

PH 0508641

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY

RECEIVED

NOV 3 1977

DATE ENTERED

JUN 15 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 SEAFORD STATION

AND/OR COMMON

Seaford Station Complex

**2 LOCATION**

STREET &amp; NUMBER

Nanticoke River at Delaware Railroad Bridge

NOT FOR PUBLICATION

CITY, TOWN

Seaford

VICINITY OF

One

STATE

Delaware 19973

CODE

10

COUNTY

Sussex

CODE

003

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME

CONRAIL

STREET &amp; NUMBER

Six Penn Center

CITY, TOWN

Philadelphia

VICINITY OF

STATE

Pennsylvania

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Sussex County Courthouse

STREET &amp; NUMBER

The Circle

CITY, TOWN

Georgetown

STATE

Delaware 19947

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Historic American Engineering Record

DATE

1975

X FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington

STATE

D.C.

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> _EXCELLENT	<input type="checkbox"/> _DETERIORATED	<input type="checkbox"/> _UNALTERED	<input checked="" type="checkbox"/> _ORIGINAL SITE
<input checked="" 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

*Including (Baltimore 6.5.8)*  
Omitting the main railroad line, the nominated area includes three structures and the right-of-way section of both sides of the railroad tracks. The Seaford Railroad Station stands to the northeast of the tracks, the Seaford Freight Station to the northwest of the tracks, and the railroad bridge to the south of the station area. The complex is clustered around a small junction point on the main Conrail line, formerly the Delaware Railroad. This point was the original terminus of the line.

The Nanticoke River moveable railroad bridge is an iron ~~through-truss~~ structure carrying a single track. The moveable span joints the north shore. From the moveable span to the south bank, the railroad crosses a timber trestle and a causeway. The span pivots on a massive iron turntable at its center. A control house over the pivot still contains manual controls, but the bridge may be operated electrically from the station. This span was built about 1890 by the Pencoyd Bridge and Construction Company of Pencoyd, Pennsylvania.

The Seaford passenger station is a brick rectangular building, laid in five-course common bond. There is a rectangular bay facing the tracks, and a large bracketed overhang. Construction date for the station probably was about 1905, when several similar structures were built along the line. A covered platform, now demolished, was built a few years later. The earliest depot of which record exists stood to the west, on a siding. A water tower once stood between the site of the present depot and the bridge.

The main line track north of the depot assumed its present form just before the first World War, when this section was double-tracked. A deep cut through the heart of Seaford carries the tracks from river level, through a high bluff, to the level of the fields north of town.

Seaford Freight Station, or Railway Express office, also was built around the turn of the century. During the last days of REA Express Service, it was the last express station in Delaware south of Dover. It therefore survived after similar buildings on the line had been removed or converted to other uses. There are two parts to the building. On the south is an open porch, covered by an arcaded extension of the roof; on this porch is a Fairbanks No. 1 scale in complete working order. The north half of the building is the office and store room. The board-and-batten siding on the porch is intact; the clapboards of the office have been covered with asbestos shingles. The scales consist of a platform sunk in the floor, with a balance beam supported by fluted columns.

# 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 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 checked="" 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

The Seaford Station Complex is an outstanding example of a turn-of-the-century, unaltered, small-town railroad complex in Delaware. It is representative of the most prosperous period in the history of the Delaware Railroad.

The nineteenth-century single track bridge is the oldest part of the complex. Just before the first World War, the brick passenger depot and frame freight station were constructed, along with the addition of another track line. The freight house stands today as one of the few extant examples of its kind in Delaware.

The environment of this complex is unique, and may have contributed to its preservation. Whereas most Delaware depots are located in the center of town, the Seaford station is isolated by a bluff on the north and the river to the south. There have been, therefore, few commercial or residential encroachments. Because the railroad has used the entire complex, it has not been converted to other types of business, as have the stations located in other Delaware towns.

Seaford was the southern terminus of the Delaware Railroad when service began in 1856. The tracks stopped at the Nanticoke, where the company maintained a wharf a short distance below the present bridge. The company operated a steamboat service, in connection with Virginia lines, to connect with southern cities via Norfolk.

In 1859, construction began on an extension to the state line at the present site of Delmar. The citizens of Laurel, and the neighborhood to be served by this extension, subscribed a considerable amount of the cost of the extension. After some delay, the line was finally extended to meet a Maryland affiliate, which built tracks from Delmar to Salisbury and Crisfield. A ferry from Crisfield, and later from Cape Charles, replaced the line of steamers from Seaford to Norfolk.

When the first Nanticoke River Railroad Bridge was built in 1839, it was a draw span, since there were several industries upstream. A line to the westward was begun in 1869, with the junction point at the north end of the bridge. The present railroad bridge over the Nanticoke, built in 1890, is a swing span type. These bridges are becoming quite rare. Given the amount of use the bridge receives, it has had amazing longevity.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

J. Thomas Scharf, History of Delaware. Philadelphia: L. J. Richards, 1888.  
 Annual Reports of the Delaware Railroad Company.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 2 acres  
 UTM REFERENCES

Latitude: 38°38'18"  
 Longitude: 75°36'53"

A 

ZONE	EASTING							NORTHING	

C 

ZONE	EASTING							NORTHING	

B 

ZONE	EASTING							NORTHING	

D 

ZONE	EASTING							NORTHING	

## VERBAL BOUNDARY DESCRIPTION

The property includes the moveable span of the Nanticoke River bridge, but otherwise is bounded on the south by the bank of the river. On the north, it is bounded by a hill, and on the east and west by parking lots adjacent to the two buildings.

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

STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Edward F. Heite, Historic Registrar

ORGANIZATION

Division of Historical & Cultural Affairs

DATE

May 1977

STREET & NUMBER

Hall of Records

TELEPHONE

(302) 678-5314

CITY OR TOWN

Dover

STATE

Delaware 19901

# 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 Cole*

TITLE Director: Div. of Historical & Cultural Affairs

DATE 11/1/77

FOR NPS USE ONLY

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

ATTEST

*Lauren Cole*  
 DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
 KEEPER OF THE NATIONAL REGISTER

DATE

6/15/78

DATE

6-15-78



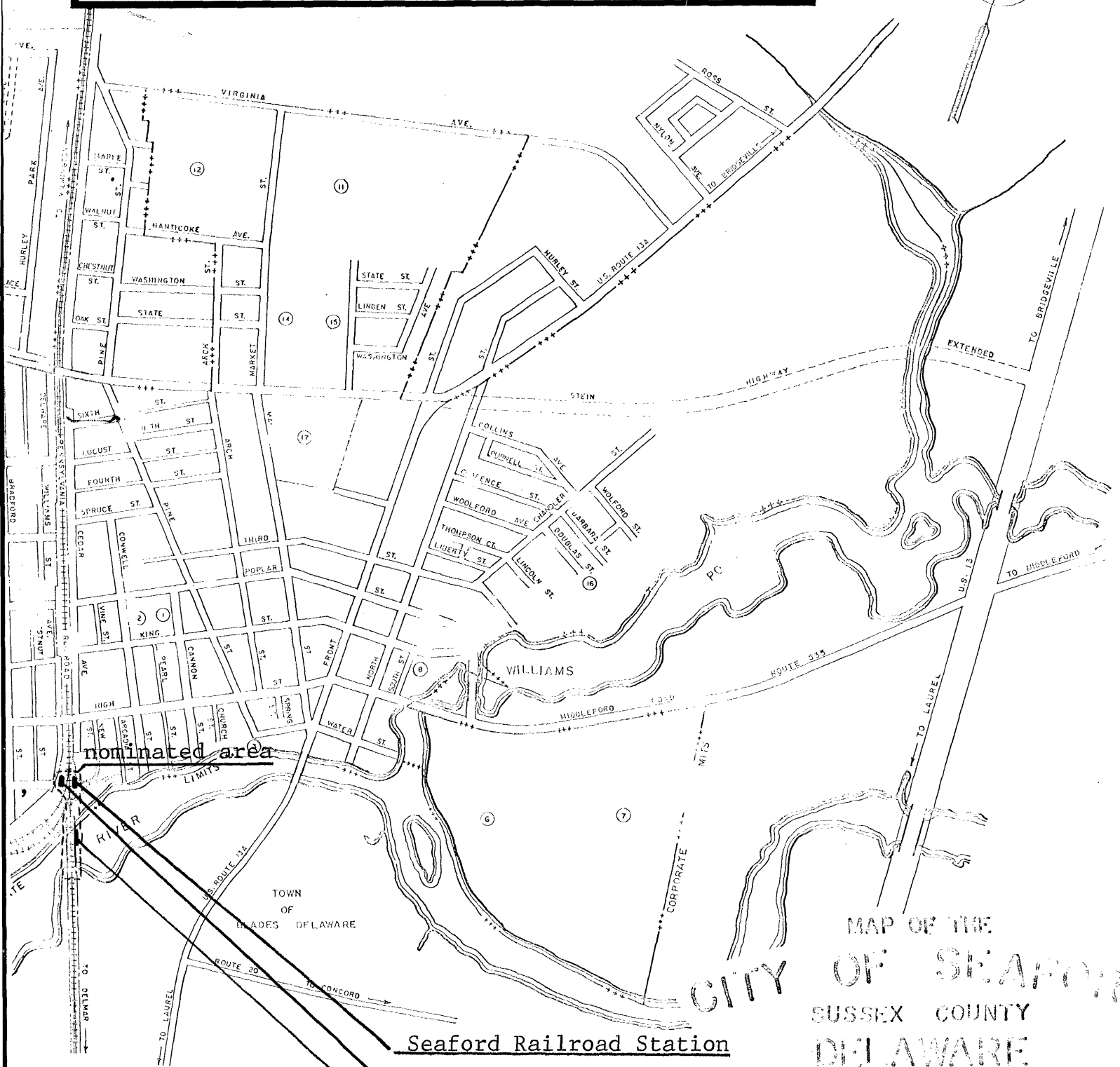
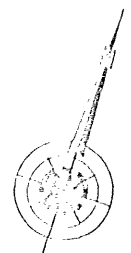
DELAWARE DIVISION OF HISTORICAL AND CULTURAL AFFAIRS

DRAWN BY **jca**

DATE **9/77** SCALE **1"=1000'**

FILE **S-747**

TITLE **Seaford Complex**



nominated area

Seaford Railroad Station

Seaford Freight Station

Seaford Railroad Bridge

MAP OF THE  
**CITY OF SEAFORD**  
SUSSEX COUNTY  
DELAWARE

PREPARED BY  
CLARKE GARDNER & PERCY STERLING  
CONSULTING ENGINEERS  
SALISBURY, MD.

**SYMBOLS**

- (1) SENIOR HIGH SCHOOL
- (2) CENTRAL ELEMENTARY SCHOOL
- (3) WEST SEAFORD ELEMENTARY SCHOOL
- (4) CENTRAL JUNIOR HIGH SCHOOL
- (5) KATIE HARDY MIDDLE SCHOOL
- (6) FRED GOUGLAS SCHOOL
- (7) CHURCH

SCALE 1"=1000'  
SCALE - FEET

JULY - 1986