ISLAND

Pabst  
Blue Ribbon  
COCKTAILS

STONE'S  
BAR & GRILL  
LANDSHARK

STONE'S  
BAR & GRILL  
STELLA  
ARTOIS

Budweiser  
STONE'S  
BAR & GRILL

Stone's

Stone's  
DJ Entertainment  
Every Fri & Sat Night

PACKAGE

LOUNGE

Packaged Ice  
ICE  
SEAFOOD  
ICE  
1-800-431-0111

BUD LIGHT  
OPEN









DODGE

THE FIRST STATE  
C21592  
DELAWARE





106

106

238706  
DELAWARE

CHARLES  
100 WASHINGTON





110













National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Downtown Harrington Historic District

Multiple Name: \_\_\_\_\_

State & County: DELAWARE, Kent

Date Received: 5/6/2019      Date of Pending List: 5/28/2019      Date of 16th Day: 6/12/2019      Date of 45th Day: 6/20/2019      Date of Weekly List: \_\_\_\_\_

Reference number: SG100004082

Nominator: SHPO

Reason For Review:

- |                                       |  |   |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal       | <input type="checkbox"/> PDIL            | <input checked="" type="checkbox"/> Text/Data Issue |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo                      |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input checked="" type="checkbox"/> Map/Boundary    |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period                     |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years         |
|                                       | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      6/20/2019 Date

Abstract/Summary  
Comments:

Recommendation/ Criteria Accept NR Criteria A and C

Reviewer Lisa Deline

Discipline Historian

Telephone (202)354-2239

Date 6/20/19

DOCUMENTATION: see attached comments : No      see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Nomination Synopsis  
**Downtown Harrington Historic District**  
Kent County, Delaware



Level of Significance: Local

Period of Significance: 1856 – 1960

The period of significance begins in 1856 when the railroad line was constructed through Harrington (then a tiny hamlet called Clark's Corner) and ends in 1960, when the last substantial commercial building was erected in downtown Harrington.

Areas of Significance: Architecture, Commerce, Transportation

Criteria: A and C

- A The Downtown Harrington Historic District is eligible under Criterion A for its historical associations with important transportation and commerce trends in central Delaware. More specifically, the district is an example of a prominent railroad crossroads town representing development patterns associated with the arrival and growth of the Delaware Railroad.
- C The Downtown Harrington Historic District is also eligible for listing in the National Register of Historic Places under Criterion C for its commercial and residential architecture, reflecting local, regional, and national trends during the late-nineteenth and early-twentieth centuries. As the City of Harrington quickly expanded in the late-nineteenth century, the commercial and residential architecture within the boundaries of the historic district exemplified popular residential architecture exemplified by Romantic and Victorian styles, including Italianate, Gothic Revival, and Queen Anne. Vernacular buildings are also prevalent throughout the district and include two-part block and false-front commercial buildings, as well as three-bay and five-by vernacular dwellings. As Harrington continued to prosper in the twentieth century, empty lots and older buildings were replaced with new Art Deco, Classical Revival, Colonial Revival, Tudor Revival, Bungalow, and American Foursquare buildings.

The most stylized architectural examples in the Downtown Harrington Historic District are represented by its banks, post office, churches, and railroad buildings, while utilitarian domestic outbuildings – especially garages – reflect the twentieth century growth of Harrington. As such, the architectural significance of the Downtown Harrington Historic District is closely tied to the commercial and industrial growth of the city experienced from about 1870 through 1950.



Page 2

Nomination Synopsis

**Downtown Harrington Historic District**

Kent County, Delaware

**Miscellaneous Comments:**

- The City of Harrington contracted with the Center for Historic Architecture and Design at the University of Delaware in 2017 to create a historic district which physically represents the development of Harrington and documents the community's significance in a variety of areas including architecture, commerce, and transportation. Throughout the year, several residents also contributed historical information about the town's history as well as specific information about the buildings they own and/or occupy. Funding for this project was provided by the City of Harrington as well as through a grant received from the National Trust for Historic Preservation.
- Correlations with Delaware's Statewide Historic Preservation Plan 2018 – 2022 titled "Partners in Preservation: Planning for the Future:"

**Goal One:** Strengthen/Expand Delaware's Core Federal/State Historic Preservation Program.

**Strategy 1:** Increase awareness of the importance of the federal/state historic programs among legislators, state and local government officials, businesses, and the general public.

**Action 1b:** Seek opportunities to join outreach efforts on different topics to highlight what historic preservation programs have to offer.

**Goal Two:** Enhance or establish relationships among government programs that impact historic preservation.

**Strategy 1:** Encourage all governments to serve as positive models for stewardship of historic properties which they own.

**Actions 1c:** Work with state and local agencies to nominate historic buildings within their ownership to the National Register of Historic Places.



September 25, 2018

Daniel B. DeLahaye  
Federal Preservation Officer  
U.S. Postal Service  
475 L'Enfant Plaza SW  
Washington, D.C. 20260



RE: United States Post Office located at 2 Commerce Street in Harrington, Delaware

Dear Mr. DeLahaye:

The Delaware State Historic Preservation Office staff is providing guidance regarding the creation of a National Register commercial-residential historic district nomination for the town of Harrington, Delaware and would like to include this historic 1936 post office as a contributing building within the proposed district's boundaries. Though a draft nomination is currently in production, the following descriptive summary provides basic information about the building and its architectural significance.

The 1936 United States Post Office located in Harrington, Delaware is a fine example of a Colonial Revival public building. Constructed of brick, this one-story edifice features a hipped roof with dentil cornice trim, elongated multi-paned double-hung windows, and corners adorned with distinctive brick quoins. Its five-bay façade is composed of a pronounced central entrance incorporated with granite surrounds and surmounted by an entablature. Located on a triangular-shaped town lot bounded by Clarke Street on the south, North Railroad Avenue on east, and Commerce Street on the west, this distinctive building dominates a major intersection within the town's downtown commercial area.

Built during James A. Farley's term as Postmaster General (1933 – 1940), the Harrington Post Office reflects a period of financial resurgence for the U.S. Postal Service which began during the Great Depression Era around 1935. As part of the New Deal policy under Franklin D. Roosevelt, federal buildings were constructed throughout the United States including post offices, many of which were designed in a Colonial Revival style. This eighty-two year old building also represents the work of Louis A. Simon (supervising architect) and Neal A. Melick (supervising engineer) who oversaw the completion of numerous contracts and worked together on many federal projects throughout the United States.

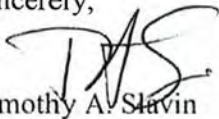
As a contributing property within the proposed Harrington Historic District, this post office reflects a period of economic prosperity for the town and a significant public amenity within its flourishing commercial district. Its Colonial Revival design also complements a statewide initiative which witnessed the construction of similar public edifices throughout the 1930s.



Five years after the construction of the Harrington Post Office a wax tempera mural was installed in the post office in 1941. This mural is one of six murals installed in Delaware's post offices between 1937 and 1942. Executed by Eve Salisbury, it represents the work of one of 162 female artists competitively selected to paint murals commissioned through the U.S. Treasury Department's Section of Painting and Sculpture between 1934 and 1943. Eve Salisbury, a New York artist, was commissioned to paint a mural which she titled "Men Hoeing." In keeping with established guidelines, her work characterized scenes of local interest by emphasizing the community's agricultural activities which provided Harrington's citizens with an image representing the American spirit.

As staff oversees the completion of Harrington's Historic District nomination, approval to include this historic post office within the boundaries would be greatly appreciated. We look forward to receiving your comments and approval by **October 31, 2018**.

Sincerely,



Timothy A. Slavin  
State Historic Preservation Officer and Director



Synopsis of the Proposed Downtown Harrington Historic District  
National Register Nomination and General Information about  
the National Register of Historic Places Program

The City of Harrington contracted with the Center for Historic Architecture and Design at the University of Delaware in 2017 to create a historic district which physically represents the development of Harrington and documents the community's significance in a variety of areas including architecture, commerce, industrialization, and transportation. Throughout the year, several residents have contributed historical information about the town's history as well as specific information about the buildings they own and/or occupy.

Narrative Description Summary

The Downtown Harrington Historic District is located in Mispillion Hundred, Kent County, Delaware and encompasses the historic downtown commercial core of the City of Harrington, as well as early residential streets. More than 100 properties in the Downtown Harrington Historic District represent the city's commercial heyday in the late-nineteenth through the mid-twentieth centuries. Due to the mixing of commercial and residential buildings, the district contains a variety of architectural types and styles – including two-part commercial block buildings, false-front commercial buildings, commercial structures built in the Art Deco, Classical Revival, Colonial Revival, and Italianate styles as well as three-to-five bay I-houses, Queen Anne, Gable-Front-and-Wing, American Foursquare, Bungalow, and Tudor Revival dwellings. Within the boundaries are also two historic churches (one now serves as the Greater Harrington Historical Society), a firehouse turned into a police station, a post office, city hall, a former lumber yard, and a civic center. Additionally, a large number of late-nineteenth and early-twentieth century outbuildings survive, namely historic garages. The district is concentrated along main north-south roads – Dorman Street, Fleming Street, and Railroad Avenue. Additionally, nearly all of the commercial buildings are located on Commerce Street, which runs diagonally to the southwest from the intersection with Railroad Avenue.

Statement of Significance Summary

The Downtown Harrington Historic District is eligible for listing in the National Register of Historic Places, at the local level, under Criteria A and C. It is eligible under Criterion A for its historical associations with important transportation and commerce trends in central Delaware. More specifically, the district is an example of a prominent railroad crossroads town representing development patterns associated with the arrival and growth of the Delaware Railroad. The Downtown Harrington Historic District is also eligible for listing in the National Register of Historic Places under Criterion C for its commercial and residential architecture, reflecting local, regional, and national trends during the late-nineteenth and early-twentieth centuries. As the City of Harrington quickly expanded in the late-nineteenth century, the commercial and residential architecture within the boundaries of the historic district exemplified popular residential architecture exemplified by Romantic and Victorian styles, including Italianate, Gothic Revival, and Queen Anne. Vernacular buildings are also prevalent throughout the district and include two-part block and false-front commercial buildings, as well as three-bay and five-by vernacular dwellings. As Harrington continued to prosper in the twentieth century, empty lots and older buildings were replaced with new Art Deco, Classical Revival, Colonial Revival, Tudor Revival, Bungalow, and American Foursquare buildings. The most stylized architectural examples in the Downtown Harrington Historic District are represented by its banks, post office, churches, and railroad buildings, while utilitarian domestic outbuildings – especially garages – reflect the twentieth century growth of Harrington. As such, the architectural significance of the Downtown Harrington Historic District is closely tied to the commercial and industrial growth of the city experienced from about 1870 through 1950. The period of significance begins in 1856 when the railroad line was constructed through Harrington.

**Page 2**

**Synopsis of the Downtown Harrington Historic District**

(then a tiny hamlet called Clark's Corner), and ends in 1960, when the last substantial commercial building was erected in downtown Harrington.

City of Harrington Information:

A copy of the proposed historic district nomination will be available for review at the City Hall located at 106 Dorman Street between 8 a.m. and 4 p.m. Monday – Friday after January 4, 2019. Local questions can be directed to Jeremy Rothwell (City Planner) at 302-398-3530 or [jrothwell@cityofharrington.com](mailto:jrothwell@cityofharrington.com).

A copy of the proposed nomination can also be requested by contacting Madeline Dunn (National Register Coordinator-Historian) at the State Historic Preservation Office at 302-736-7417 or [madeline.dunn@stte.de.us](mailto:madeline.dunn@stte.de.us).

**General Programmatic Information:**

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

The more than 93,000 properties listed in the National Register represent 1.8 million contributing resources - buildings, sites, districts, structures, and objects.

Listing in the National Register is the first step towards eligibility for National Park Service-administered **federal preservation tax credits** that have leveraged more than \$45 billion in private investment and National Park Service grant programs like **Save America's Treasures** and **Preserve America**.

**Source:**

<https://www.nps.gov/subjects/nationalregister/what-is-the-national-register.htm>

**Results & Owner Information**

Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state. Results include:

- Becoming part of the National Register Archives, a public, **searchable database** that provides a wealth of research information
- Encouraging preservation of historic resources by documenting a property's historic significance
- Providing opportunities for preservation incentives, such as:
  - Federal preservation grants for planning and rehabilitation
  - Federal investment tax credits
  - Preservation easements to nonprofit organizations
  - International building code fire and life safety code alternatives
- Possible State tax benefit and grant opportunities. Check with your **State Historic Preservation Office** for historic property incentives available within your state.



**Results & Owner Information (Cont.)**

- Involvement by the **Advisory Council on Historic Preservation** when a Federal agency project may affect historic property
- Find out information on the care and maintenance of your historic property through various **NPS Preservation Briefs** and **Tech Notes**
- Network with other historic property owners, tour historic areas, or chat with preservationists through Conferences, Workshops, and Preservation Organizations
- Celebrate your listing by ordering a **bronze plaque** that distinguishes your property as listed in the National Register of Historic Places.

**Listing and Ownership**

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting.

- National Register listing does not lead to public acquisition or require public access
- A property will not be listed if, for individual properties, the owner objects, or for districts, a majority of property owners object.
- National Register listing does not automatically invoke local historic district zoning or local landmark designation.
- The National Register of Historic Places is administered under **Federal Regulation 36 CFR 60**.

**Source:**

<https://www.nps.gov/subjects/nationalregister/how-to-list-a-property.htm>

**Information about Delaware's Historic Districts Listed in the National Register:**

Delaware has more than 700 nominations listed in the National Register of Historic Places including sixty-one historic districts. These historic communities contain a variety of properties including dwellings, commercial and governmental buildings, stores, banks, schools, churches, cemeteries, theaters, parks, monuments/markers, statues, industrial facilities, hospitals, military facilities, train depots, navigational aids, and/or agricultural buildings. Most contain a myriad of architectural styles or periods but are unified by predominant characteristics such as scale, proportions, materials, color, decoration, workmanship and quality of designs. The general physical relationship of buildings to each other is another important factor which requires the analysis of façade lines, street plans, squares, open spaces, density of development, and/or landscaping. Defining a period of significance is another key factor which requires the evaluation of historic properties, a determination of a level of significance (local, county, state, national), as well as an explanation of how the properties reflect a specific period of significance and their relevancy to the evolution of the community.

**Page 4**

**Synopsis of Downtown Harrington Historic District**

Public participation is an important process by which the opinions of property owners, public officials, and the general public are considered prior to making a decision to nominate or list historic properties in the National Register of Historic Places.

Promoting historic preservation, photographing and gathering information about historic properties for inclusion in Delaware's Cultural Resource Survey program, providing guidance and direction to individuals interested in researching historic properties, assisting with the development of National Register nominations, and offering preservation advice regarding the repair and maintenance of historic buildings are initiatives offered by Delaware's State Historic Preservation Office and are among the activities reflected in Delaware's statewide historic preservation plan titled Partners in Preservation Planning for the Future 2018-2022.

**Delaware Historic Preservation Tax Credit Program**

Delaware's Historic Preservation Tax Credit Program assists in preserving and rehabilitating historic buildings throughout Delaware. Applicants may be eligible for tax credits for rehabilitation work on properties that are listed in the National Register of Historic Places, or are certified as contributing to a listed historic district. The rehabilitation work must meet the Secretary of the Interior's Standards for Rehabilitation developed by the National Park Service.

For more information about the state tax credit program go to  
<https://history.delaware.gov/preservation/taxcredit.shtml>

For owners of income producing historic properties, there are also federal rehabilitation tax credits. The federal program is managed by the National Park Service, but applications are first submitted to the State Historic Preservation Office (located within the Division of Historical and Cultural Affairs) for review. For more information on the federal program, go to:

<https://history.delaware.gov/preservation/FederalTaxIncentives.shtml>.

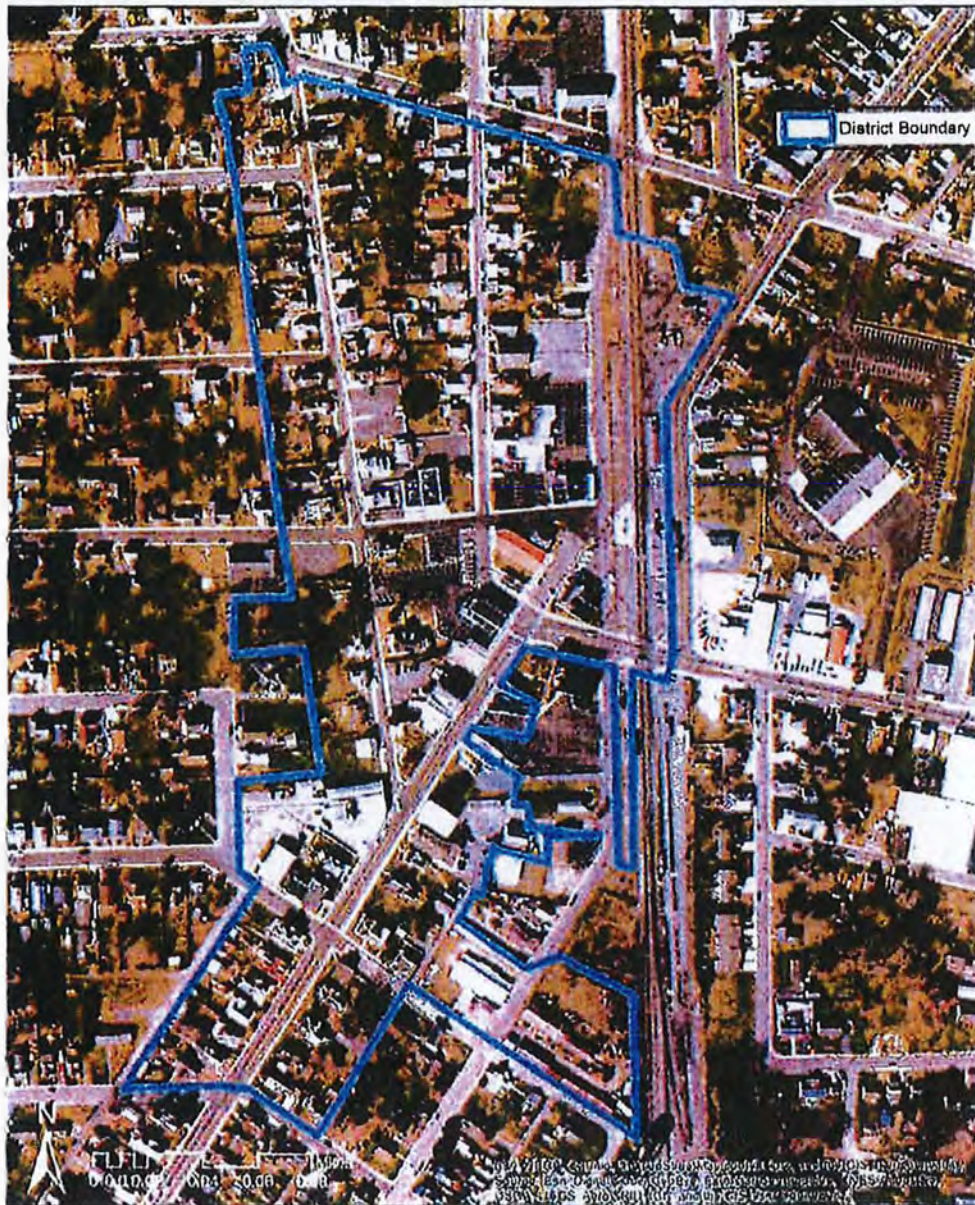


Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Figure 2: Downtown Harrington Historic District boundary (in blue) on modern aerial photography.**

### Downtown Harrington Historic District



Boundary Justification  
Downtown Harrington Historic District

The nominated district includes all properties along Dorman and Fleming Streets south of West Liberty Street, and north of Mechanic Street along Railroad Avenue (west of the railroad tracks). Only one property is located to the west of the railroad tracks, this is the parcel containing the railroad depot and other associated outbuildings. The district also includes all parcels, save one empty lot, fronting Commerce Street from Mechanic Street to E. Milby Street. Along E. Milby Street the district includes one parcel located between the historic alleyway and Commerce Street. Three parcels along the north side of Mispillion Street are included in the district boundaries. The parcel to the southeast of the historic post office, which itself is set into a triangle of three streets- Commerce, Hanley, and Clark Streets, contains the PWB interlocking tower.

Together these principle streets – Commerce, Dorman, Fleming, Mechanic, and the railroad buildings compose the earliest core of Harrington – representing closely the original town layout as seen on the 1868 Beers Atlas map. Outside of the district, is little to no historic commercial activity. The commercial structures found outside of the district's boundaries are later twentieth century buildings, often the building that led to the decline of the central business district. The residential streets outside of the district boundaries are comprised mainly of early-to-mid twentieth century housing. The bulk of the late nineteenth century dwellings in Harrington are contained within the historic district boundaries.





*Saving Delaware History*

DELAWARE STATE HISTORIC PRESERVATION OFFICE  
21 THE GREEN  
DOVER, DE 19901  
(302) 736-7400

RIGHTS OF OWNERS  
TO COMMENT ON AND/OR TO OBJECT TO  
LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES

Owners of private properties nominated to the National Register of Historic Places have an opportunity to concur with or object to listing in accord with the National Historic Preservation Act of 1966 and 36 CFR 60. Any owner or partial owner of private property who chooses to object to listing must submit, to the State Historic Preservation Officer, a notarized statement certifying that the party is the sole or a partial owner of the private property and objects to listing. Each owner or partial owner of private property has one vote regardless of the portion of the property that the party owns. If a majority of private property owners object, a property will not be listed. However, the State Historic Preservation Officer will submit the nomination to the Keeper of the National Register for a determination of eligibility of the property for listing in the National Register of Historic Places. If the property is then determined eligible for listing, although not formally listed, Federal agencies will be required to allow for the Advisory Council on Historic Preservation to have an opportunity to comment before the agency may fund, license, or assist a project which will affect the property. If you choose to object to the listing of your property, the notarized objection must be submitted to Timothy A. Slavin, State Historic Preservation Officer, Division of Historical and Cultural Affairs, 21 The Green, Dover, DE 19901 before the date noted in the attached letter as the date of the meeting of the State Review Board for Historic Preservation at which your property will be considered for inclusion in the National Register of Historic Places.

If you wish to comment on the nomination of the property to the National Register of Historic Places, please send your comments to the State Historic Preservation Officer before the State Review Board considers the nomination. Mr. Slavin's e-mail address is [timothy.slavin@state.de.us](mailto:timothy.slavin@state.de.us). A copy of the nomination and information about the National Register and federal and state tax incentives are available from the State Historic Preservation Office upon request. For additional information contact Gwen Davis, (Deputy State Historic Preservation Officer) at [gwen.davis@state.de.us](mailto:gwen.davis@state.de.us) or Madeline Dunn (National Register Coordinator-Historian) at [madeline.dunn@state.de.us](mailto:madeline.dunn@state.de.us) or 302-736-7400.

12/21/2018

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 for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

Draft

### 1. Name of Property

Historic name: Downtown Harrington Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: \_\_\_\_\_

(Enter "N/A" if property is not part of a multiple property listing)



### 2. Location

Street & number: Various

City or town: Harrington State: DE County: Kent

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

_____ <b>Signature of certifying official/Title:</b>		_____ <b>Date</b>
_____ <b>State or Federal agency/bureau or Tribal Government</b>		

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ <b>Signature of commenting official:</b>	_____ <b>Date</b>
_____ <b>Title :</b>	_____ <b>State or Federal agency/bureau or Tribal Government</b>

1 Excerpts - Harrington Post Office Sections



Downtown Harrington Historic District  
Name of Property

Kent County, Delaware  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Downtown Harrington Historic District is eligible for listing on the National Register of Historic Places, at the local level, under Criteria A and C. It is eligible under Criterion A for its historical associations with important transportation and commerce trends in central Delaware. More specifically, the district is an example of a prominent railroad crossroads town representing development patterns associated with the arrival and growth of the Delaware Railroad. The Downtown Harrington Historic District is also eligible for listing on the National Register of Historic Places under Criterion C for its commercial and residential architecture, reflecting local, regional, and national trends during the late-nineteenth- and early-twentieth centuries. As the City of Harrington quickly expanded in the late-nineteenth century, the commercial and residential architecture within the boundaries of the historic district exemplified popular Romantic and Victorian styles, including Italianate, Gothic Revival, and Queen Anne. Vernacular buildings are also prevalent throughout the district and include two-part block and false-front commercial buildings, as well as three-bay and five-bay vernacular dwellings. As Harrington continued to prosper in the twentieth century, empty lots and older buildings were replaced with new Art Deco, Classical Revival, Colonial Revival, Tudor Revival, bungalow, and American Foursquare buildings. The most stylized architectural examples in the Downtown Harrington Historic District are represented by its banks, post office, churches, and railroad buildings, while utilitarian domestic outbuildings—especially garages—reflect the twentieth century growth of Harrington. As such, the architectural significance of the Downtown Harrington Historic District is closely tied to the commercial and industrial growth the city experienced from about 1870 through 1950. The period of significance begins in 1856, when the railroad line was constructed through Harrington (then a tiny hamlet called Clark's Corner), and ends in 1960, when the last substantial commercial building was completed in downtown Harrington.

Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

and southwest elevations and an interior brick chimney on the northeast elevation. The door in the first bay is metal, 9-light/2-panel, with wood trim and an arched transom. The door in the second bay is wood, full-glaze, with wood trim and flanked by double 1-light picture windows with metal frames. A one-story, shed roof addition extends from the southeast elevation.

**K06973.120**

**10 Commerce Street**

**C. 1970**

**1 noncontributing resource (Commercial Building)**

10 Commerce Street is a one-story, three-bay, frame building with a hipped roof, built in a False-Front Commercial style. The building is clad in vertical, raised-seam metal and sits on a concrete foundation. The roof, sheathed in asphalt shingles, features a false-front on the facade. The windows are fixed, octagonal 1-light with metal trim and canvas awnings. The door is metal, 2-light/2-panel, with metal trim.

**K06973.121 (K03038)**

**2 Commerce Street (Harrington Post Office)**

**1937**

**1 contributing resource (Post Office)**

The Harrington Post Office is a one-story, five-bay, masonry building with a hipped roof, built in a Colonial Revival style. The building is composed of brick and sits on a brick foundation. The building features a denticulated stone cornice and a water table trimmed with stone. The roof, sheathed in asphalt shingles, is pierced by one exterior brick chimney to the east between two rear additions. The windows are vinyl, 1-light/hopper, with 24-light grilles in the upper light and feature brick jack arches and stone sills. The door is metal, full-glaze, with metal framing, and flanked by a 1-light with 10-light grilles, with a 2-light transom with 6-light and 9-light grilles. A wide, cement landing with four concrete steps at both ends and metal railing spans the center three bays. A two-story, flat roof addition and a one-story, flat roof addition extend from the southeast elevation. A one-story, flat roof addition extends from the northeast elevation of the two-story addition.

**K06973.122 (K03037)**

**SE Corner of Clark and Hanley Streets (Railroad Signal Tower)**

**C. 1915**

**2 contributing resources (Tower, Train Car)**

**3 noncontributing resources (Sheds, Train Shelter)**

The Railroad Signal Tower is a two-story, one-bay, frame building with a pyramidal roof, built in a Craftsman style. The building is stuccoed and sits on a brick foundation. The roof, sheathed in asphalt shingles, is pierced by an interior, parged brick chimney. The north (front) facade is irregular and asymmetrical, featuring a single door sheltered by a one-story, shed roof enclosure. There are two wood windows, 12/1 double-hung sash, on the west elevation, wood trim and stone jack arches and sills.



Downtown Harrington Historic District

Kent County, Delaware

Name of Property

County and State

revival styles, including Colonial, Neoclassical, Tudor, French, Italian Renaissance, Mission, Spanish and Pueblo revivals.<sup>67</sup> The Eclectic movement began at the tail end of the nineteenth century, when European-trained architects began designing high-style, high-profile, period houses for wealthy clients.<sup>68</sup> This trend of fashioning period style buildings (whatever the period) gained mainstream momentum in America at the 1893 World's Columbian Exposition in Chicago, where historical interpretations of European styles were promoted.<sup>69</sup> The Eclectic movement, with its variety of architectural styles, was one of the most diverse and exciting periods of domestic architecture in American history, with dozens of architectural styles to choose from. These Revival styles remained popular in America through the 1920s and 1930s, when the Eclectic movement was fully eclipsed by Modern and later Postmodern styles.

### Colonial Revival

The Philadelphia Centennial of 1876 is credited with awakening the interest in America's colonial heritage. American architects began studying early Georgian and Federal buildings, especially in New England, and produced detailed studies of their findings.<sup>70</sup> The return to these historical precedents was partly a reaction to the unrestrained enthusiasm of Victorian architecture. Colonial Revival dwellings, however, are not historical or faithful copies of Georgian or Federal style dwellings—instead, they synthesized twentieth century architectural forms, often with oversized colonial detailing, often mixing elements from multiple eras of classical architecture to achieve the new Colonial Revival designs. Due to the mixing and matching of colonial details, very few dwellings can be interpreted as true Georgian Revival, Federal Revival, or Dutch Colonial, for example. Since there is an overlap in time with that of the Queen Anne style, some early Colonial Revival dwellings even display some Victorian features.

A few commercial buildings in Harrington exhibit Colonial Revival or Classical Revival influence, and one Colonial Revival civic building exists in the Downtown Harrington Historic District. The building at 103 Dorman Street is the former New Century Club (.013), completed in 1926 and based on vernacular Georgian prototypes. The New Century Club displays a mixture of exterior detailing elements mostly from the Georgian and Greek Revival styles. The building is one-story, with a center-entry, hipped roof, multi-light transom over the double doors, and 6/6 double-hung sash windows, all typical of the Georgian style. The front-gable, pedimented porch is a Greek Revival feature. A historic postcard from 1935 shows the New Century Club's porch with Ionic tapered columns. While the columns have been removed, the New Century Club is an excellent example of a vernacular Colonial Revival design that blended elements from multiple classical styles.

The Harrington Post Office, located at 2 Commerce Street (.121), is another outstanding survival of Colonial Revival architecture in the district and stands as an archetypal example of post offices erected during the first half of the twentieth century. Completed in 1937, this building was constructed under Louis A. Simon, Supervising Architect in the Office of the Supervising

<sup>67</sup> Virginia & Lee McAlester, *Field Guide to American Houses* (New York: Alfred A. Knopf, 1994), 318-319.

<sup>68</sup> McAlester, 318-319.

<sup>69</sup> McAlester, 318-319.

<sup>70</sup> McAlester, 326.

Downtown Harrington Historic District

Kent County, Delaware  
County and State

Name of Property

Architect, U.S. Department of the Treasury. It features a Georgian-influenced, symmetrical façade with a stone trimmed central entryway, ornamented with a dentilated stone cornice, and a stone-trimmed water table. The interior retains its colored tile flooring, heavy woodwork, and features a 1941 wax tempura mural entitled “Men Hoeing” by painter Eve Salisbury, one of only a handful in the State commissioned by the federal government for public buildings in the late 1930s and early 1940s. The Harrington Post Office fits squarely into an historical context established for the United States Postal Service— it stands alone in a central downtown location, with distinct architectural styling, a “public interior [lobby] with high quality finishes and details, and...public art in the form of...[a] wall [mural].”<sup>71</sup> The physical integrity of the building is noteworthy; with the exception of the door and windows, which are modern replacements, it survives highly intact (a c. 1940 postcard shows the original double doors and 12/12 double-hung sash windows).

Classical Revival

The second First National Bank building (now WSFS Bank), located at 7 Commerce Street (.082), is the only example in the district reflecting Classical Revival elements. Built between 1927 and 1928, this bank features a restrained temple front derived from the Greek Revival style, first popular in the United States during the 1820s and 1830s. Temple front buildings again became popular during the first three decades of the twentieth century, influenced by the 1893 World’s Columbian Exposition in Chicago, which featured a neoclassical city designed by the country’s most prominent architects.<sup>72</sup> Temple front facades were nearly always used for banks, a design element that “stood for stability, strength, and security.”<sup>73</sup> The architectural elements of the temple front are typically aesthetic as opposed to structural, featuring columns or pilasters, often with porticos close to or engaged with the wall. Temple front banks are frequently located on corner lots and, as such, often feature a stylistic continuity from the facade to other exposed elevations.<sup>74</sup> The First National Bank, designed by architect Joseph H. Steinacker of Catonsville, Maryland, is constructed of Mount Airy granite with a low-pitched temple pediment, limestone pilasters and window surrounds, and an attached classical limestone portico.<sup>75</sup> Situated on a corner lot, the classical style established at the facade continues on the northeast elevation along Fleming Street.

Tudor Revival

Another revival style found in the Downtown Harrington Historic District is Tudor Revival, popular nationally from 1900 to the Second World War. Like other Eclectic styles, the Tudor

<sup>71</sup> URS Group, *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied between 1940 and 1971* (Germantown, MD, 2012), published for the United States Postal Service, Section 3-2, accessed August 2, 2018,

[http://preservation.lacity.org/sites/default/files/USPSNationwideHistoricContextStudy\\_PostalFacilitiesConstructedOrOccupiedBetween1940and1971.pdf](http://preservation.lacity.org/sites/default/files/USPSNationwideHistoricContextStudy_PostalFacilitiesConstructedOrOccupiedBetween1940and1971.pdf).

<sup>72</sup> Charles Belfoure, *Monuments to Money: The Architecture of American Banks* (Jefferson, North Carolina: McFarland & Company, Inc., Publishers, 2005), 127.

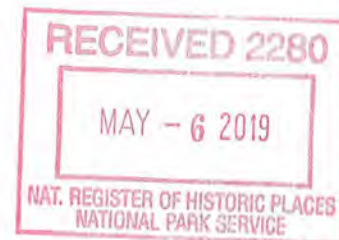
<sup>73</sup> Belfoure, 125.

<sup>74</sup> Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture* (Washington, D.C.: The Preservation Press, National Trust for Historic Preservation, 1987), 100.

<sup>75</sup> “Fine New Bank Opens Saturday: First National, of Harrington, Completes New Structure Costing About \$75,000,” *Wilmington Morning News*, Wilmington, Delaware, March 22, 1928, 3.



January 3, 2019



Mr. Daniel B. DeLahaye  
Federal Preservation Officer  
475 L'Enfant Plaza SW  
Room 6670 Washington, D.C. 20260-1862

Dear Mr. DeLahaye:

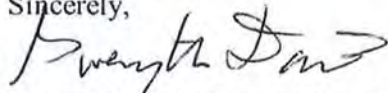
In September, the State Historic Preservation Office sent you a letter informing you that the City of Harrington, Delaware was preparing a historic district nomination for listing in the National Register of Historic Places which included the 1937 brick Colonial Revival U.S. Post Office located at 2 Commerce Street. The proposed nomination titled the Downtown Harrington Historic District is scheduled for review by the Delaware State Review Board for Historic Preservation on Wednesday, January 16, 2019. The Division extends an invitation for you or a member of your staff to attend this meeting. The meeting begins at 10:00 a.m. and will be held in the Delaware Room at the Delaware Public Archives which is located at 121 Martin Luther King, Jr. Blvd. North in Dover, Delaware.

This historic edifice represents one of the town's eight architectural styles and is considered to be one of the main contributing resources within the proposed historic district. Constructed under the supervision of Louis A. Simon (Supervising Architect in the Office of the Supervising Architect - Department of the U.S. Treasury), this building is an outstanding survival of Colonial Revival architecture and represents an archetypal example of post office construction during the first half of the twentieth century. It retains a high level of historic integrity as well as a 1941 wax tempura mural located in the lobby area titled "Men Hoeing" which was painted by Eve Salisbury.

As one of the property owners within this district, we enclosed several items: a synopsis of the proposed historic district nomination, a district boundary map, a copy of the Rights of Owners to Comment on and/or to Object to Listing the National Register of Historic Places, as well as an excerpt of the section which describes Harrington's U.S. Post Office.

If you have any questions, please contact Madeline Dunn, National Register Coordinator-Historian at [madeline.dunn@state.de.us](mailto:madeline.dunn@state.de.us) or at 302-736-7417.

Sincerely,



Gwentyth Davis, Deputy State Historic Preservation

April 24, 2019

Ms. Joy Beasley  
Keeper of the National Register  
National Park Service  
National Register Program  
1849 C St. NW (Mail Stop 7228)  
Washington, D.C. 20240

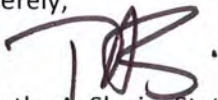


Dear Ms. Beasley:

The enclosed disks contain the true and correct copy of the **Downtown Harrington Historic District** nomination for listing in the National Register of Historic Places. This proposed historic district is located in Kent County, Delaware and is being nominated under Criteria A and C with a local level of significance as well as the following areas of significance: architecture, commerce, and transportation.

If there are any questions regarding this nomination, please contact Madeline E. Dunn, National Register Coordinator-Historian for the Delaware State Historic Preservation Office at [madeline.dunn@delaware.gov](mailto:madeline.dunn@delaware.gov) or 302-736-7417.

Sincerely,



Timothy A. Slavin, State Historic Preservation Officer and  
Director – Division of Historical and Cultural Affairs