

PH0021806

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

(Type all entries - complete applicable sections)

STATE: Delaware	
COUNTY: Sussex	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
JUL 2 1973	

1. NAME

COMMON:
Highball Signal

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
City park, near Penn-Central Railroad

CITY OR TOWN:
Delmar

STATE Delaware	CODE 10	COUNTY: Sussex	CODE 005
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____
		<input type="checkbox"/> Comments	_____

4. OWNER OF PROPERTY

OWNER'S NAME:
Town of Delmar and the Penn-Central Transportation Company

STREET AND NUMBER:
14 East State Street

CITY OR TOWN: Delmar	STATE: Delaware	CODE 10
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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Not applicable

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE:
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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Survey of Delaware Historic Sites and Buildings

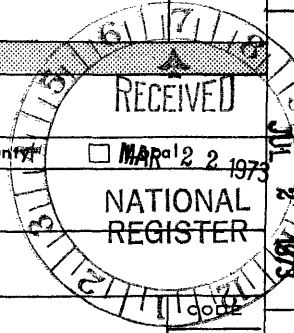
DATE OF SURVEY: 1972 Federal State County

DEPOSITORY FOR SURVEY RECORDS:
Hall of Records

STREET AND NUMBER:

CITY OR TOWN: Dover	STATE: Delaware	CODE 10
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SEE INSTRUCTIONS



STATE:
COUNTY:
ENTRY NUMBER:
DATE:
FOR NPS USE ONLY

7. DESCRIPTION

CONDITION

(Check One)

Excellent Good Fair Deteriorated Ruins Unexposed

(Check One)

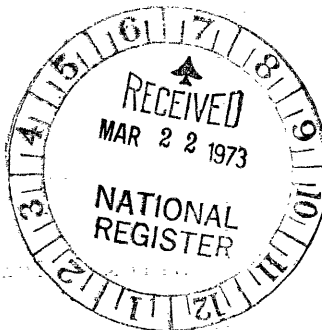
Altered Unaltered

(Check One)

Moved Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The term highball, meaning a fast train, or permission for a train to proceed at full speed, derives from this type of signal. A highball signal was a white sphere mounted on a pole next to the railroad tracks. If the track was clear ahead, the signal attendant would raise the ball to the top of the pole by means of a pulley. If the track was not clear, he would lower the ball so that it would not be visible to the engineer of an oncoming train; hence, the term "highball" came to be synonymous with a clear right-of-way. Highball signals were frequently mounted near stations or at section boundaries. The design of highball signals varied among the railroads; some were equipped with a black ball that would replace the white one when the track was not clear. Some signals, like the one at Delmar, were provided with a box into which the ball was lowered when the track was not clear. Other types of signal, notably the semaphore and the three-light electrical signal, eventually replaced the highball. The highball at Delmar is a steel sphere mounted on a wooden post, which is raised and lowered by means of a chain hoist. It is no longer used to direct railroad traffic, but is maintained as a public exhibition in a park near the railroad.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | osophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input checked="" type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

The highball signal at Delmar is one of the last survivors of a type of traffic control that was in use before the advent of modern semaphore signals. The origin of the highball is unknown, but it probably was invented during the railroad expansion period of the 1840's. As a signal, it is quite primitive, since it can convey only one piece of information: whether the track is clear or not. Modern signalling devices can transmit a variety of data to the engineer of an oncoming train. The last highball signal on a class 1 railroad in America was in operation at the interchange point between the Pennsylvania and Reading railroads near Wilmington, Delaware, a few years ago; the highball was used at that point because the electronic control systems of the two railroads ended short of the interchange track and manual signalling was necessary.

The Delmar highball signal was originally in service at New Castle, Delaware, and then at Hurlock, Maryland. It was displayed for a time at Cape Charles, Virginia, and then was moved to Delmar, Delaware for display during the town's centennial in 1959. Although it is owned by the Penn-Central Transportation Company, it is maintained as a permanent exhibit by the town.

SEE INSTRUCTIONS



9 MAJOR BIBLIOGRAPHICAL REFERENCES

Correspondence with Samuel J. Mitchell, Clerk-Treasurer, Town of Delmar.

Official Historical Souvenir Program of Delmar Centennial Celebration
Directed by Pierre of Philadelphia. Delmar: Delmar Centennial Celebration, Inc., 1959.

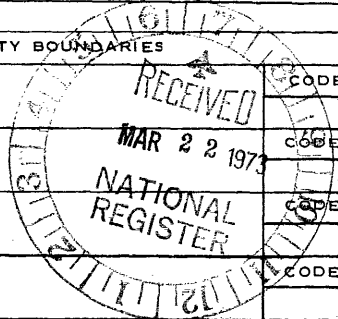
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		38° 27' 23"	75° 34' 44"	
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Not applicable**

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

STATE:	CODE	COUNTY	CODE



11. FORM PREPARED BY

NAME AND TITLE:
Edward F. Heite, Historic Registrar

ORGANIZATION: **Division of Historical and Cultural Affairs** DATE: **January 1973**

STREET AND NUMBER:
Hall of Records

CITY OR TOWN: **Dover** STATE: **Delaware** CODE: **10**

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name **E. Berkeley Tompkins**
Dr. E. Berkeley Tompkins

Title **Director, Division of Historical and Cultural Affairs**

Date **3-12-73**

I hereby certify that this property is included in the National Register.

Robert M. Utley
Chief, Office of Archeology and Historic Preservation

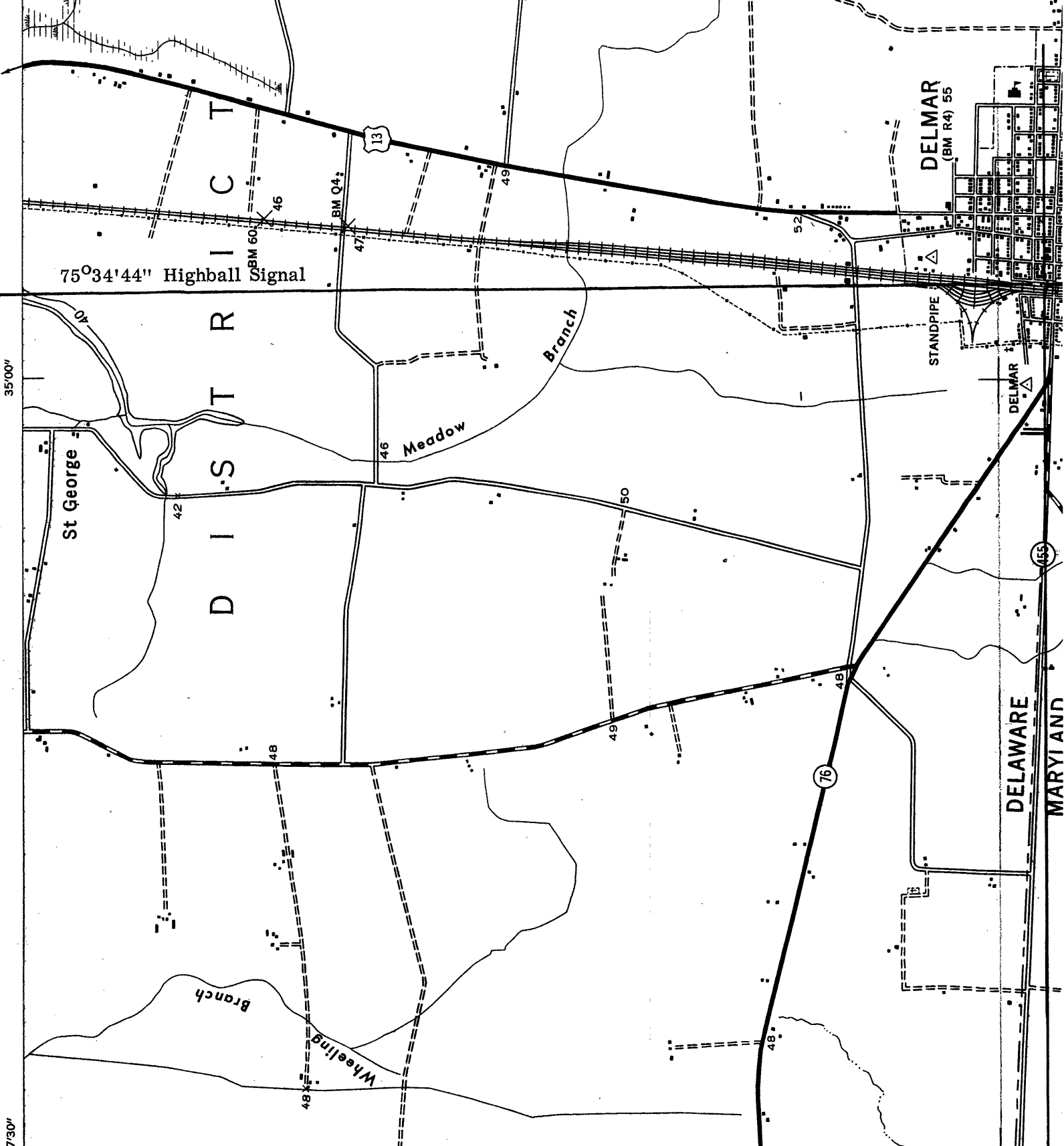
Date **7/2/73**

ATTEST:

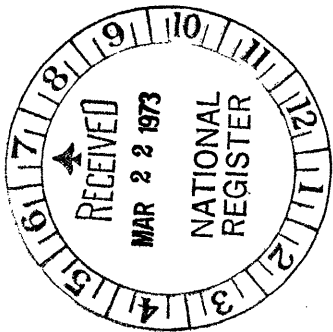
[Signature]
Keeper of The National Register

Date **6 25 73**

SEE INSTRUCTIONS



75°37'30"
38°30'00"



27'30"

30°20'23"