

PH0660183

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 10 1978
DATE ENTERED JUN 9 1978

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

DuPont Station, Montchanin

AND/OR COMMON

Montchanin Historic District

2 LOCATION

STREET & NUMBER

CITY, TOWN

Montchanin

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

One

STATE

Delaware

___ VICINITY OF

CODE
10

COUNTY

New Castle

CODE

002

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Multiple Ownership - See Continuation Sheet

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Public Building

STREET & NUMBER

Rodney Square

CITY, TOWN

STATE

Wilmington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Delaware Cultural Resource Survey, N-1086

DATE

1973

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Division of Historical Affairs, Hall of Records

CITY, TOWN

Dover

STATE

Delaware

(please see continuation sheet)

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The village of Montchanin is located in the northwestern quadrant of Christiana Hundred, New Castle County, Delaware. Rolling countryside surrounds the village which lies approximately six miles from the City of Wilmington and approximately a half mile from the Brandywine River.

The initial settlement at Montchanin was situated on a triangular plot of approximately 2.4 acres formed by the intersection of three roadways. The western boundary of the village was originally defined by Route 100, known historically as Centre Road and later as Chadd's Ford Road. To the north, the boundary was Route 82, Kirk Road. The third boundary, to the southwest, was Rockland Road, known historically as the Wagon or Wagoners Road. This road pattern appears on eighteenth century plots and maps and may represent earlier Indian trails in the lower Brandywine Valley. This central triangular form remains to this day.

The village of Montchanin has subsequently expanded beyond the bounds of the triangular plot. To the north, a mid-nineteenth century farmstead has been incorporated within the village. With the establishment of rail lines to the southeast of Rockland Road, in the late nineteenth century, several support facilities were built including a station, warehouses, magazine and coal yards. On the far side of the railroad tracks a row of workers houses were built about the same time as the railroad complex. The village today encompasses approximately twenty acres of land. It contains 21 structures and an unknown number of foundations of older buildings that are no longer visible. Its topography has been an important consideration in the development of Montchanin. The steep slope precluded any formalized grid plan. The buildings are clustered along the intersecting roadways. The various paths, carriage ways, gardens, enclosures and minor garden structures combine to form a series of closures and vistas that would not be possible on a flat plane.

Presently, the focal point of the area is the 1889 frame, stick-style railroad station situated off Rockland Road. In front of it is a carriage house built in the same style. To the south of these buildings at the intersection of Rockland Road with Route 100 is a brick and frame, split-level house. Stylistically, it forms an intrusion within the district. To the north of the station are two warehouses: one is a twentieth century structure sheathed in aluminum siding and a visual intrusion; the other is brick, built in the late nineteenth century and recently renovated for commercial use. The railroad tracks run behind these buildings crossing Route 100 just below the twentieth century residence and crossing Rockland Road where it intersects Kirk Road. On the far side of the railroad tracks is another brick warehouse. To the south a private road off Route 100 allows access to a row of turn of the century workers houses. These duplex houses are not architecturally distinguished, however, they do form the visual southern boundary of the district.

The core of the district is the triangular area which was the original village. It also holds the greatest concentration of structures. At its southern point, the intersection of Route 100 with Rockland Road, the focus of the area is an 1890 stone schoolhouse. To the north along Route 100 is a brick and stucco structure which was originally a blacksmith shop and presently serves a commercial use. To the north of the school, along Rockland Road, is a row of private residences. These date to the late nineteenth century. The two structures nearer the school are stucco, each has Tuscan detailing. The other two structures are frame, and are of the stick-style. One has been sheathed with aluminum siding. The houses are multi-family dwellings. Along Kirk Road at the northern part of the

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In architectural and aesthetic terms, the importance of Montchanin is found in the character and harmony of the whole village rather than in the outstanding significance of any of its parts. Once one of a great number of similar hamlets in the lower Brandywine valley, it remains today much as it did at the turn of the century. There are few others that have survived with so few intrusions in their environment and structural characteristics. Historically, even the population patterns have not changed. A majority of the early population were mill laborers who worked at the nearby DuPont mills and factories along the Brandywine. Stone masons also found their homes here. Today, some of the domestic structures are leased to those who work in Wilmington, or at the nearby DuPont Company. The older warehouses and railroad facilities have been adapted for modern commercial use.

Montchanin was not originally nor is it presently noted for the distinctiveness of its individual buildings. The various cottages, dating from circa 1840 through the early twentieth century, reflect a wide range of architectural styles but are executed in a manner which tells more about regional variations than purely stylistic forms. The buildings are for the most part, constructed of local materials with stone, stucco and wood predominating. Several of the cottages have been covered with modern siding materials. This has not detracted from their overall appearance. The important architectural details which are found primarily on porches, window and door openings, cornices and eaves have been retained and preserved. The surviving agricultural buildings (including a stone bank barn and the blacksmith shop) are particularly good examples of types found in northern Delaware. The railroad station was constructed in 1889. Its similarity to other stations on the rail line indicates a common architectural heritage. Recent studies suggest that these designs derived from earlier toll houses used for horse-drawn vehicles. No plans or elevations for the station have been found and there is sufficient variation in the buildings to suggest that carpenters were given reasonable freedom in the final execution of the construction.

Statistically, the Montchanin station would be one of the 40,000 passenger stations built in the United States between 1830 and 1950. Less than 20,000 survive today. The Montchanin station is part of a growing minority of stations that have been adapted for contemporary use. It serves today as the post office with portions adapted for residential use.

As the introduction of the rail lines in 1869 was clearly the most important stage in the history of the site, it might be assumed that the village developed after and as a result of their introduction. However, documentary and architectural evidence indicate that the initial development took place in the first or second quarter of the nineteenth century. The village was a cross-roads settlement, providing services and housing for the surrounding countryside. The village seems to have grown slowly. By 1859, it contained two tenant houses, a blacksmith's shop, workshops and a schoolhouse. The largest period of growth occurred between 1870 and 1910, a growth related to the railroad.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY about 20½ acres.

UTM REFERENCES

A	<u>118</u>	<u>449</u> ⁶⁸⁰ <u>520</u>	<u>4404</u> ⁵²⁰ <u>680</u>
	ZONE	EASTING	NORTHING
C	<u>118</u>	<u>449</u> ⁵⁴⁰ <u>0510</u>	<u>4404</u> ⁰⁶⁰ <u>540</u>

B	<u>118</u>	<u>449</u> ⁸⁰⁰ <u>200</u>	<u>4404</u> ³⁰⁰ <u>200</u>
	ZONE	EASTING	NORTHING
D	<u>118</u>	<u>449</u> ⁵¹⁰¹⁰ <u>51010</u>	<u>4404</u> ⁵¹⁰¹⁰ <u>51010</u>

VERBAL BOUNDARY DESCRIPTION

Beginning at a point where the centerline of Route 100 meets the centerline of Rockland Road and thence north with the centerline of Rockland Road 793 feet until it intersects the northern boundary of the district, thence S 82° 15' E 466 feet, thence S 26° W 234 feet to the centerline of Kirk Road and thence east with the centerline of Kirk Road, 135 feet until it intersects the centerline of Rockland Road and thence northeast with the centerline of Rockland Road 170 feet, thence along the eastern boundary of the district S 5° E 429 feet crossing the Rockland Branch railroad right-of-way and thence east with the southern side of

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Constance H. Wyrick

ORGANIZATION

Delaware State Review Board for Historic Preservation

DATE

August 1977

STREET & NUMBER

Hall of Records

TELEPHONE

(302) 678-5314

CITY OR TOWN

Dover, Delaware 19901

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Lauren G. [Signature]

TITLE

SHPO

DATE

1/3/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST:

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

DATE

6/9/78

DATE

6.7.78

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DuPont Station, Montchanin

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Mr. and Mrs. J. Avery Draper
P.O. Box 116
Montchanin, Delaware 19710

Mr. and Mrs. William Lickle
P.O. Box 3793
Greenville, Delaware 19807

Donald W. Booker, Esquire
Ninth Floor, Market Tower Building
901 Market Street
Wilmington, Delaware 19801

Wilmington and Northern Railroad Company
C/O F. V. Flynn
Eastern Real Estate Company
1 Plymouth Meeting
Plymouth Meeting, Pennsylvania 19462

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Historic American Engineering Record Inventory - Montchanin Railroad Station

1975

Federal

Library of Congress
Washington, D.C.

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the triangle are two single family frame dwellings.

To the north of Kirk Road is the farmstead. A later house is situated on the corner of Route 100. It is almost identical to the frame house just across the road. The farm house, which has Tuscan detailing, is a large, stuccoed, brick building. To the rear of the house is a bank barn. This stone and frame structure dates from about 1850.

N-1086 Montchanin Historic District Inventory (Because this is an unincorporated area, no street numbers have been assigned. The numbers are keyed to the sketch map).

1. Mid-20th century, split level brick and frame house
2. Two story, wood frame and fish scale shingle railroad station, which dates to 1889. Front 2nd story projection with center gable of standing seam metal roof which surmounts portico for vehicles. Multipaned fenestration throughout structure.
3. One story, carriage house with same exterior treatment as its main building, the railroad station.
4. Intrusion late-20th century, 1½ story, pre-fabricated, metal warehouse.
5. One-and-a half story, late-19th century warehouse of brick with slate gable roof. Later additions are constructed of cement block.
6. One story, brick, late-19th century garage and warehouse. Gable roof with exposed rafters in eaves.
7. Early 20th century two-and-a half story, duplex, four bays wide of stucco construction. Gable roof of asphalt shingles. One-story, front porches and 2 bays wide flank ends of structure.
8. Same as No. 7.
9. Early-20th century, 2½ story, stucco, duplex, 6 bays wide. Gable roof of asphalt shingles with 3 dormers. One story, screened, front porches flank structure.
10. Same as No. 9.
11. 1½ story, stone schoolhouse with asphalt, gable roof. Structure dates 1890. Front, three bay dormer with broken pediment revealing finial. Front porch, enclosed in stone, one bay wide, serves as entrance.
12. 2½ story, brick and stucco blacksmith's shop with corbel capped chimnies, which dates 1859. Gable roof of asphalt with brick corbelled cornice. Corbelled brick continues into rake of gable. Structure now houses real estate company.

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13. Late-19th century, 3½ story, stucco duplex. Front porch of Tuscan columns unifies the facade. The slate roof terminates in a corbelled brick cornice with returns. This detailing is also found along the rake of the gable.
14. Late-19th century, 3½ story, stucco house with gable roof of slate. A one story portico, one bay wide of Tuscan columns distinguishes structure.
15. Late-19th century, 2½ story, frame triplex with recessed, 2½ story addition. Gable roof with overhang. A 2nd floor, screened porch with exposed rafters and carved, wooden, diagonal, support beams extends almost full length of front second story. Two front dormers break roof line.
16. 2½ story, late-19th century, frame duplex. Gable roof dormers project from gable roof of asphalt. Front porch projects from 2nd story level.
17. Late-19th century, 2 story, frame house with 1½ story, recessed, side addition. Two dormers on main structure break front cornice of asphalt shingle, gable roof. Front porch with simple posts and diagonal brace supports extends full length of main section.
18. Late-19th century, 2 story, white, frame house with gable roof of slate. Cross gable projects from two story wing. One story front portico attached to wing, exhibits overhanging gable roof with exposed rafters.
19. Companion house to N-1086.18 with two exceptions: an asphalt roof and small rear wing porch.
20. Pink stucco farmhouse. 2½ stories, dated 1799 on southern elevation. Asphalt, gable roof ends in corbelled brick cornice with returns. Corbelled brick continues up the rake of the gable. Front and rear porches with stucco Tuscan columns.
21. Fieldstone and frame bank barn with cedar, shingle roof. Low, gable roof with overhang. Stone wing with gable roof.

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Statement of Significance

The Wilmington and Northern Railroad Company, later the Wilmington and Reading Railroad Company, laid its first lines in 1869 from Wilmington to Coatesville, Pennsylvania. By 1874, the line reached Reading, Pennsylvania and provided an important link for gunpowder shipments to the coal fields of northern Pennsylvania and the markets of central Pennsylvania. Because of its close proximity to the upper yards of the duPont Company powder mills, Montchanin then known as DuPont Station, became the major station for the shipment of powder. Warehouses were built to house items to be shipped. Sidings and branches to the Upper Yards and mills at Rockland were constructed in 1880. The railroad provided the village with an economic base which did not exist prior to that time.

In 1889, a permanent railraod station was constructed and a post office was permanently established. Rural deliveries were made from this branch to Rockland, Centerville and the surrounding countryside. In the same year, the village was named in honor of Anne Alexandrine de Montchanin, mother of emigrant Pierre Samuel duPont de Nemours (1739-1817). It was one of several stations along the Wilmington and Northern Railroad Company lines that were named after French sites or persons associated with the duPont family.

The three parcels that make up the current village have traditionally been owned by local families. The current owners have made important contributions to contemporary preservation efforts through the maintenance of the property and by encouraging adaptive uses that are compatible to this site and the surrounding pre-industrial landscape. Montchanin is an outstanding example of the success of private philanthropic preservation efforts.

Montchanin is, both architecturally and historically, a unique survival of a particular type of 19th century development which has largely disappeared from the Delaware countryside. It is important that this village has retained its identity and character while undergoing basic changes in its economic structure.

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Verbal Boundary Description

the right-of-way 120 feet, thence S 7° 50' E 201 feet, thence S 72° W 941 feet along the southern boundary of the district until it intersects the centerline of Route 100, thence north with the centerline of Route 100, 260 feet to the place of beginning.