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NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

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NATIONAL REGISTER

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name Newport Railroad Station

other names/site number N-10976

=====

2. Location

=====

street & number James St. at RR tracks, north side not for publication N/A
city or town Newport vicinity N/A
state Delaware code DE county New Castle code 003
zip code 19804

=====

3. State/Federal Agency Certification

=====

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

Daniel P. Gifford
Signature of certifying official

December 8, 1993
Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

Entered in the
National Register

entered in the National Register

Guym. Lapsley 1/21/94

See continuation sheet.

determined eligible for the National Register

See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain): _____

Signature of Keeper Date
of Action

=====
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

Number of Resources within Property

Contributing	Noncontributing	
<u> 1 </u>	<u> 0 </u>	buildings
<u> 0 </u>	<u> 0 </u>	sites
<u> 0 </u>	<u> 0 </u>	structures
<u> 0 </u>	<u> 0 </u>	objects
<u> 1 </u>	<u> 0 </u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) Historic Resources of Newport, Delaware

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Rail Related

Current Functions (Enter categories from instructions)

Cat: Vacant Sub: _____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Early 20th Century Craftsman

Materials (Enter categories from instructions)

foundation brick

roof asphalt

walls weatherboard

shingle

other wood

=====
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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Social History
Architecture

Period of Significance c. 1908-1942

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====
9. Major Bibliographical References
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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

N/A preliminary determination of individual listing (36 CFR 67) has been requested.

N/A previously listed in the National Register

N/A previously determined eligible by the National Register

N/A designated a National Historic Landmark

N/A recorded by Historic American Buildings Survey # _____

N/A recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

=====
10. Geographical Data
=====

Acreeage of Property less than 1

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	18	447640	4395780	3	_____	_____
2	_____	_____	_____	4	_____	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

name/title Leslie D. Bashman, Research Assistant

organization State Office of Historic Preservation

date July 22, 1992

street & number 15 The Green telephone (302) 739-5685

city or town Dover state DE zip code 19901

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name P, B & W Railroad Company, Penn Central, Attn: C. Mosby

street & number 400 N. Capitol Street, N.W. telephone _____

city or town Washington, state D.C. zip code 20001

=====
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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Newport Railroad Station
name of property
New Castle County, Delaware
county and state

=====
Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

The Newport Railroad Station, which was built circa 1908, is a 44' 4" long, one story frame building with a large overhanging hipped roof with exposed rafter ends. The station is located along the main rail route between Washington, D.C. and Philadelphia, Pennsylvania. The tracks are heavily used by both passenger and freight trains. There are four separate tracks passing in front of the station which sits in the west side of the rail lines. The rail line and station sit on a manmade rise above the surrounding buildings. The local streets have been recessed to eliminate grade crossings. State route 141, a modern, four-lane expressway passes on concrete towers just to the north of the station, just beyond the property line.

The station is covered with horizontal German siding which covers the exterior of the building from the ground up to 3 1/2 feet. The German siding is 5" wide with a bevel at the top of each individual board. Vertical wood shingles cover the rest of the exterior, each wood shingle has a 6" reveal. Large, heavy, curved brackets which punctuate the elevations of the building, extend out to meet the rafter ends of the roof. The west facade of the railroad station has 7 brackets, while the north and south ends have 3 brackets. Decorative bracket bolts appear on the upper portion of each bracket near where it meets the roof line. The station is currently painted a cream color and has some taupe trim.

The Newport Railroad Station has two doors and four windows on its east facade which fronts the railroad tracks of the Philadelphia, Wilmington and Baltimore Railroad. Two of the four windows on this side of the station are centrally located. This portion of the station is rectangular and extends outward toward the tracks as far as the roof overhang. The north and south ends of the station have two windows each. The west facade, which faces the tracks, has three doors and four windows. All of the windows are boarded up, and access to the interior is not possible.

Steps which once led to the station have been covered over with a concrete retaining wall. The station also has a wire fence which extends out from both ends of the building, restricting access to the railroad tracks.

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CONTINUATION SHEET

Section 8 Page 1

Newport Railroad Station
name of property
New Castle County, Delaware
county and state

=====

Statement of Significance:

The Newport Train Station, located in New Castle County, Delaware about three miles south of Wilmington is significant under criterion A because of its association with the historical influences of transportation networks on the development of the town of Newport and criterion C because it is an example of a type of small scale depot which characterized railroad lines in the Mid-Atlantic region around the turn of the century. Built early c. 1905, this depot was the second building to serve as a passenger rail stop for the town of Newport. The building was closed in the late 1940s when the Philadelphia, Wilmington and Baltimore Railroad made the decision to eliminate stops in Newport.

The Philadelphia, Wilmington and Baltimore Railroad (P,W & B) was extended through Newport, Delaware in 1838. This extension was the result of the consolidation of the Baltimore and Port Deposit, Delaware and Maryland, Wilmington and Susquehanna and the Philadelphia and Delaware County Railroad Lines.¹ The P,W & B Railroad had two stations in Wilmington, one at Front and French Streets and one at Vandever Avenue which was called Landlith.² A typical local train departing from Chester, Pennsylvania on a weekday would stop at the following stations before getting to Wilmington, Delaware and continuing southward to Newport, Delaware: Lamokin, Thurlow, Trainer, Linwood, Claymont, Grubb's Landing, Kline, Holly Oak, Bellevue, Gordon Heights, Edgemoor and Landlith.

The railroad's extension into Newport in 1838 appears to have contributed to the decline in river trade on the Christina River, easing the development of heavy industry in Newport in the late 19th century.³ Carol Hoffecker in her book titled Wilmington, Delaware 1830-1910: Portrait of an Industrial City, explains that the route chosen by the P,W & B Railroad,

¹Scharf, p. 941.

²Grier, p. 68.

³Scharf, p. 424.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

Newport Railroad Station
name of property
New Castle County, Delaware
county and state

located in proximity to the navigable Christina River, maximized the railroad's impact on Wilmington's economy because it created a prime industrial site on a narrow strip of land between the tracks and the river.⁴ As Delaware's principle industrial location, Wilmington was the site of most of the stately manufacturing plants but Newport, like other small communities, was able to attract sufficient industry away from Wilmington as long as the rail was conveniently located in that town.

In 1851 Samuel M. Felton became president of the P,W & B Railroad.

Mr. Felton's first efforts upon accepting this position were directed to making the road what its business required it to be, a first class road. To do this it was necessary to relay the track, to construct new stations, to replace and increase the rolling stock, and make such other improvements as were imperatively demanded, some of which were contemplated by his predecessors. Prominent among these changes, which have since been completed (1856), were the substitution of heavy T rail along the entire line for the bridge and flat rail formerly in use; The erection of a commodious passenger station in Philadelphia, and a freight station in Baltimore; replacing the old stations along the line of the road by neat, convenient and substantial ones of brick.⁵

Evidence would suggest that it is possible that the first substantial railroad station was built in Newport, Delaware during the 1850s when Samuel Felton was intent on improving all aspects of the line. In 1881, the Pennsylvania Railroad took over operation of the P,W & B Railroad. Many improvements were also made on the P,W & B branch of the Pennsylvania Railroad lines from 1901-1908. It is believed that the current railroad station in Newport was built sometime during these scheduled improvements.

⁴Hoffecker, p. 17.

⁵Wilson, p. 305.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Newport Railroad Station
name of property
New Castle County, Delaware
county and state

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In 1930, the railroad became electrified. After electrification many of the local train stops in Newport were eliminated and eventually discontinued and the station closed in the late 1940s.⁶ Because of recent increases in commuter rail service between Philadelphia and Baltimore, there is some talk about restoring and reopening the Newport Railroad Station again.

The Newport Railroad Station is also significant under criterion C as an example of a type of small scale depot which characterized railroad lines in the Mid-Atlantic region around the turn of the century. The P,W & B Railroad was owned by the Pennsylvania Railroad which owned and operated the Delaware Railroad and many other small lines which traveled along the Delmarva Peninsula. The Newport Railroad Station can be characterized as being built in the Craftsman style because of its overhanging hip roof and large curving brackets used as supports and decoration.

The Newport Station is very similar in architectural style to the Cambridge, Maryland railroad station except for the fact that the station in Cambridge larger, has two chimneys and a dormer in the roof. Plans for standard stations were probably drawn up in Philadelphia at the headquarters of the Pennsylvania Railroad and then adapted to meet the size requirements of local station. Therefore it is not surprising that a railroad station in Cambridge, Maryland, would be almost identical in style to the one found in Newport, Delaware, almost 100 miles away.

The Philadelphia, Wilmington and Baltimore Railroad first passed through the town of Newport in 1838. The station which currently stands in Newport was built around 1910. It is known that at least one other station operated on this site between 1838-1910. A picture of the train station can be found in Charles Dare's Philadelphia, Wilmington and Baltimore Railroad Guide, which has an unknown date. The plans for the first station known to have been built in Newport have been found in an undated book titled Philadelphia, Wilmington and Baltimore Railroad Company: Plans of Stations and Other Lots. This book was owned by the president of the railroad, Samuel M. Felton, in 1856. The plans of the Newport station and the picture of the station from the 1838

⁶Ingram, p.4.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 4

Newport Railroad Station
name of property
New Castle County, Delaware
county and state

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Guide Book are remarkably similar in plan and style. For this reason it is suspected that only two substantial stations existed on this site, a two story Victorian style station built sometime after 1838, and serving the area unit the early 1900s, and the current station from about 1908 to present.

At one time the P,W & B Railroad supplied the only means of public transportation by land between Wilmington and Philadelphia.⁷ This station, although not a prominent destination to all who rode the line, was significant to the people who lived and worked in Newport, Delaware in the last half of the nineteenth and first half of the twentieth centuries.

⁷Grier, 70.

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CONTINUATION SHEET

Section 9 Page 1

Newport Railroad Station
name of property
New Castle County, Delaware
county and State

- =====
Brown, Andrew S. Guide Book and Journal of the Philadelphia, Wilmington and Baltimore Railroad. West Chester: F. S. Hickman, 1877.
- Dare, Charles P. Philadelphia, Wilmington and Baltimore Railroad Guide: Containing a Description of Scenery, Rivers, Towns, Villages and Objects of Interest Along the Line of the Road. Philadelphia: Fitzgibbon and Van Ness. 1856.
- Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder: Pruett Publishing Company, 1978.
- Grier, A. O. H. This Was Wilmington. Wilmington: The News Journal Company, 1945.
- Hayman, John C. Rails Along the Chesapeake: A History of Railroads on the Delmarva Peninsula, 1827-1978. Marvadel Publishers, 1979.
- Hoffecker, Carol. Wilmington Delaware, 1830-1910: Portrait of an Industrial City. Charlottesville: University of Virginia Press, 1974.
- Ingram, Horace O. I Remember Newport: Reminiscences of the Early Years of Newport Delaware. Wilmington: PLM Consulting, 1991.
- Johnson, Ella Weldin. Story of Newport: A Little Square Town in the State of Delaware. Wilmington: Paragon Press Inc., 1963.
- Philadelphia, Wilmington and Baltimore Railroad Company Plans of Stations and Other Lots. Undated
- Scharf, J. Thomas. History of the State of Delaware, 1609-1888. 2 Vols. Philadelphia: L. J. Richards & Co., 1888.
- Schotter, H.W. The Growth and Development of the Pennsylvania Railroad Company. Philadelphia: Allen, Lane and Scott, 1927.
- Wilson, William Bender. History of the Pennsylvania Railroad Company with Plan of Organization, Portraits of Officials and Biographical Sketches. Vol. 1, Philadelphia: Henry T. Coates & Company, 1895.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10

Page 1

Newport Railroad Station
name of property
New Castle County, Delaware
county and State

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Verbal Boundary Description

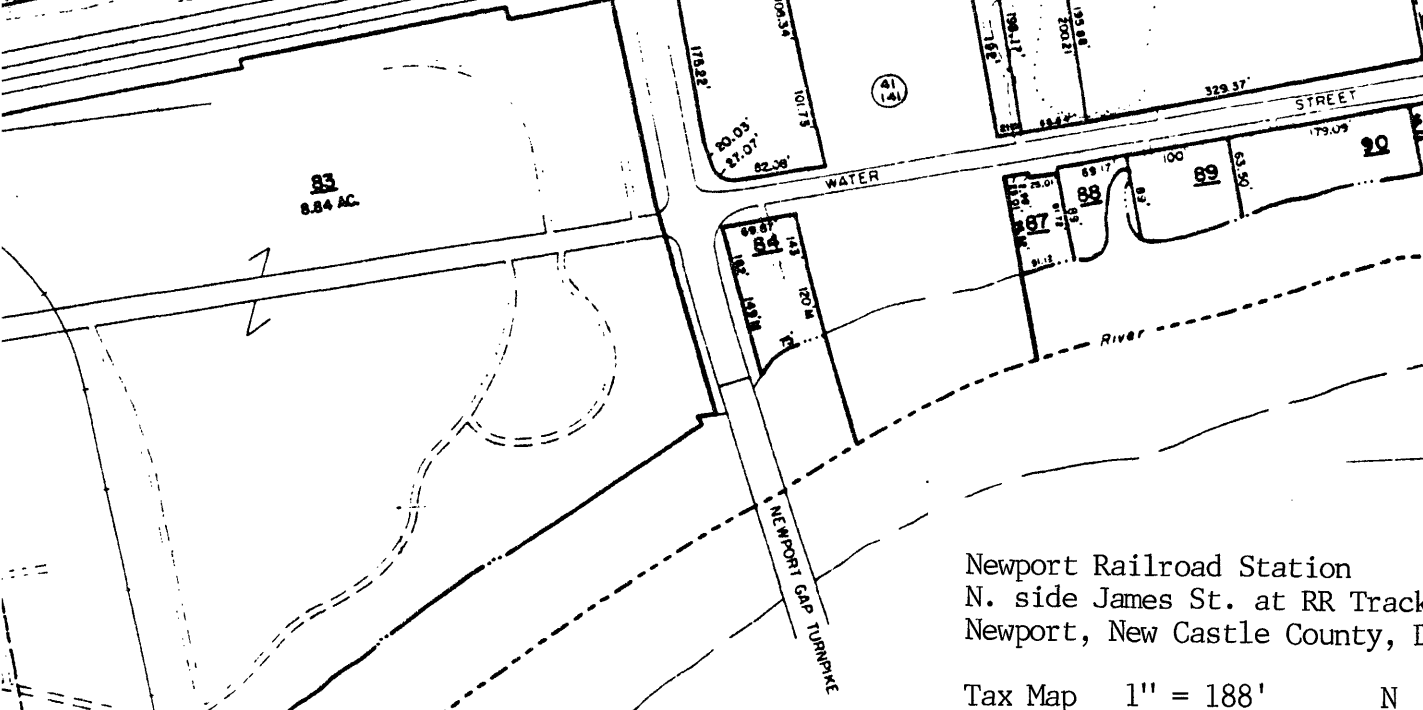
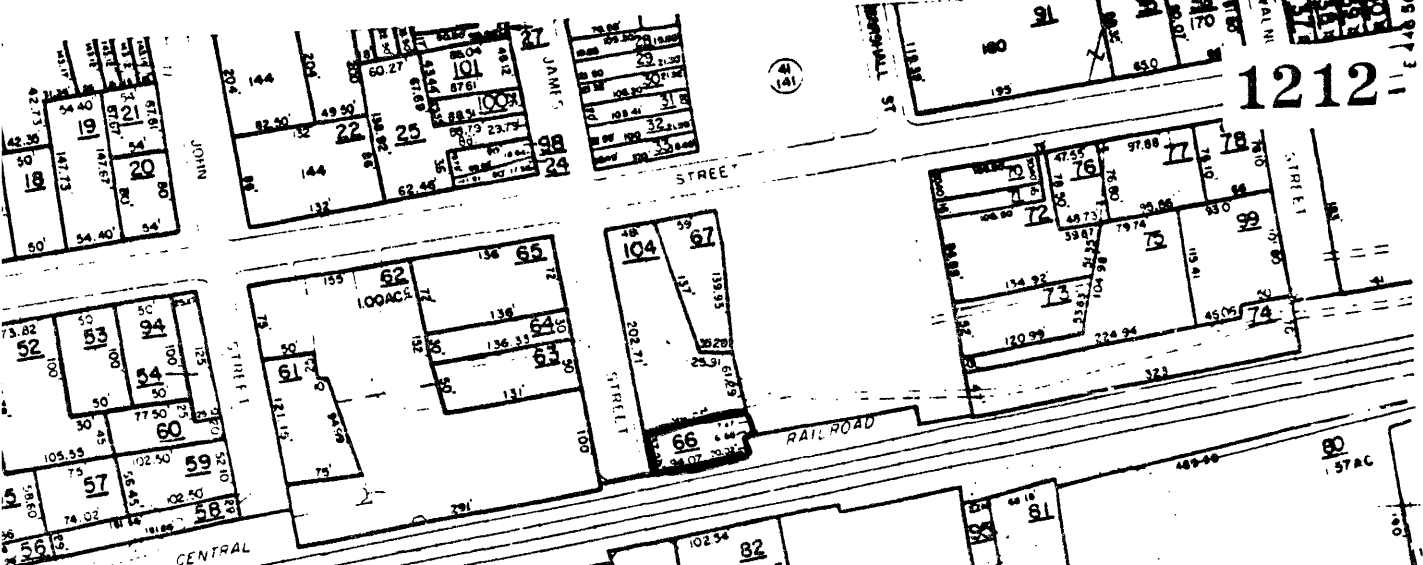
This nomination includes the entire New Castle County Property Tax Map (Revised November 27, 1990) parcel number 20-003.00-066 in Newport, Delaware.

Boundary Justification

This boundary includes all of the acreage historically associated with the Newport Train Station since its construction except for a small parcel that was sold off in the 1960s in order to allow for construction of the new State Highway Route 141.

N 624 000

1212-



Newport Railroad Station
 N. side James St. at RR Tracks
 Newport, New Castle County, DE

Tax Map 1" = 188' N 1

NEW CASTLE HUNDRED