

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED JAN 14 1980

DATE ENTERED

SEP 8 1980

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

**1 NAME**

HISTORIC

WILMINGTON AND WESTERN RAILROAD (Preferred)

*See continuation sheet*

AND/OR COMMON

LANDENBERG BRANCH OF THE BALTIMORE AND OHIO RAILROAD

**2 LOCATION**

STREET &amp; NUMBER

DE 41

CITY, TOWN

*and vicinity*

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Between Hockessin & Marshalltown  VICINITY OF

one

STATE

CODE

COUNTY

CODE

Delaware

10

New Castle

003

**3 CLASSIFICATION**

## CATEGORY

## OWNERSHIP

## STATUS

## PRESENT USE

 DISTRICT PUBLIC OCCUPIED AGRICULTURE MUSEUM BUILDING(S) PRIVATE UNOCCUPIED COMMERCIAL PARK STRUCTURE BOTH WORK IN PROGRESS EDUCATIONAL PRIVATE RESIDENCE SITE**PUBLIC ACQUISITION****ACCESSIBLE** ENTERTAINMENT RELIGIOUS OBJECT IN PROCESS YES: RESTRICTED GOVERNMENT SCIENTIFIC BEING CONSIDERED YES: UNRESTRICTED INDUSTRIAL TRANSPORTATION NO MILITARY OTHER:**4 OWNER OF PROPERTY**

(See Continuation Sheet)

NAME

CHESSIE SYSTEM; Attention - Mr. A. E. Kohler

STREET &amp; NUMBER

2 North Charles Street

CITY, TOWN

Baltimore

VICINITY OF

STATE

Maryland

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

NEW CASTLE COUNTY RECORDER OF DEEDS

STREET &amp; NUMBER

Public Building

CITY, TOWN

Wilmington

STATE

Delaware

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE: DELAWARE: An Inventory of Historic and Industrial Sites.

DATE

1975

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDS

Historic American Engineering Record

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 (Track)
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE 1968
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		(Greenbank Station)

## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Wilmington and Western Railroad, now known as the Landenberg Branch of the Baltimore and Ohio Railroad, presently extends from Marshallton, two blocks south of the Old Capitol Trail, north and westward for a distance of 10 miles, to the town of Hockessin, where it terminates at Green Valley Road, in the northwestern corner of New Castle County, Delaware. A station house, located at Greenbank about half a mile above Marshallton, represents the only remaining architectural facility associated with the original Wilmington and Western Railroad. This building, originally the Yorklyn Station, was moved to its present site in 1968 by a private organization, Historic Red Clay Valley, Inc., to replace the original Greenbank Station which was destroyed by fire in the 1920's. The length of track between Greenbank and Yorklyn runs through the valley of Red Clay Creek, a winding stream whose waters encouraged the establishment of several industrial and commercial enterprises in Red Clay Valley during the nineteenth century. The track crosses Red Clay Creek nine times, supported by eight wooden trestles and one iron bridge. It also passes through three major cuts which were blasted through the rocky hills which border the creek. An enumeration and description of the present component parts of the railroad follows:

- Greenbank Station: Located approximately 200 feet northeast of the Newport Gap Pike (Route 41), about a quarter mile west of the intersection of this highway with Kirkwood Highway (Route 2), the Greenbank Station is the only surviving building from the time of the original Wilmington and Western Railroad. This station, which was originally located at Yorklyn, was moved to the site of the old Greenbank Station in 1968 and is believed to be identical in appearance to its predecessor. A rectangular frame structure measuring 40 feet 4 inches in length, and 20 feet 1 inch in depth, the station house is a single-story, three-room-plan building. The building is oriented to the northeast and parallels the track, located 17 feet 9 inches from a loading ramp, 14 feet 6 inches in length and 3 feet in height, which passes along the front of the building. The three rooms in the station consist of a passenger waiting room with ticket window; a business and ticket office (and, in other stations, a post office); and a freight and storage room. Loading doors provide access to the loading dock and ramp from this room. A single window is located along the southwest wall, with two windows each on the east and west walls within the business office. Doors open into the passenger room and the freight room. A rear door and a window have been boarded over in the freight room. The flat wooden roof which covers the building is supported by an arrangement of braces and wall posts - four each on the north and south walls, and five each on the east and west walls. The building is painted yellow on both the interior and exterior walls, and the braces and wall posts have been painted brick red. Originally, the entire facility was painted red, as were all of the station houses along the line. "It is our theory that stations should be attractive, not naked, unpainted repulsive sheds," was the policy of the Wilmington and Western, as expressed in its publication Westward By Rail From Wilmington (1872).

# 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 checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input 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 1869-Charter; 1871-1883, BUILDER/ARCHITECT John G. Jackson, Engineer  
Operation

## STATEMENT OF SIGNIFICANCE

The significance of the Wilmington and Western Railroad derives from numerous areas outside the immediate surveying, engineering, and industrial concerns which led to its layout, construction, and subsequent usage. In its conceptualization, it expressed an economic optimism financially supported by manufacturers and farmers all along the proposed route and the physical extension and unification of a diverse and scattered community. In terms of transportation, the Wilmington and Western Railroad was a link in the best sense of the word and continues to unify the landscape of the Red Clay Valley, rather than passing it by. Though operating today on a limited commercial and scenic excursion basis, it survives as an important local reminder of the crucial role of the railroad to the development of late-nineteenth-century America.

"Red Clay Creek is a rapid, strong, and unfailing hill stream which comes down to us from perennial openings in the meadow of Chester County (Pennsylvania).... (I)ts rapid flow and continued fall have established on its banks numerous industrial operations, and afford opportunity for many more." This passage, found on p. 16 of Westward By Rail From Wilmington (Wilmington, 1872), the unofficial "history" of the new Wilmington and Western Railroad, suggests why the new line attracted such great interest. Industry was no stranger to the valley of the Red Clay Creek; millers had erected a score of mills (grist, saw, spice, etc.) along its banks by 1800, and it was here that Oliver Evans had established his automated flour mill in 1795. The fertile lands of the valley offered good acreage for cultivation; the hills bordering the creek yielded lime and kaolin, and the hillsides promised rich supplies of hardwood timber.

The millers along Red Clay Creek, however, were at a disadvantage compared to their manufacturing counterparts elsewhere in the country. Whereas others could employ ships to transport their goods, Red Clay Creek offered no such capacity to the majority of its residents. By and large, therefore, they employed draft animals to haul their goods. While this proved partially successful, the dream of many people along Red Clay Creek was that a railroad line would eventually link them directly to Wilmington's port. Indeed, the proposed "Wilmington and Reading Railroad" would have linked all the New Castle County creek millers to the port through a network of tracks along each stream, but when the project was actually built in 1869, only the Brandywine Creek branch remained from the original scheme.

In 1867, the Delaware State Legislature granted a charter to the "Delaware and Chester Railroad Company," to build a line from Chester County, Pa., to the Christiana River in Wilmington. Two years later, when the company's name became the "Wilmington and Western Railroad," the project found new enthusiasm among merchants who "conjured pictures of the wealth of the Great West" pouring into the region. To the consternation of the Red Clay millers, however, the company hesitated for several months while

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Every Evening (Wilmington), 1871-72, esp. 4, 5, 11 September 1871.  
 Pursell, Carroll W. Jr., That Never Failing Stream (MA Thesis, University of Delaware, 1958).  
 Volkman, Arthur G., The Story of the Wilmington and Western Railroad (Wilmington, 1963).  
Westward By Rail From Wilmington (Wilmington, 1872).

**UTM NOT VERIFIED**

# 10 GEOGRAPHICAL DATA

**ACREAGE NOT VERIFIED**

ACREAGE OF NOMINATED PROPERTY approximately 73 acres

QUADRANGLE NAME Kennett Square; Newark East; Wilm. South QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	1,8	4,3,9	6,1,5	4,4	0,3	9,0,0	B	1,8	4,4,3	6,7,9	4,4	0,5	5,4,0
	ZONE	EASTING		NORTHING				ZONE	EASTING		NORTHING		
C	1,8	4,4,5	1,7,5	4,4	0,3	9,9,7	D	1,8	4,4,5	4,0,5	4,4	0,1	7,7,0
E	1,8	4,4,5	5,0,3	4,3	9,9	7,5,0	F	1,8	4,4,5	7,8,0	4,3	9,8	6,9,5
G	1,8	4,4,5	8,2,8	4,3	9,7	8,2,0	H	1,8	4,4,6	5,1,5	4,3	9,7	7,7,9

VERBAL BOUNDARY DESCRIPTION: The western terminus of the railroad nomination is the juncture of the railroad bed with the right-of-way on the eastern edge of ~~Green~~ Valley Road, west of Hockessin. The eastern terminus is the juncture of the railroad (continued)

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

John C. Rumm, Student

1978

ORGANIZATION

American Studies Program, University of Delaware

DATE

STREET & NUMBER

Kirkbride Building

TELEPHONE

CITY OR TOWN

Newark

STATE

Delaware

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL    

STATE   X  

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.

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*Daniel R. Griffith*

TITLE

DATE

12/31/79

FOR NPS USE ONLY

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

*for [Signature]*  
 KEEPER OF THE NATIONAL REGISTER

DATE

9-8-80

ATTEST

CHIEF OF REGISTRATION

*Regional Coordinator*

DATE

3-19-80

and 9-4-80

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

FOR HCRS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

2. Shop & Locomotive Garage - owned by the Historic Red Clay Valley, Inc., is located in Marshallton and houses railroad equipment which the organization operates on the Landenberg Branch for its weekend "Wilmington and Western" excursions. This corrugated sheet metal building is not an original Wilmington and Western facility, having been erected about 15 years ago.

The equipment owned by Historic Red Clay Valley, Inc., which operates weekend excursions along the line from Greenbank Station to Yorklyn during the summer, includes several pieces of rail equipment and rolling stock, dating to the first quarter of the twentieth century, none of which ever did service on the Wilmington and Western with the exception of a "High Ball Signal." As described by historian Arthur G. Volkman,

...this was a ball about 18 or 20 inches in diameter, painted red. While a Wilmington & Western train was passing over the Philadelphia, Wilmington & Baltimore Railroad tracks, (at West Junction) the ball on a pulley rope was hoisted to the top of the pole, a length of about 20 feet, and remained there until the crossover movement was completed. A red lantern was substituted for the ball at night.<sup>1</sup>

The two steam locomotives operated by Historic Red Clay Valley, Inc., include No. 92, an ex-Grand Trunk 2-6-0 built by the Canadian Locomotive Works at Kingston, Ontario in 1910, and No. 98, a 4-4-0 built for the Mississippi Central by Alco in Schenectady, New York, in 1909. The five passenger cars in use are of the semi-vestibule open type, while others are regular closed cars. These short lightweight cars were used for suburban service in some areas of northern Delaware and southern Pennsylvania, but they were never operated for normal passenger revenue service.

The path of the Wilmington and Western Railroad as laid down by its original builders took it across Red Clay Creek several times, and hence it proved necessary to erect trestles and bridgework. These trestles and bridges were of frame-bent construction, a type of trestle design in which the bents rest atop masonry foundations sunk into the creekbed (as opposed to pile-bents, which are embedded directly in the bed without foundations). Two vertical timber piles measuring 12 by 12 bore the direct weight of the track-load, while two outer piles of the same dimensions, sunk at a slight batter (slope) provided stiffness and support. Where the elevation of the trestles above the creek bed exceeded 10 feet, an X-shaped "sway brace" between the foundation base and the cap beam (14 x 12) provided additional support. Wherever possible, it was preferable to employ straight rather than curved trestles.

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

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

It is difficult to determine to what extent the trestlework on the line is original to the Wilmington and Western. Only two of the trestles along the line are known to have been replaced since the Wilmington and Western was taken over by the Delaware Western Railroad and later by the Baltimore and Ohio. Flooding has thus far posed little danger to the trestles, although the concrete piers of a trestle which formerly crossed Red Clay Creek as a siding to Yorklyn provide evidence of what a major flood might wrought. This trestle was washed out during Hurricane Agnes in 1972.

A number of small (20-30 feet in length) trestles which spanned subsidiary waters, such as races and tributaries of the Red Clay, have been replaced by single-span iron I-beam structures. This work was done after the Baltimore and Ohio took control of the line in 1883.

Items 3 through 13 detail the notable trestle and bridgework along the present Landenberg Branch. The notation form given consists of the numerical designation given by the Wilmington and Western, followed by the numerical designation given by the Baltimore and Ohio.

3. (1; 6-C): This trestle, located 2.98 miles above the mouth of Red Clay Creek and 100 feet above the intersection of the line with Greenbank Road, measures 112 feet in length and rests atop 6 bents. A slightly curved timber trestle, its undercarriage measures 12.4 feet above the creek bed and its floor, 15.6 feet above the bed.
4. (2; 6-G): Located at mile 3.54, about 200 feet above Trestle 6-C, this timber trestle is straight, rests atop 5 bents, and measures 105 feet in length. Its undercarriage and deck measure 10.7 and 14.2 feet above the creek bed, respectively.
5. Spanning Hyde Run, a small stream along which the flour mill of Franklin Fell was located: this structure is a 20-foot long, single-span, I-beam trestle. Installed by the Delaware Western Railroad in 1879, this structure is situated 1/2 mile below the intersection of the track with Faulkland Road.
6. (3; 7-A): Located at mile 4.42 above the mouth of Red Clay Creek about 1/4 mile below Faulkland Road, this straight timber trestle, which the Wilmington and Western referred to as "Fell's Dam Bridge," is one of the longer surviving trestles, measuring 204.2 feet in length. It rests on 12 bents and has an undercarriage clearance of 12.9 feet and a deck clearance of 17.2 feet above the creek bed.

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

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

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

7. (4; 8-A): One of two trestles located near the former site of Wood's Rolling Mills, this straight timber trestle, 146 feet long, is at mile 5.08 of the creek, 300 feet above Lancaster Pike (Route 48). The structure contains 8 bents and has an under-clearance of 14.5 feet, a deck clearance of 18 feet.
8. (6; 8-B): The other half of the Wooddale pair of trestles, this bridge is located some 500 feet above 8-A, at mile 6.03. A slightly curved timber trestle measuring 91.5 feet in length, it rests on 4 bents. The undercarriage sits 12.3 feet over the creek bed, while the deck sits 15.8 feet above the bed.
9. (6; 10-A): This straight timber trestle, one of two near the former Mt. Cuba station, measures 179 feet in length with 8 bents. Its undercarriage and deck are 12.7 and 16.2 feet above the creek bed, respectively. This trestle, located at mile 8.05, 1/2 mile above Mt. Cuba Road, was reconstructed by the Baltimore and Ohio in 1932.
10. A small iron I-beam span, 15 feet in length, spans a ditch some 30 feet past Trestle 10-A.
11. (7; 10-C): Located about 700 feet beyond Trestle 10-A, at mile 8.39, this slightly curved timber trestle measures 173.6 feet in length. It rests atop 8 bents and has an underclearance of 11 feet, a deck clearance of 14.5 feet. It is one of two trestles along the line containing a safety platform, 4 feet by 4 feet, at about 100 feet; this offered refuge for a worker or track-walker caught on the trestle with an approaching train. The trestle is also one of few to have been "named" by the Wilmington and Western; it was known as "Speakman's Dam Bridge."
12. (8; 11-A): Unlike the major trestles along the line, this is the only substantial iron bridge to remain. A Pratt-type truss bridge with irregularly-shaped framing (owing to the skew of the bridge across the creek), it was erected by the Baltimore and Ohio at an unknown date to replace a wooden trestle. Located near Ashland, it is situated about 30 feet south of Route 82 near Brackenville Road. It measures 111 feet in length and has no supporting bents, but has an upper carriage for support measuring 18 feet in height. The deck is 14.2 feet above the creek bed and the undercarriage is 10.5 feet above the bed.
13. (9; 12-B): The longest trestle remaining on the line, this 387.5 foot structure is a curved timber trestle with a slight S-shape. Located at mile 10.93 of the creek, 300 feet below Snuff Mill Road, the trestle is adjacent to the former

FOR HCRS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED

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

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 4

site of the Lower Garrett Snuff Mill. Some 22 bents support the structure; its undercarriage lies 11.1 feet above the creek bed and its deck, 14.8 feet. A fire has caused some structural damage to the last third of the trestle on its north-western end. The trestle contains two safety platforms spaced about 100 feet apart.

Three major cuts survive on the line. These were effected by blasting away chunks of rock with explosives, clearing a swath through which track could be laid. Items 14 to 16 describe these features.

14. Wooddale Cut: The longest cut on the line, this is located at Wooddale between trestles 8-A and 8-B. Measuring about 300 yards in length, this cut was excavated from

...a hill of solid rock, conically shaped, roughly about 500 feet round at the bottom, 40 feet high at the apex....Through it, at the tallest and widest part, it was necessary to cut a path eleven feet wide to accomodate the trains. Even then it was so narrow that when trains passed through it at high speed, there was danger of the swaying cars scraping against the sides.

15. Mount Cuba Cut: Located immediately above Trestle 10-C, this is the deepest cut on the line. Blasted from the solid rock of Cuba Hill, the passage extends for about 150 yards, ranging from 40 to 60 feet in depth and 15 feet in width.
16. Ashland Cut: Located about 1/4 mile beyond Trestle 11-A, this cut is somewhat smaller than the aforementioned cuts, measuring 100 yards in length and from 30 to 40 feet in depth. Its width varies from 10 to 20 feet.

It is nearly impossible to state what, if any, of the track elements (ties and rails) are original along the 9.1 miles included in the Landenberg Branch. The Delaware Western replaced some 8,000 ties along the line during its brief period of ownership, and since an average tie has a lifetime of but a few years, it is reasonable to assume that most if not all of the ties have been replaced several times. Orignally, these ties were formed of oak, chestnut laid on sand, stone, and gravel ballast.

Very few, if any, original rails remain along the line. The replacement rails, because of their worn condition, appear to be "hand-me-downs" from other lines operated by the Baltimore and Ohio. Since service on the Landenberg Branch became so infrequent after the 1920's, the Baltimore and Ohio paid little attention to keeping the Landenberg line in good condition. The rails, which form the track today, average 90 to 100 lbs. in weight and are in fair to poor condition.



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

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

Following the charter of the Wilmington and Western in 1869, the determination of the actual route of the road became a topic of debate. The argument waged was between those who favored a route along Mill Creek and those who favored a route along a more easterly stream, Red Clay Creek. When proponents of the latter course attained their wish, the next topic for debate became whether to build a standard gauge road (4 feet 8½ inches) or a narrow gauge road (3 feet). The immediate benefits of a standard gauge road proved decisive, since such a road could link the Wilmington and Western to larger roads such as the Philadelphia, Wilmington and Baltimore.

Construction, which began in June 1872, consisted of several tasks, among them the grading of the road bed, excavating and filling in uneven spots in the countryside over which the road would traverse, blasting passages through the granite rocks and hills along Red Clay Creek, and erecting trestles where the line passed over the creek or its subsidiary waters. As early as 19 August 1871, the Wilmington Daily Commercial reported that work had been accomplished in 16 different locales with a force of 200 men. Hopes prevailed that the road could be completed by April of 1872, but labor problems, accidents, and difficulties of other sorts, pushed the opening back to October of that year.

According to the Annual Report of the Wilmington and Western Railroad, as related by its President, Joshua Heald, for 1872 the following facilities existed on the line:

19.92 miles of track, from South Market Street in Wilmington to  
Landenberg, Pennsylvania  
2.3 miles of sidings  
freight house, in Wilmington  
office building and station house at Market Street in Wilmington  
7 station houses (4 more were later added, so that these included  
Kiamensi, Greenbank, Faulkland, Wooddale, Mount Cuba, Ashland,  
Auburn or Yorklyn, Hockessin, Southwood, Broad Run, and  
Landenberg)  
2 shed stations  
engine house, blacksmith shop, storage house  
1 stone house  
1 tank house for water  
engine house and turn-table at Landenberg

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

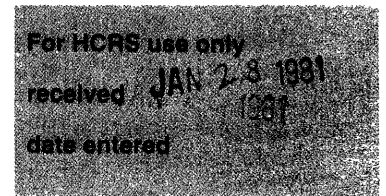
CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

As has been stated, all that remains of these facilities today is the station house at Greenbank, along with approximately 10 miles of track from Marshallton to Hockessin. The standard clearance for the track right-of-way consists of 35 feet along the western side of the track (from the center of the rail) and 25 feet along the eastern side. At road crossings and at trestles this becomes 15 and 40 feet, respectively.

**United States Department of the Interior**  
**Heritage Conservation and Recreation Service**

**National Register of Historic Places**  
**Inventory—Nomination Form**



Continuation sheet Wilm. & Western Railroad Item number 7 Page 7

Locomotives:

Roster Number 98. This locomotive was built by the American Locomotive Company of Schenectady, New York in January 1907. It is of the American-Class (the wheel arrangement for the American-Class locomotive is 4-4-0), Serial Number 45921. Purchase price was \$12,000, including delivery charges. Number 98 is the last remaining passenger locomotive of the Mississippi Central Railroad. She was known as the grand lady of the "Natchez Route." The locomotive was used to pull all varnish trains between Hattiesburg and Natchez, Mississippi. The Baltimore and Ohio Railroad, owner/operator of the Wilmington and Western Railroad after 1883, constructed a nearly identical engine, Number 858 (American-Class), designed Director General. The Director General pulled varnish trains on main line portion of the Wilmington and Western Railroad through the 1920s. In addition, three (3) of the four (4) original Wilmington and Western Railroad locomotives, built by the Baldwin Locomotive Works, Philadelphia, in 1872/72, were American-Class. These engines, or like units, pulled trains over the Wilmington and Western Railroad until the discontinuance of passenger train service in 1931. Few American-Class locomotives remain in operation today.

Roster Number 92. This locomotive was constructed to United States' locomotive specifications at the Kingston Locomotive Works of the Canadian National Railway, Kingston, Ontario, in 1910. The engine is of the Mogul-Class (wheel arrangement for the Mogul-Class is 2-6-0). Construction costs are unknown. The year the Wilmington and Western Railroad was completed, 1872, its eventual mentor, the Baltimore and Ohio Railroad, was actively searching for a locomotive for combined passenger and freight operations on branchlines having severe grades and curves. In 1873, they constructed, in Baltimore, their first Mogul-Class locomotive. One unit, named the J. C. Davis, survives today in the B & O Museum. A decade later, several Moguls were assigned to the Wilmington area, and operated over the Wilmington and Western Railroad for freight handling, probably in the Hockessin mining district. The Wilmington Chapter of the Railway Historical Society reports that Mogul Number 92 bears resemblance to Baltimore and Ohio Railroad sister engines. This probably results from the adoption of common locomotive construction standards and regulations between the United States and Canada. Number 92 was used for branchline service in the Kingston area. She and a sister locomotive, Strasburg Railroad Roster Number 89, survive today.

Passenger Equipment:

Roster Number 410. This combination passenger coach/baggage car (Combine) was constructed for the Delaware, Lackawanna, and Western Railroad by the American Car and Foundry Company, Wilmington, Delaware in 1914. The car is of the Booton-Class. It, and its counterparts in the 400 series on the roster, were the only all-steel, open-vestibule Combines constructed and operated in the United States. The car was probably delivered to its initial owner over Wilmington and Western Railroad trackage at Wilmington.

**United States Department of the Interior**  
**Heritage Conservation and Recreation Service**

**National Register of Historic Places**  
**Inventory—Nomination Form**

For NCRS use only  
 received JAN 28 1981  
 date entered

Continuation sheet    Wilm. & Western Railroad    Item number    7    Page    8

Roster Numbers 571 and 581. Constructed by Pullman Corporation, location unknown (both Pullman and American Car and Foundry operated railroad car building plants in Wilmington. Both were served by Wilmington and Western/Baltimore and Ohio sidings), these Boonton-Class all-steel, open-vestibule coaches were delivered to the Delaware, Lackawanna and Western Railroad in 1914. The cars were constructed to wooden coach specifications, but the steel provided extra safety for riders in the accident-prone New York-New Jersey commuter corridors.

Roster Number 603. Coach has the same classification and was constructed to the same specifications as the aforementioned coaches. The single difference is that Number 603 was built in 1916.

Roster Numbers 2013 and 2042. Each is a caboose of wooden construction, with a steel underframe. The units were built for the Baltimore and Ohio Railroad at their Baltimore car works in the 1920s. They are rebuilt in 1935. The cars were used in the Wilmington area for about forty years.

Roster Number X-1. This is the only surviving piece of original rolling stock of the Wilmington and Western Railroad. It is a track maintenance trailer car. The four (4)-wheeled trailer was/is pushed along the rails by maintenance personnel or can be pulled by a locomotive. The trailer was probably constructed at the Harlan and Hollingsworth car plant in Wilmington between 1871 and 1873. At the time the Wilmington and Western Railroad was absorbed by the Baltimore and Ohio Railroad, the trailer was sold to the Garrett Snuff Company of Yorklyn, Delaware. At Garrett's, the car was used to haul tobacco from the warehouses to the processing facility. When the mills closed in 1951, it was returned to the railroad. The trailer is now exhibited at the Wilmington and Western Railroad's Greenbank, Delaware station.

In the final analysis, the Wilmington and Western Railroad acquired the very finest rolling stock available from leading manufacturers. The demand placed upon it, however, by abnormal business growth and limited revenue caused it to wear out long before management's expectation and decades before it could be rescued from the scrap dealer's torch. We believe that the rolling stock identified in this document well represents the type, quality, and state-of-the-art introduced to the Wilmington and Western Railroad by its parent - Baltimore and Ohio Railroad - after 1900.

FOR HCRS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED

# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

weighing the issue of how to route their line. The choice lay between the Red Clay Creek region and the valley of Mill Creek, a shorter and more direct route. However, it was pointed out that if the former route were selected, the line would "have the immediate trade of nine or ten manufacturing establishments which could not possibly use the road to any advantage were it built on the other route," and the Red Clay route was indeed chosen. The Board of Directors was delighted with the new route, and as the Chief Engineer, John G. Jackson, pointed out to Franklin Fell, operator of a spice mill on Red Clay,

...our road is a short one along which, at numerous points, large amounts of freight are waiting for transportation .... The road at each end makes excellent connections, and ... its course is through a thickly settled, intelligent, and enterprising community.

A company prospectus, issued to the city of Wilmington and its residents in 1870, gave a "condensed estimate of freight and travel on the W. & W. R.R.," and an examination of this list suggests the economic significance of the planned railroad:

Rolling Mill Freight of J. Marshall & Co. and Alan Wood -----	\$3100
Aggregate freight to and from the mills of Wm. G. Phillips and Bro., C. & J. Fell & Bro., Sharpless" Mill, Garrett's Snuff Mills, Clark's Factory, Marshall's Paper Mill, Landenberger's Woolen Mills, and other small Mills along the line -----	9400
Freight of Fire Bricks, Kaolin Clay, Coal and Sand, to and from the several Kaolin works -----	9600
Building Lime and Marble from Hockessin Valley -----	6500
Building Stone for the Peninsula -----	6000
Hard lumber from various Saw Mills along the route -----	680
Agricultural Lime for Local Consumption -----	3000
Bituminous and Gas Coal for Wilmington -----	25000
Anthracite Coal for do. and for Local Consumption -----	25000
Iron, Iron Ore, and Slate -----	10000
Pine Lumber -----	7000
Agricultural Freight from the whole of our line, and from the Valley of White Clay Creek and Doe Run -----	15000
Passenger Travel -----	53000
	<u>\$173280</u>

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

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

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

For the millers and other industrialists located along Red Clay Creek, and for the farmers in its valley, the Wilmington and Western Railroad was to be their deliverance. Heartened by the prospects of opening their valley to the wealth of the West, hundreds gathered to observe Director Joshua T. Heald conduct groundbreaking ceremonies for the new line of 8 July 1871.

Numerous delays hampered the opening of the road and the date was pushed back from the projected April 1872 date to the end of October 1872. When the day arrived, October 19th, the Wilmington Every Evening exalted that "Saturday saw the formal opening of the first section of the Wilmington and Western Railroad which is destined to restore trade to its natural channels and materially help in realizing the city's magnificent destiny."

According to a two-part article, "Our New Route West," published in 1871, the line commenced in Wilmington and headed westward until reaching Red Clay Creek "on the lands of James Cranston." Here, the road first struck "the thriving manufacturing district which lies along the Red Clay." The first establishments encountered were the Kimensi Woollen Mills and the Marshall Rolling Mills. Near the location of the present Greenbank Station lay the next establishment - Phillips & Bro.'s Mills, - "where a large business is carried on in the manufacture of bent felloes, sleight runners, camp-stool frames, &c."

Above this business a short distance was located the Spice Mill of C. Fell, "a large establishment ... to which the road will prove a great convenience and benefit, and from which it will doubtless derive no inconsiderable revenue." Near the mills stood the old Brandywine Springs Hotel, formerly a health resort which the proprietors of the railroad hoped would be restored.

Passing Fell's Spice Mills the railroad reached Wooddale and the site of Wood's Rolling Mills, "well-known and extensive iron-works." The next stop, Mount Cuba, contained "rather a small (grist mill) known as Speakman's Mill," and "a short distance beyond this, are more extensive flour-mills of Sharpless and Brothers, at Ashland, a pretty little village."

The railroad passed through nearly a mile of hilly country before reaching the next establishment, Garrett's Snuff Mills, which the writer termed,

...Probably the most extensive establishment of the kind in the country. They are two in number, less than half a mile apart, and their average product is about 80 barrels, or 16,000 pounds of Scotch snuff per week. The snuff is of the rubbing kind and is made almost exclusively of Kentucky and Missouri Tobacco. This is but just, as the chief market for the manufactured article is in the South and Southwest, where the dipping habit is not yet rubbed out.

FOR HCRS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED

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

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Here, the Wilmington and Western left the Red Clay Valley and headed through "Kaolin Valley," in which were located extensive deposits of the mineral kaolin. At the town of Hockessin the railroad passed by Jackson's Lime Quarries, owned by John G. Jackson, the chief engineer of the railroad. The "splendid quality of lime" in the quarries, noted the account, "will bring a large and lucrative freight traffic to the road." Before reaching its destination, the Chester County village of Landenberg, the line passed through the valley of White Clay Creek, serving the worsted mills owned by Martin Landenberger. As for Landenberg, the writer called it "not much of a place," but quickly added that it had "great expectations for the future to be opened up to it by the new road."

Freight hauling began promptly on the Wilmington and Western, the first load consisting of 10 kegs of nails. Passenger service also began immediately, with three trains daily each way between Wilmington and Landenberg and stops to 10 intermediate stations. Receipts for the first week showed \$167 for passengers and \$58 for freight. By the middle of November, the figures had increased to \$340 and \$272 per week.

The new railroad succeeded in easing the freight problems of the Red Clay Valley. If, however, the picture seemed bright for the residents of Red Clay Creek, the picture had turned gloomy for the Board of Directors of the Wilmington and Western by 1875. The expected westward connection from Landenberg to Oxford, Pennsylvania, suffered a grave setback when the Lancaster and Southern Railroad linked Oxford to Lancaster by narrow, rather than by standard, gauge track. Serious accidents plagued the Wilmington and Western, causing lengthy delays in service for track repairs. Finally, and most alarming, the onset of the Panic of 1873 forced the company to go into receivership to protect its bondholders. On 25 April 1877, the Wilmington and Western Railroad was sold at auction for \$5,000. The purchasers, among whom were included no Red Clay millers, renamed their concern the Delaware Western Railroad.

Under this new name a railroad continued to serve the Red Clay Creek area for several years. Several of the larger industries along the route had, by the early 1880's, established sidings into their own yards, including Alan Wood's rolling mills (1874), Marshall rolling mills (1880), and Garrett Snuff Mills (Upper Mills), (1884). Again, freight continued to increase.

The Annual Report of the Delaware Western Board of Directors for 1879, quoted in Every Evening (12 January 1880), discussed preparations for handling larger coal cars, carrying a 20-ton load in a 10-ton car:

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

...Some of these are already in use, and have been on our rails. It is evident that our roadway and bridges must be put in condition to withstand the wear and tear of much heavier rolling stock and freight than was originally contemplated, and that the standards of safe and profitable efficiency of the greatroads with which we connect must be ours also.

The company thereupon began replacing trestles along the tracks.

Perhaps in a move to improve its economy, and doubtless to avoid competition from the Wilmington Trolley Company line which now served portions of Red Clay Valley, the Delaware Western phased out its passenger schedule. The 12 stations located along the line, including that at Greenbank, reverted to freight depots.

The Baltimore and Philadelphia Railroad Company acquired a large share of stock in the Delaware Western Railroad in March 1881, and two years later the Baltimore and Ohio Railroad, successor to the Baltimore and Philadelphia, purchased the line outright. Freight service on the line, now referred to as the Landenberg Branch, gradually decreased after 1900 and eventually the segment of the line from Hockessin to Landenberg was eliminated.

Thus ended an era for the valley of Red Clay Creek. Perhaps the best summary of the significance of this line was written by C. A. Weslager, former resident of the valley and one of its foremost local historians:

...In many ways it was representative of the many small railroads that sprang up in America following the Civil War, and what might be termed its "rise and fall" finds parallel in other rail enterprises solidly constructed to withstand sun, wind, and snow, but which could not weather financial storms on their modest budgets. Although the Wilmington and Western had less than 20 miles of track, it served a vital need not only in providing public transportation for rural New Castle County families, but in making the first rail freight service available to the milling industries in the valley of the Red Clay. Its story, in fact, is an integral part of the economic history of the Red Clay Country.

The Wilmington and Western Railroad continues in operation today, carrying freight to the mills of National Vulcanized Fibre, and passengers on special excursions run by the Historic Red Clay Valley, Inc.



FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY

RECEIVED 5/16/80

DATE ENTERED

Wilmington and Western Railroad

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 5

The principal rolling stock owned and operated by Historic Red Clay Valley, Inc. contributes to the historical significance of the Wilmington and Western Railroad as mechanical agents supporting the functional continuity of the branch line. The present day rail excursions along the meanders of scenic Red Clay Valley call to mind those tours by Wilmington and Western during the final decades of the nineteenth century with stops at "Famous and Romantic" Mt. Cuba, then a popular site for summer family outings with a dance pavillion, swings, croquet lawns and refreshment stands which have since vanished. The two well preserved steam locomotives and five passenger cars presently in active use for H.R.C.V., Inc. weekend trips were built in the first quarter of this century and though originally associated with rail systems outside of Delaware, are nonetheless representative of the technological and design characteristics of steam trains that have operated on the Wilmington and Western Railroad during that period.

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY
RECEIVED JAN 14 1980
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 1

bed with the right-of-way on the western edge of Route 41 in Marshalltown. The railroad right-of-way forms the other bounds of the nomination. In general, the standard clearance for the track right-of-way consists of 35 feet along the western side of the track (from the center of the rails) and 25 feet along the eastern side. At road crossings and at trestles this becomes 15 and 40 feet, respectively. These limits are specifically delineated in Index Maps 6-0-9.4, V-94 Series 1-5, Right-of-Way and Track Map, Baltimore and Philadelphia Railroad Company, Baltimore Division, Landenburg Branch. A copy of these maps are included with the nomination. The nomination also includes the buildings at Greenbank Station, ~~and~~ the rolling stock associated with the operation of the Wilmington and Western Railroad owned by Historic Red Clay Valley, Inc., *and the Shop/Engine House (Locomotive Carriage), housing the rolling stock.*

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

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

WILMINGTON & WESTERN RAILROAD

CONTINUATION SHEET

ITEM NUMBER 1 PAGE 1

Originally incorporated by an Act of the Delaware State Legislature in 1867 as "The Wilmington and Chester Railroad Company," this line was renamed the "Wilmington and Western Railroad Company" when the original Act was amended and the company reincorporated in 1869. The line retained this name until 1877, when the company went into receivership and was subsequently reorganized as the "Delaware Western Railroad." The Baltimore and Philadelphia Railroad Company acquired a controlling stock interest in the line in 1881 and took it over completely in 1883, when it became known as the "Landenberg Branch of the Baltimore and Philadelphia Railroad." The Baltimore and Ohio Railroad Company, successor to the Baltimore and Philadelphia Railroad, continues to refer to the line as the Landenberg Branch, although it presently extends only to Hockessin, Delaware. Historic Red Clay Valley, Incorporated, a non-profit organization which has leased since 1966 that portion of the line from Hockessin to Greenbank for weekend excursions using a steam locomotive, continues to refer to this section of track as the Wilmington and Western Railroad.

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

FOR HCRS USE ONLY  
RECEIVED JAN 14 1980  
DATE ENTERED

WILMINGTON & WESTERN RAILROAD

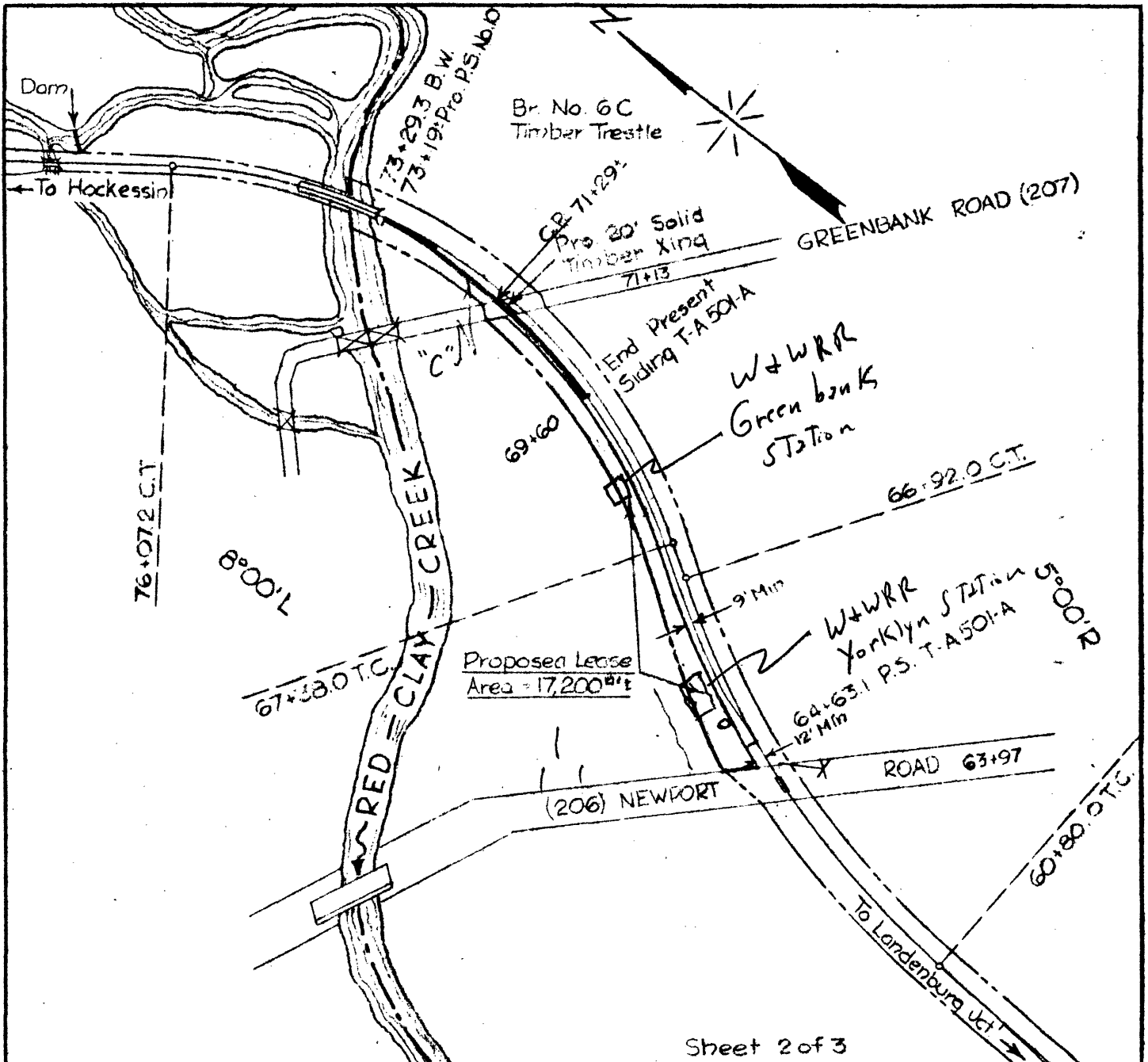
CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

The Chessie System holds the right-of-way for the Baltimore and Ohio track, most of which runs across lands privately owned.

<sup>NW 21</sup> Historic Red Clay Valley, Incorporated, owns the Greenbank Station house located at the junction of Routes 2 and 41 in Greenbank. Additionally, as has been stated above, the organization leases a portion of the track on weekends during the summer and fall to operate its steam locomotive "Wilmington and Western" excursions. The steam locomotives and other railroad equipment owned by Historic Red Clay Valley are housed in a separate engine house located in Marshallton, Delaware, below Greenbank.

Wilmington and Western Railroad  
Mr. Brian Woodcock, President ✓  
Historic Red Clay Valley, Inc.  
P. O. Box 1374  
Wilmington, DE 19899



Sheet 2 of 3

THE BALTIMORE AND OHIO RAILROAD COMPANY  
 DIVISION BALTIMORE BRANCH LANDENBURG  
 LOCATION GREENBANK, DEL. VAL. SEC. 9.4 (1)  
 Pro. Extension of T-A 501-A  
 to Runaround Track  
 SCALE 1" = 200' DATE 1-15-65  
 OFFICE OF DIVISION ENGINEER, BALTIMORE, MD.  
 DRAWING No. D.E. 299 FILE No.

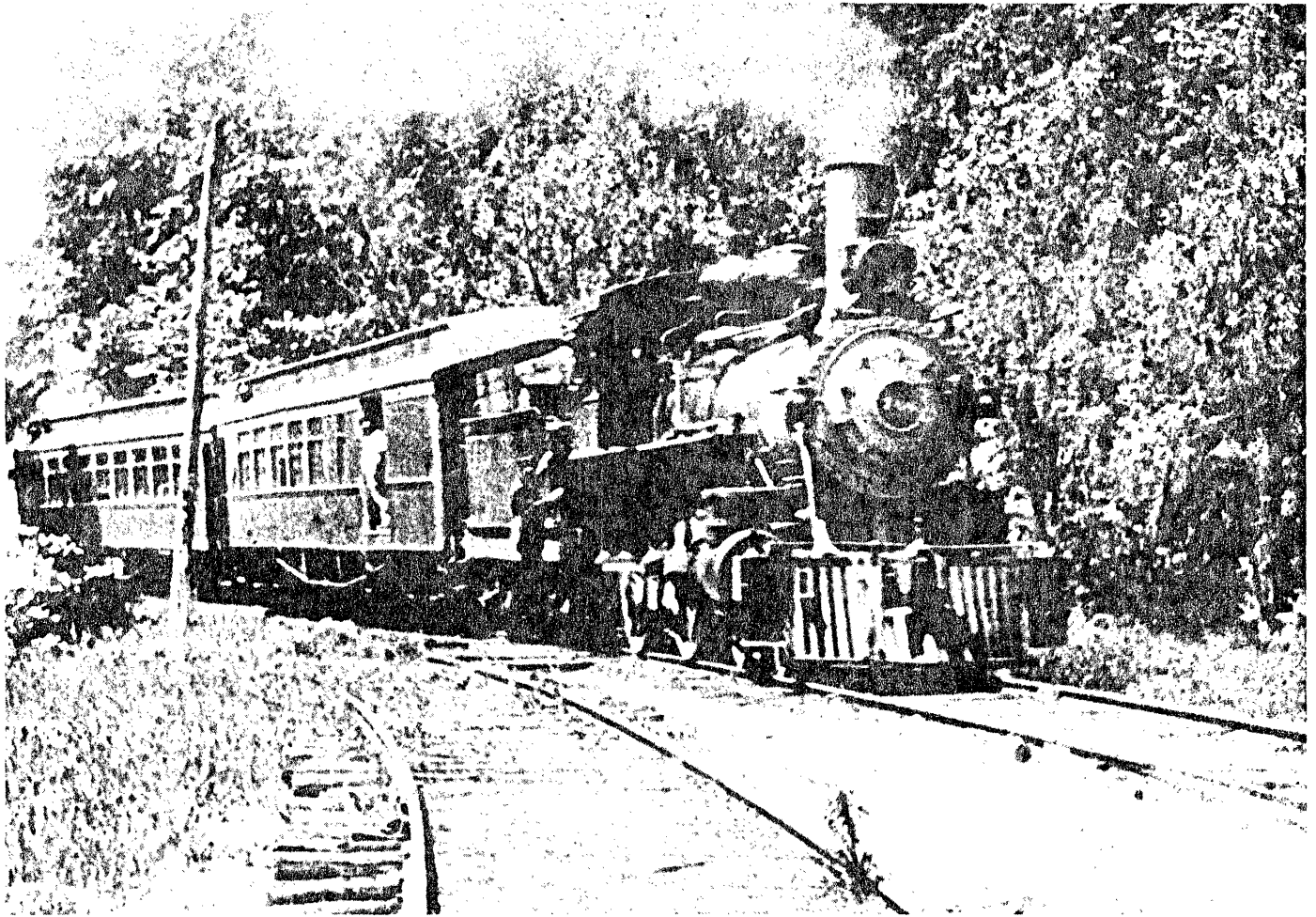
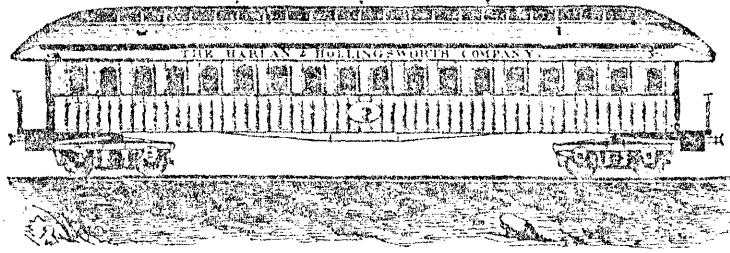


Photo (above) shows passenger equipment/engine in 1905, and(below) in 1975.



# The Harlan and Hollingsworth Co.,



MANUFACTURERS OF ALL KINDS OF

## Railroad Machinery, Passenger Cars of the Finest Finish.

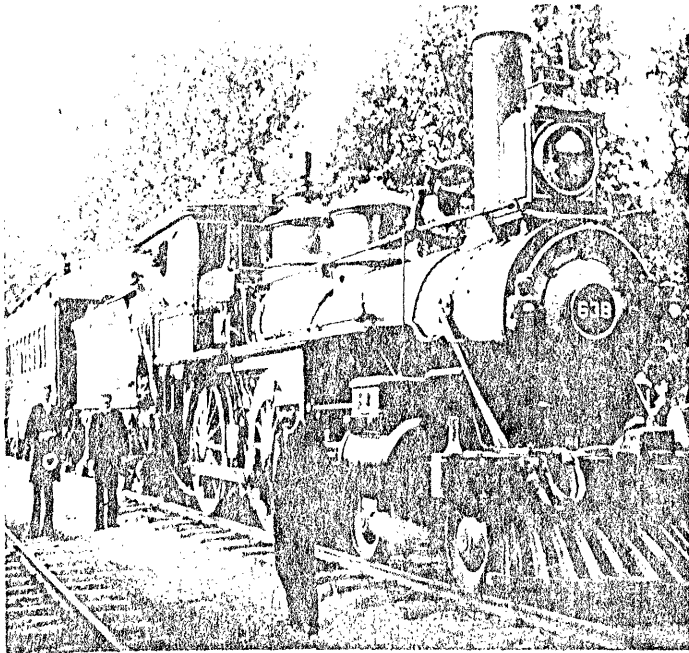
*Also, all kinds of City, Baggage, Mail, Sleeping, Freight, Dumping and Canal Cars,  
Wheels and Axles, Steel Springs, etc.—in fact, every thing for the full equip-  
ment of a Road.*

From our long experience in Car-Building, and our facilities for doing work, we are enabled to give entire satisfaction in every particular.

We are also extensively engaged in building Iron Vessels and Iron Steamboats, Steam-Engines and Boilers, and Machine Work in general. For further particulars, address

**THE HARLAN AND HOLLINGSWORTH CO.,  
WILMINGTON, DEL.**

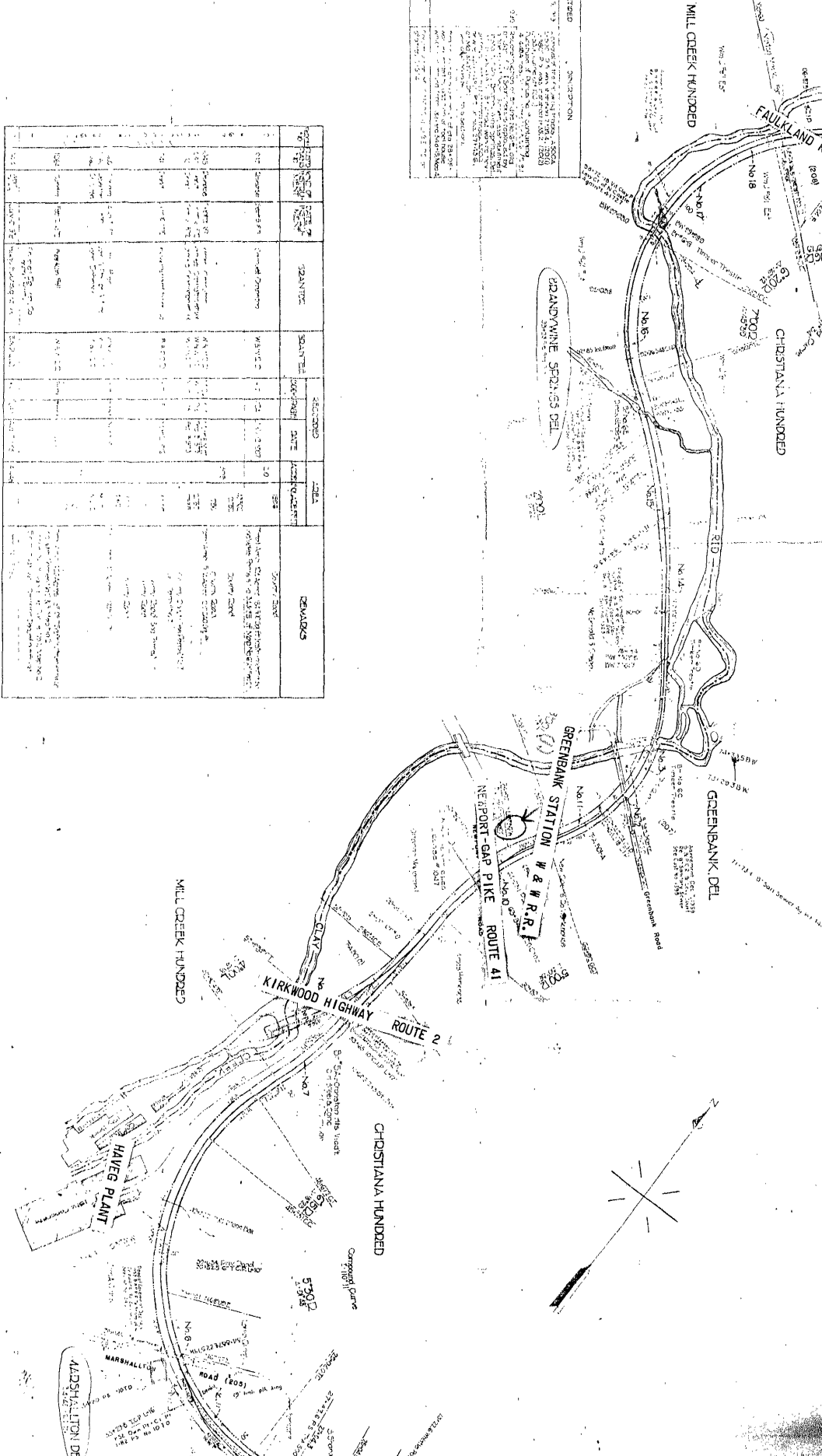
*Advertisement illustrates type of wooden passenger cars built for use on Wilmington & Western which seated approximately 60 passengers. Car was lighted with oil lamps and heated by coal-burning, pot-bellied stove. Wilmington & Western name was lettered on either side of the cars. (Courtesy Eleutherian Mills Historical Library; from Poor's Manual, 1872.)*



Photograph (left) shows an original Wilmington and Western coach being pulled by an engine of the Baltimore and Ohio Railroad in 1895.

NEW CASTLE COUNTY DEL.  
MILL CREEK AND CHRISTIANA HUNDREDS

APPROXIMATE DATE OF ACQUISITION  
 5-17-55 Deeded  
 5-19-59 Deeded  
 6-16-67 Deeded  
 6-22-67 Deeded  
 6-22-67 Deeded  
 6-22-67 Deeded



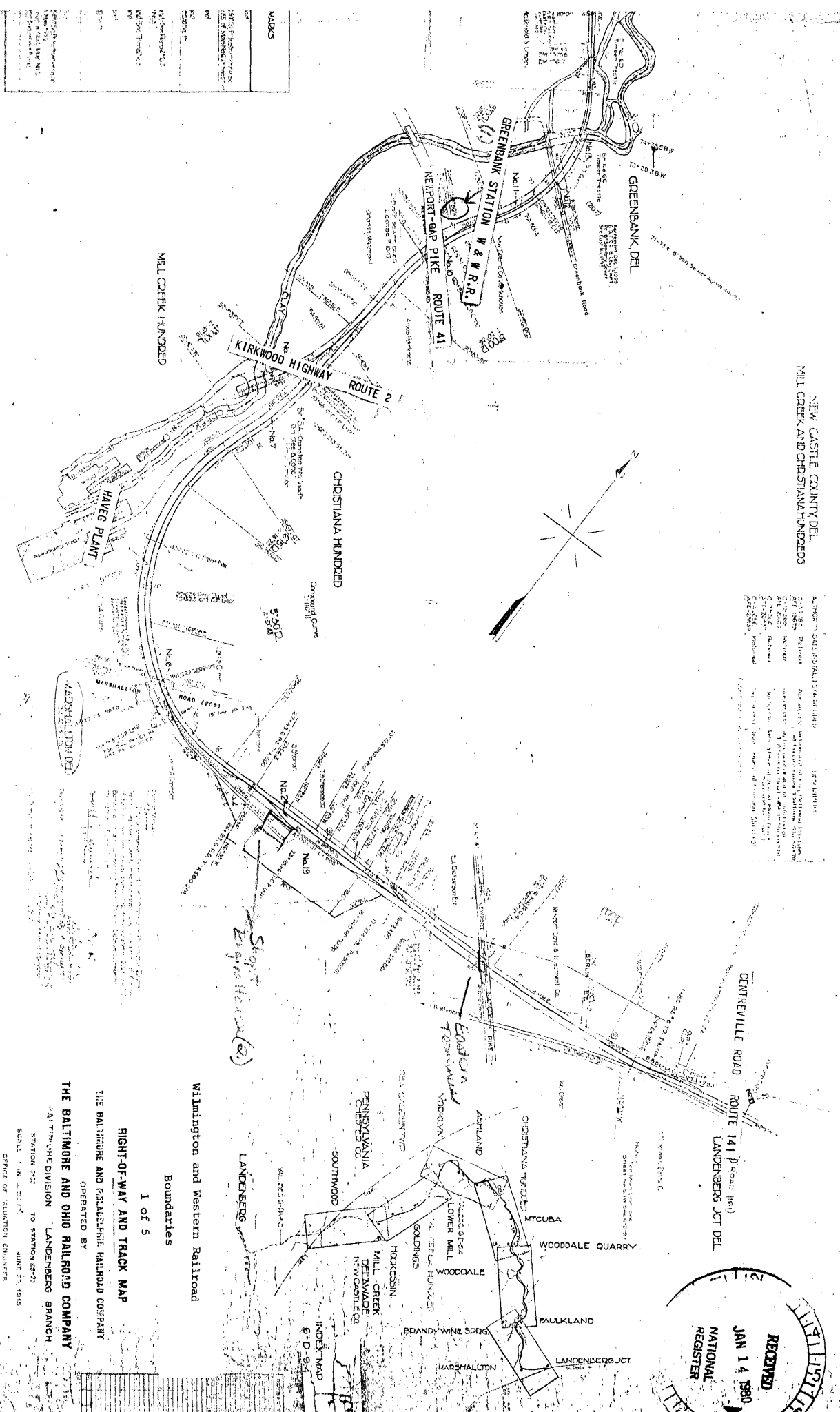
94-D NO. 1000-1000-1000-1000  
 CLASS: 1000-1000-1000-1000  
 DATE: 10/10/10  
 BY: 1000-1000-1000-1000  
 TITLE: 1000-1000-1000-1000  
 AREA: 1000-1000-1000-1000  
 REVISIONS: 1000-1000-1000-1000

NO.	DESCRIPTION	DATE	BY	REMARKS
1	...	...	...	...
2	...	...	...	...
3	...	...	...	...
4	...	...	...	...
5	...	...	...	...
6	...	...	...	...
7	...	...	...	...
8	...	...	...	...
9	...	...	...	...
10	...	...	...	...
11	...	...	...	...
12	...	...	...	...
13	...	...	...	...
14	...	...	...	...
15	...	...	...	...
16	...	...	...	...
17	...	...	...	...
18	...	...	...	...
19	...	...	...	...
20	...	...	...	...



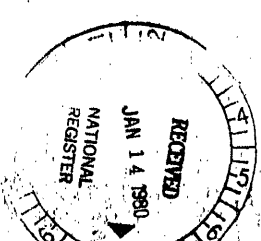
NEW CASTLE COUNTY DEL.  
MILL CREEK AND CHRISTIANA HUNDREDS

APPROXIMATE DATE OF PLOTTING: 1916  
 DATE OF REVISION: 1916  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 SCALE: 1" = 1/4" (approx.)  
 PROJECT NO.: [illegible]

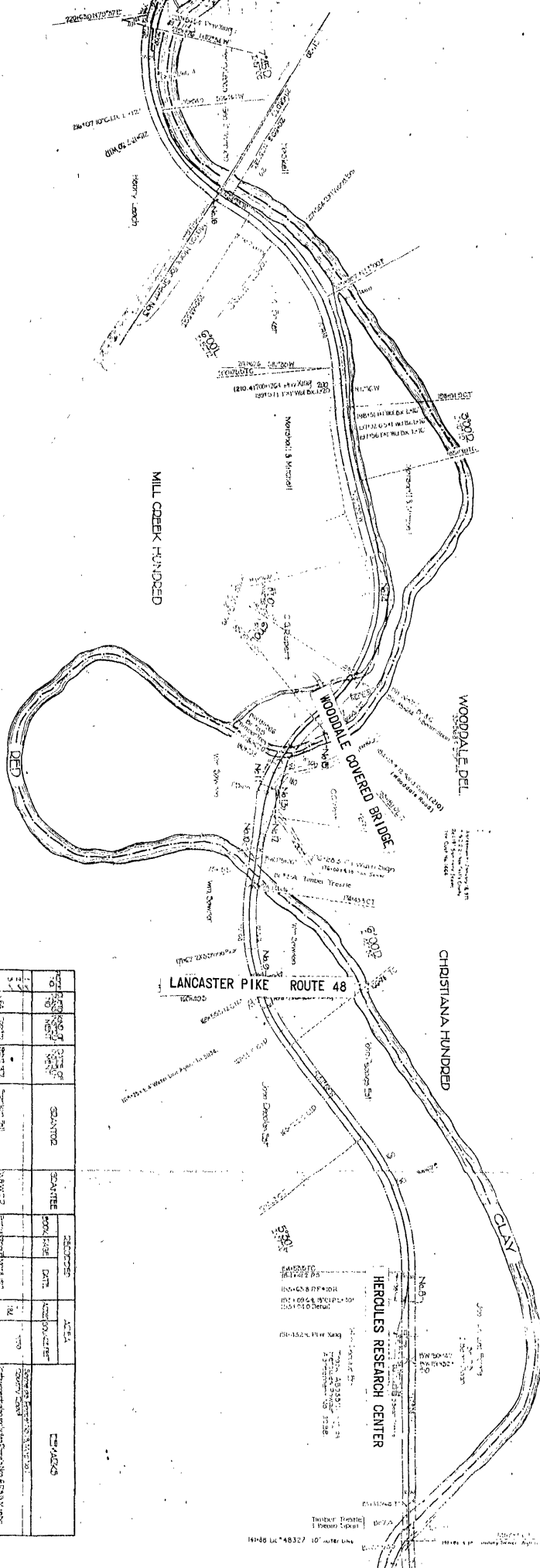


**RIGHT-OF-WAY AND TRACK MAP**  
 OPERATED BY  
 THE BALTIMORE AND PALM BEACH RAILROAD COMPANY  
 THE BALTIMORE AND OHIO RAILROAD COMPANY  
 BALTIMORE CARE DIVISION LANDENBERG BRANCH  
 STATION 522 TO STATION 6225  
 SCALE 1" = 1/4" (approx.) JUNE 21, 1916  
 OFFICE OF SURVEYING ENGINEERS  
 WASHINGTON, D.C.

Wilmington and Western Railroad  
 Boundaries  
 1 of 5



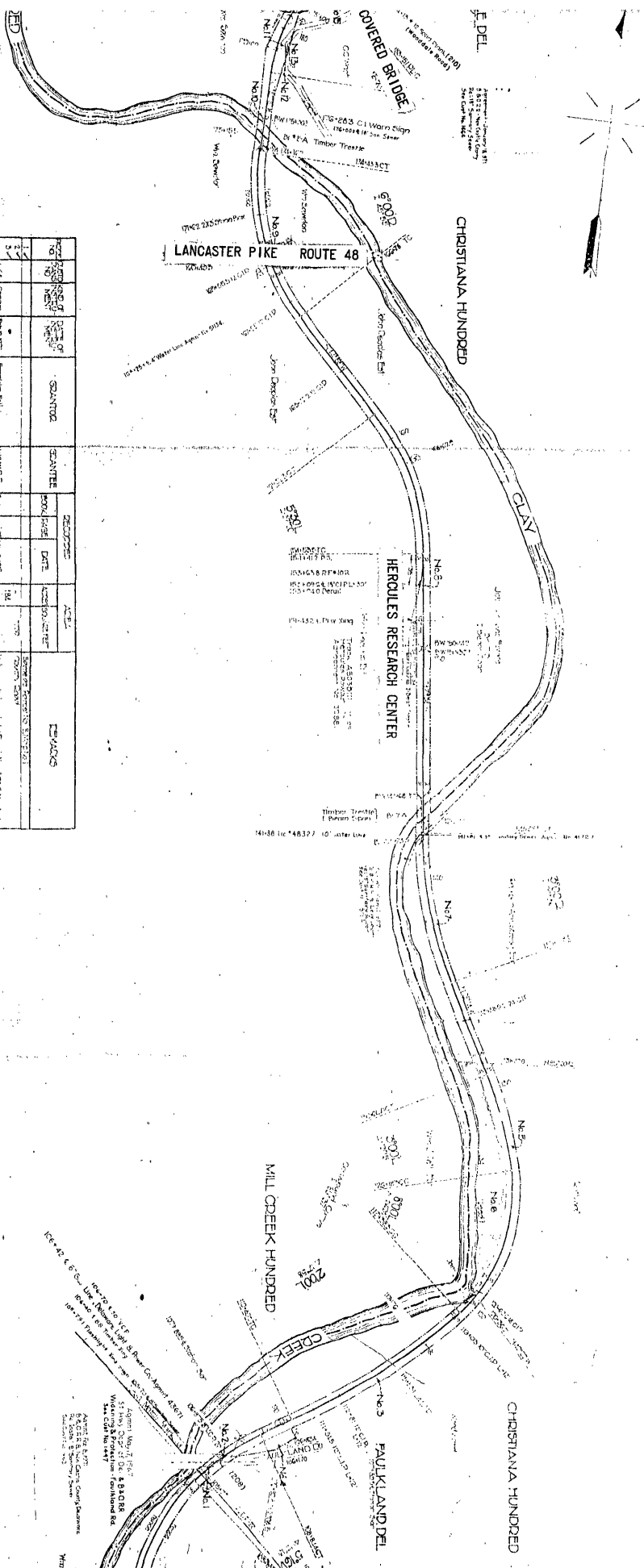
Project Name	Mill Creek Hundred
Client	Delaware Department of Transportation
Scale	1" = 100'
Date	April 20, 1981
Drawn by	J. M. [Name]
Checked by	[Name]
Approved by	[Name]
Notes	1. This drawing shows the proposed layout for the Mill Creek Hundred project.
	2. All dimensions are in feet unless otherwise noted.
	3. The centerline of the road is shown with a dashed line.
	4. The right-of-way boundary is shown with a solid line.
	5. The easement boundary is shown with a dotted line.
	6. The utility lines are shown with a long-dashed line.
	7. The proposed bridge structure is shown with a thick solid line.
	8. The proposed culvert structure is shown with a thin solid line.
	9. The proposed drainage structure is shown with a dashed line.
	10. The proposed utility structure is shown with a dotted line.
	11. The proposed easement structure is shown with a long-dashed line.
	12. The proposed right-of-way structure is shown with a solid line.
	13. The proposed centerline structure is shown with a dashed line.
	14. The proposed utility structure is shown with a dotted line.
	15. The proposed easement structure is shown with a long-dashed line.
	16. The proposed right-of-way structure is shown with a solid line.
	17. The proposed centerline structure is shown with a dashed line.
	18. The proposed utility structure is shown with a dotted line.
	19. The proposed easement structure is shown with a long-dashed line.
	20. The proposed right-of-way structure is shown with a solid line.



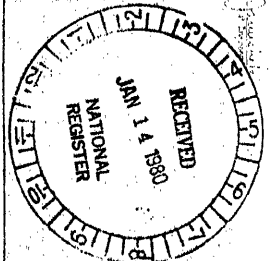
Particulars of Land Sales				Remarks	
Parcel	Acres	Value	Remarks	Area	Remarks
1447	1.147	10,000	Parcel 1447	1.147	Parcel 1447
1448	1.148	10,000	Parcel 1448	1.148	Parcel 1448
1449	1.149	10,000	Parcel 1449	1.149	Parcel 1449
1450	1.150	10,000	Parcel 1450	1.150	Parcel 1450
1451	1.151	10,000	Parcel 1451	1.151	Parcel 1451
1452	1.152	10,000	Parcel 1452	1.152	Parcel 1452
1453	1.153	10,000	Parcel 1453	1.153	Parcel 1453
1454	1.154	10,000	Parcel 1454	1.154	Parcel 1454
1455	1.155	10,000	Parcel 1455	1.155	Parcel 1455
1456	1.156	10,000	Parcel 1456	1.156	Parcel 1456
1457	1.157	10,000	Parcel 1457	1.157	Parcel 1457
1458	1.158	10,000	Parcel 1458	1.158	Parcel 1458
1459	1.159	10,000	Parcel 1459	1.159	Parcel 1459
1460	1.160	10,000	Parcel 1460	1.160	Parcel 1460
1461	1.161	10,000	Parcel 1461	1.161	Parcel 1461
1462	1.162	10,000	Parcel 1462	1.162	Parcel 1462
1463	1.163	10,000	Parcel 1463	1.163	Parcel 1463
1464	1.164	10,000	Parcel 1464	1.164	Parcel 1464
1465	1.165	10,000	Parcel 1465	1.165	Parcel 1465
1466	1.166	10,000	Parcel 1466	1.166	Parcel 1466
1467	1.167	10,000	Parcel 1467	1.167	Parcel 1467
1468	1.168	10,000	Parcel 1468	1.168	Parcel 1468
1469	1.169	10,000	Parcel 1469	1.169	Parcel 1469
1470	1.170	10,000	Parcel 1470	1.170	Parcel 1470
1471	1.171	10,000	Parcel 1471	1.171	Parcel 1471
1472	1.172	10,000	Parcel 1472	1.172	Parcel 1472
1473	1.173	10,000	Parcel 1473	1.173	Parcel 1473
1474	1.174	10,000	Parcel 1474	1.174	Parcel 1474
1475	1.175	10,000	Parcel 1475	1.175	Parcel 1475
1476	1.176	10,000	Parcel 1476	1.176	Parcel 1476
1477	1.177	10,000	Parcel 1477	1.177	Parcel 1477
1478	1.178	10,000	Parcel 1478	1.178	Parcel 1478
1479	1.179	10,000	Parcel 1479	1.179	Parcel 1479
1480	1.180	10,000	Parcel 1480	1.180	Parcel 1480
1481	1.181	10,000	Parcel 1481	1.181	Parcel 1481
1482	1.182	10,000	Parcel 1482	1.182	Parcel 1482
1483	1.183	10,000	Parcel 1483	1.183	Parcel 1483
1484	1.184	10,000	Parcel 1484	1.184	Parcel 1484
1485	1.185	10,000	Parcel 1485	1.185	Parcel 1485
1486	1.186	10,000	Parcel 1486	1.186	Parcel 1486
1487	1.187	10,000	Parcel 1487	1.187	Parcel 1487
1488	1.188	10,000	Parcel 1488	1.188	Parcel 1488
1489	1.189	10,000	Parcel 1489	1.189	Parcel 1489
1490	1.190	10,000	Parcel 1490	1.190	Parcel 1490
1491	1.191	10,000	Parcel 1491	1.191	Parcel 1491
1492	1.192	10,000	Parcel 1492	1.192	Parcel 1492
1493	1.193	10,000	Parcel 1493	1.193	Parcel 1493
1494	1.194	10,000	Parcel 1494	1.194	Parcel 1494
1495	1.195	10,000	Parcel 1495	1.195	Parcel 1495
1496	1.196	10,000	Parcel 1496	1.196	Parcel 1496
1497	1.197	10,000	Parcel 1497	1.197	Parcel 1497
1498	1.198	10,000	Parcel 1498	1.198	Parcel 1498
1499	1.199	10,000	Parcel 1499	1.199	Parcel 1499
1500	1.200	10,000	Parcel 1500	1.200	Parcel 1500

Parcel	Acres	Value	Remarks	Area	Remarks
1447	1.147	10,000	Parcel 1447	1.147	Parcel 1447
1448	1.148	10,000	Parcel 1448	1.148	Parcel 1448
1449	1.149	10,000	Parcel 1449	1.149	Parcel 1449
1450	1.150	10,000	Parcel 1450	1.150	Parcel 1450
1451	1.151	10,000	Parcel 1451	1.151	Parcel 1451
1452	1.152	10,000	Parcel 1452	1.152	Parcel 1452
1453	1.153	10,000	Parcel 1453	1.153	Parcel 1453
1454	1.154	10,000	Parcel 1454	1.154	Parcel 1454
1455	1.155	10,000	Parcel 1455	1.155	Parcel 1455
1456	1.156	10,000	Parcel 1456	1.156	Parcel 1456
1457	1.157	10,000	Parcel 1457	1.157	Parcel 1457
1458	1.158	10,000	Parcel 1458	1.158	Parcel 1458
1459	1.159	10,000	Parcel 1459	1.159	Parcel 1459
1460	1.160	10,000	Parcel 1460	1.160	Parcel 1460
1461	1.161	10,000	Parcel 1461	1.161	Parcel 1461
1462	1.162	10,000	Parcel 1462	1.162	Parcel 1462
1463	1.163	10,000	Parcel 1463	1.163	Parcel 1463
1464	1.164	10,000	Parcel 1464	1.164	Parcel 1464
1465	1.165	10,000	Parcel 1465	1.165	Parcel 1465
1466	1.166	10,000	Parcel 1466	1.166	Parcel 1466
1467	1.167	10,000	Parcel 1467	1.167	Parcel 1467
1468	1.168	10,000	Parcel 1468	1.168	Parcel 1468
1469	1.169	10,000	Parcel 1469	1.169	Parcel 1469
1470	1.170	10,000	Parcel 1470	1.170	Parcel 1470
1471	1.171	10,000	Parcel 1471	1.171	Parcel 1471
1472	1.172	10,000	Parcel 1472	1.172	Parcel 1472
1473	1.173	10,000	Parcel 1473	1.173	Parcel 1473
1474	1.174	10,000	Parcel 1474	1.174	Parcel 1474
1475	1.175	10,000	Parcel 1475	1.175	Parcel 1475
1476	1.176	10,000	Parcel 1476	1.176	Parcel 1476
1477	1.177	10,000	Parcel 1477	1.177	Parcel 1477
1478	1.178	10,000	Parcel 1478	1.178	Parcel 1478
1479	1.179	10,000	Parcel 1479	1.179	Parcel 1479
1480	1.180	10,000	Parcel 1480	1.180	Parcel 1480
1481	1.181	10,000	Parcel 1481	1.181	Parcel 1481
1482	1.182	10,000	Parcel 1482	1.182	Parcel 1482
1483	1.183	10,000	Parcel 1483	1.183	Parcel 1483
1484	1.184	10,000	Parcel 1484	1.184	Parcel 1484
1485	1.185	10,000	Parcel 1485	1.185	Parcel 1485
1486	1.186	10,000	Parcel 1486	1.186	Parcel 1486
1487	1.187	10,000	Parcel 1487	1.187	Parcel 1487
1488	1.188	10,000	Parcel 1488	1.188	Parcel 1488
1489	1.189	10,000	Parcel 1489	1.189	Parcel 1489
1490	1.190	10,000	Parcel 1490	1.190	Parcel 1490
1491	1.191	10,000	Parcel 1491	1.191	Parcel 1491
1492	1.192	10,000	Parcel 1492	1.192	Parcel 1492
1493	1.193	10,000	Parcel 1493	1.193	Parcel 1493
1494	1.194	10,000	Parcel 1494	1.194	Parcel 1494
1495	1.195	10,000	Parcel 1495	1.195	Parcel 1495
1496	1.196	10,000	Parcel 1496	1.196	Parcel 1496
1497	1.197	10,000	Parcel 1497	1.197	Parcel 1497
1498	1.198	10,000	Parcel 1498	1.198	Parcel 1498
1499	1.199	10,000	Parcel 1499	1.199	Parcel 1499
1500	1.200	10,000	Parcel 1500	1.200	Parcel 1500

NEW CASTLE COUNTY DEL.  
MILL CREEK HUNDRED CHRISTIANA HUNDREDS



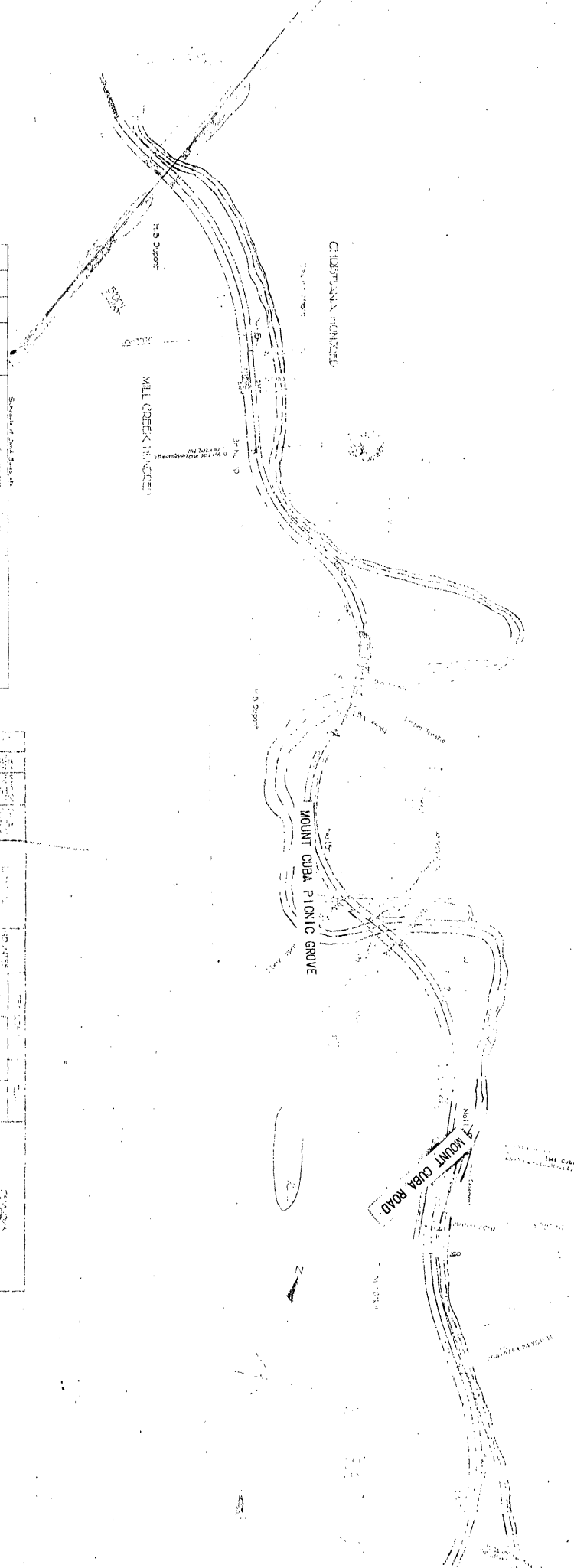
NO. OF PARCELS IN SECTION	NO. OF PARCELS IN BLOCK	NAME OF BLOCK	SECTION	DATE	ACRES	REMARKS
1	1	SCANTON	SECTION 1	1892	1.00	...
1	1	SCANTON	SECTION 2	1892	1.00	...
1	1	SCANTON	SECTION 3	1892	1.00	...
1	1	SCANTON	SECTION 4	1892	1.00	...
1	1	SCANTON	SECTION 5	1892	1.00	...
1	1	SCANTON	SECTION 6	1892	1.00	...
1	1	SCANTON	SECTION 7	1892	1.00	...
1	1	SCANTON	SECTION 8	1892	1.00	...
1	1	SCANTON	SECTION 9	1892	1.00	...
1	1	SCANTON	SECTION 10	1892	1.00	...
1	1	SCANTON	SECTION 11	1892	1.00	...
1	1	SCANTON	SECTION 12	1892	1.00	...
1	1	SCANTON	SECTION 13	1892	1.00	...
1	1	SCANTON	SECTION 14	1892	1.00	...
1	1	SCANTON	SECTION 15	1892	1.00	...
1	1	SCANTON	SECTION 16	1892	1.00	...
1	1	SCANTON	SECTION 17	1892	1.00	...
1	1	SCANTON	SECTION 18	1892	1.00	...
1	1	SCANTON	SECTION 19	1892	1.00	...
1	1	SCANTON	SECTION 20	1892	1.00	...



2 OF 5  
**RIGHT-OF-WAY AND TRACK MAP**  
 THE BALTIMORE AND PHILADELPHIA RAILROAD COMPANY  
 OPERATED BY  
**THE BALTIMORE AND OHIO RAILROAD COMPANY**  
 BALTIMORE DIVISION LANDENBERG BRANCH  
 STATION 2845 TO STATION 2823  
 SCALE: 1 IN. = 200 FT. JUNE 23, 1948  
 OFFICE OF VALUATION ENGINEER  
 BALTIMORE, MD.



1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

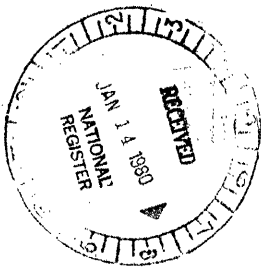
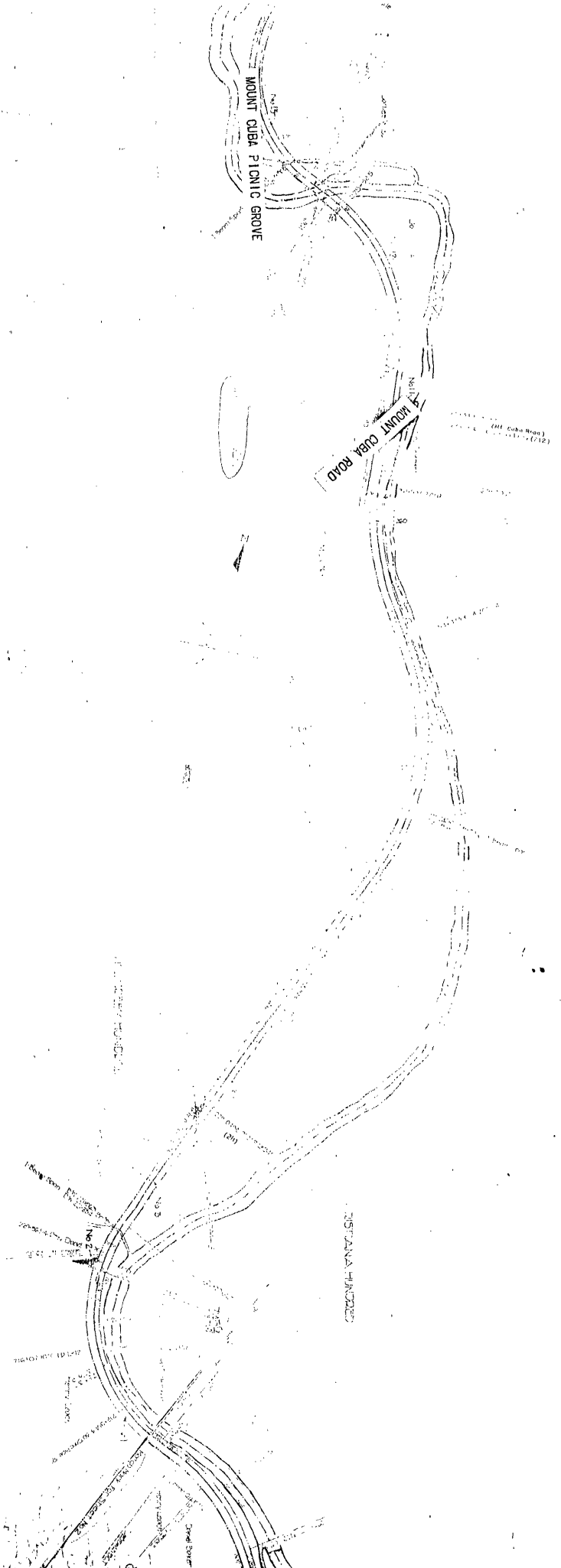


Section of Road Diagram

| Station | Point            | Remarks |
|---------|------------------|---------|
| 0+00    | Start of Section |         |
| 0+10    | Point A          |         |
| 0+20    | Point B          |         |
| 0+30    | Point C          |         |
| 0+40    | Point D          |         |
| 0+50    | Point E          |         |
| 0+60    | Point F          |         |
| 0+70    | Point G          |         |
| 0+80    | Point H          |         |
| 0+90    | Point I          |         |
| 1+00    | End of Section   |         |

| Station | Point            | Remarks |
|---------|------------------|---------|
| 0+00    | Start of Section |         |
| 0+10    | Point A          |         |
| 0+20    | Point B          |         |
| 0+30    | Point C          |         |
| 0+40    | Point D          |         |
| 0+50    | Point E          |         |
| 0+60    | Point F          |         |
| 0+70    | Point G          |         |
| 0+80    | Point H          |         |
| 0+90    | Point I          |         |
| 1+00    | End of Section   |         |

|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

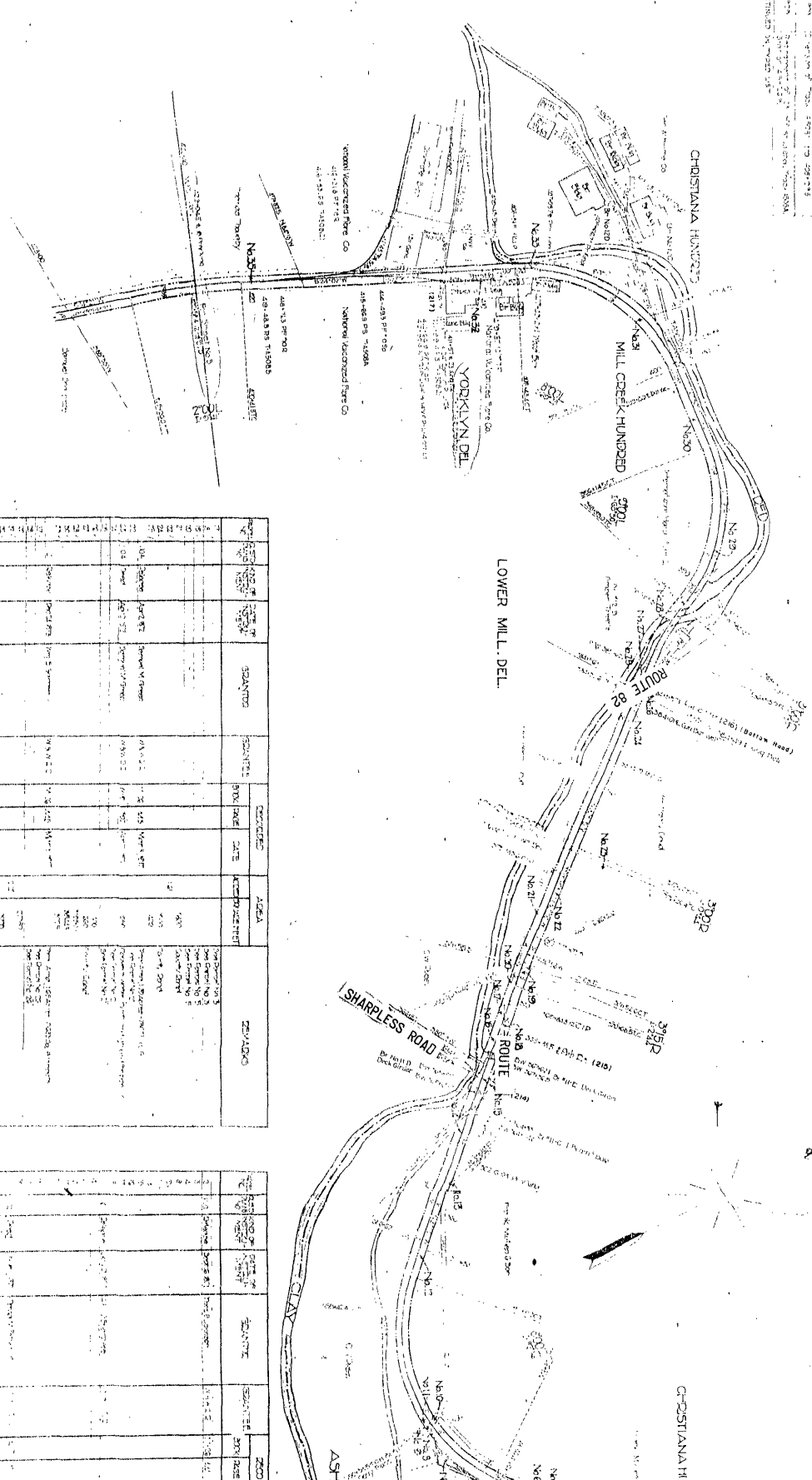


3 OF 5

**RIGHT-OF-WAY AND TRACK MAP**  
 OPERATED BY  
**THE BALTIMORE AND PHILADELPHIA RAILROAD COMPANY**  
 THE BALTIMORE AND OHIO RAILROAD COMPANY  
 PATTERSON DIVISION LANSBERRY BRANCH  
 STATION 11-12 1/2 STATION 11-13 1/2  
 MADE IN 1887 JUNE 21 1888  
 OFFICE OF VALUATION ENGINEER  
 BALTIMORE, MD.



|           |                             |       |                             |
|-----------|-----------------------------|-------|-----------------------------|
| APPLICANT | STATE INSURANCE CO. OF DEL. | DATE  | 12/15/2011                  |
| PROJECT   | NEW ROUTE 82                | SCALE | AS SHOWN                    |
| DATE      | 12/15/2011                  | BY    | STATE INSURANCE CO. OF DEL. |
| PROJECT   | NEW ROUTE 82                | SCALE | AS SHOWN                    |
| DATE      | 12/15/2011                  | BY    | STATE INSURANCE CO. OF DEL. |
| PROJECT   | NEW ROUTE 82                | SCALE | AS SHOWN                    |
| DATE      | 12/15/2011                  | BY    | STATE INSURANCE CO. OF DEL. |



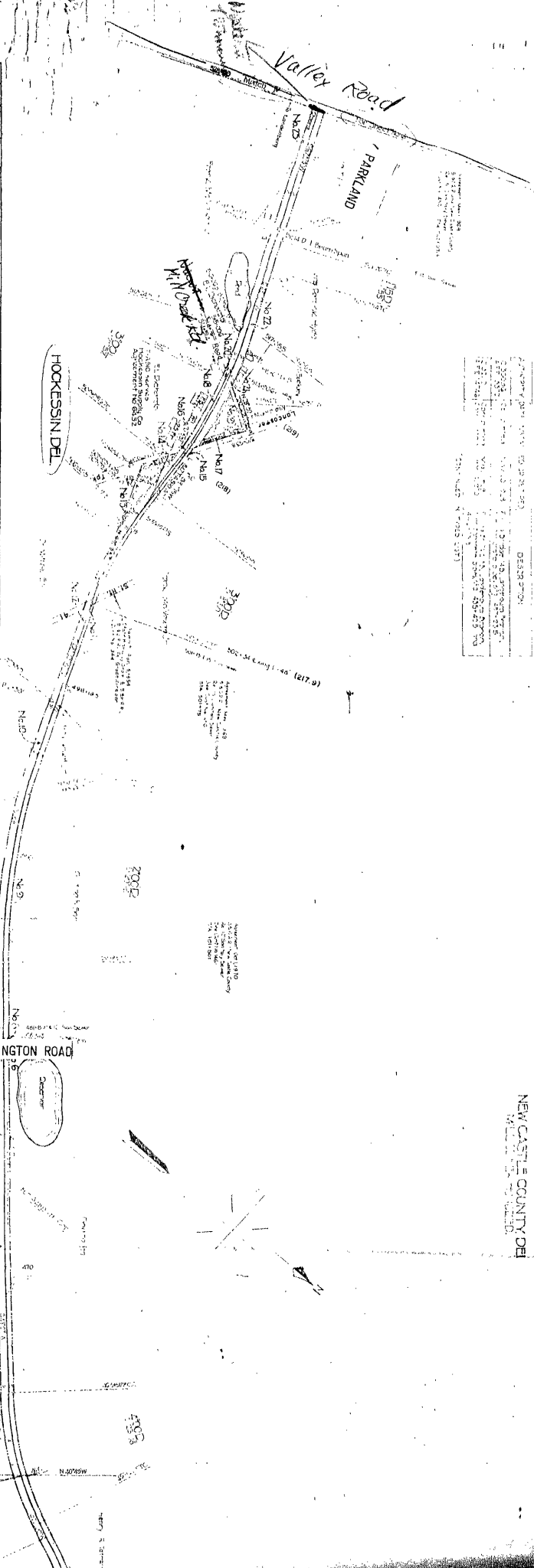
| SECTION | DATE       | BY                          | AREA | REMARKS      |
|---------|------------|-----------------------------|------|--------------|
| 1       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 2       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 3       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 4       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 5       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 6       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 7       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 8       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 9       | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 10      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 11      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 12      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 13      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 14      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 15      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 16      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 17      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 18      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 19      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 20      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |

| SECTION | DATE       | BY                          | AREA | REMARKS      |
|---------|------------|-----------------------------|------|--------------|
| 21      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 22      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 23      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 24      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 25      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 26      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 27      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 28      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 29      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |
| 30      | 12/15/2011 | STATE INSURANCE CO. OF DEL. | 1.00 | NEW ROUTE 82 |

NEW CASTLE COUNTY DEL.  
 WILLIAMSON ROAD, DE 19720



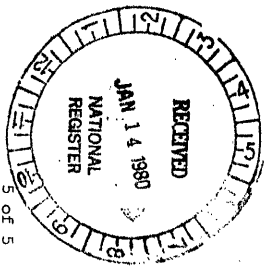
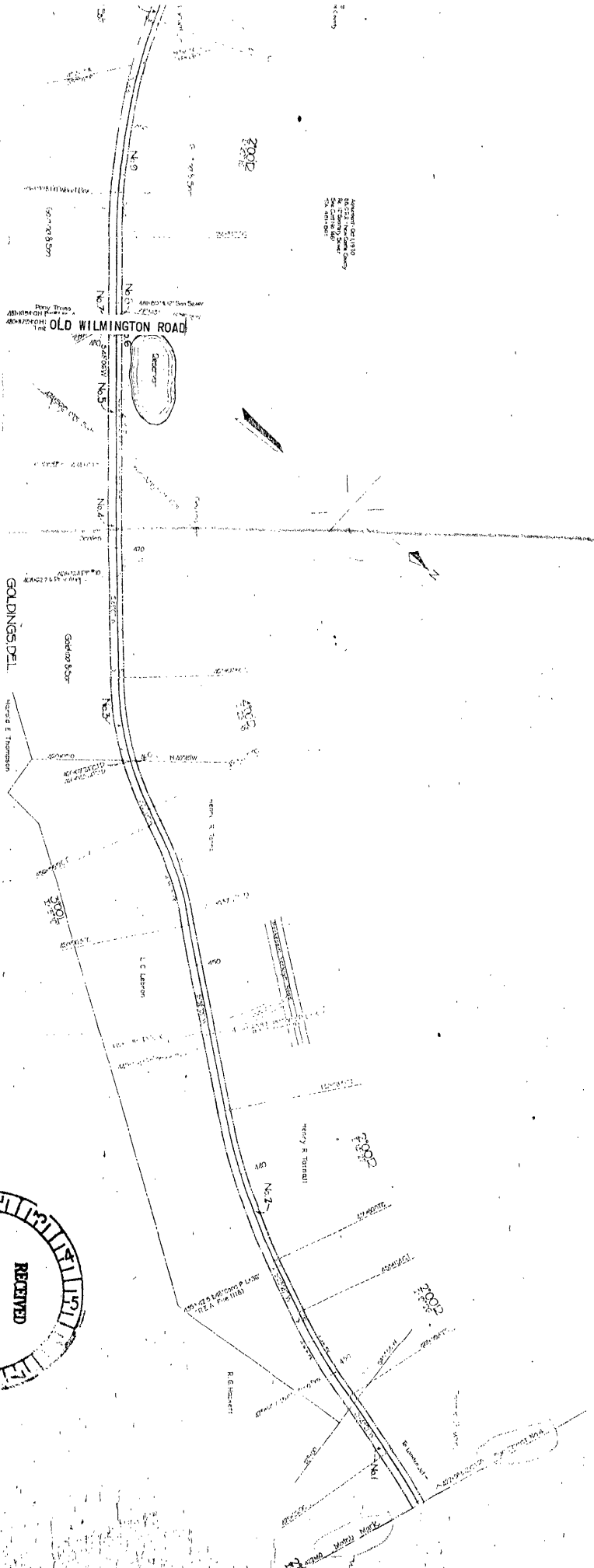
| NO. | DESCRIPTION | QUANTITY | UNIT | RECORDING |      | AREA | REMARKS |
|-----|-------------|----------|------|-----------|------|------|---------|
|     |             |          |      | BOOK      | DATE |      |         |
| 1   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 2   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 3   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 4   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 5   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 6   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 7   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 8   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 9   | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 10  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 11  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 12  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 13  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 14  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 15  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 16  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 17  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 18  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 19  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 20  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 21  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 22  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 23  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 24  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 25  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 26  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 27  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 28  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 29  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 30  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 31  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 32  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 33  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 34  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 35  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 36  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 37  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 38  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 39  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 40  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 41  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 42  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 43  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 44  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 45  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 46  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 47  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 48  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 49  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |
| 50  | ...         | ...      | ...  | ...       | ...  | ...  | ...     |



| NO. | DESCRIPTION | QUANTITY | UNIT |
|-----|-------------|----------|------|
| 1   | ...         | ...      | ...  |
| 2   | ...         | ...      | ...  |
| 3   | ...         | ...      | ...  |
| 4   | ...         | ...      | ...  |
| 5   | ...         | ...      | ...  |
| 6   | ...         | ...      | ...  |
| 7   | ...         | ...      | ...  |
| 8   | ...         | ...      | ...  |
| 9   | ...         | ...      | ...  |
| 10  | ...         | ...      | ...  |
| 11  | ...         | ...      | ...  |
| 12  | ...         | ...      | ...  |
| 13  | ...         | ...      | ...  |
| 14  | ...         | ...      | ...  |
| 15  | ...         | ...      | ...  |
| 16  | ...         | ...      | ...  |
| 17  | ...         | ...      | ...  |
| 18  | ...         | ...      | ...  |
| 19  | ...         | ...      | ...  |
| 20  | ...         | ...      | ...  |
| 21  | ...         | ...      | ...  |
| 22  | ...         | ...      | ...  |
| 23  | ...         | ...      | ...  |
| 24  | ...         | ...      | ...  |
| 25  | ...         | ...      | ...  |
| 26  | ...         | ...      | ...  |
| 27  | ...         | ...      | ...  |
| 28  | ...         | ...      | ...  |
| 29  | ...         | ...      | ...  |
| 30  | ...         | ...      | ...  |
| 31  | ...         | ...      | ...  |
| 32  | ...         | ...      | ...  |
| 33  | ...         | ...      | ...  |
| 34  | ...         | ...      | ...  |
| 35  | ...         | ...      | ...  |
| 36  | ...         | ...      | ...  |
| 37  | ...         | ...      | ...  |
| 38  | ...         | ...      | ...  |
| 39  | ...         | ...      | ...  |
| 40  | ...         | ...      | ...  |
| 41  | ...         | ...      | ...  |
| 42  | ...         | ...      | ...  |
| 43  | ...         | ...      | ...  |
| 44  | ...         | ...      | ...  |
| 45  | ...         | ...      | ...  |
| 46  | ...         | ...      | ...  |
| 47  | ...         | ...      | ...  |
| 48  | ...         | ...      | ...  |
| 49  | ...         | ...      | ...  |
| 50  | ...         | ...      | ...  |

NEW CASTLE COUNTY DEL  
 1882





5 OF 5

RIGHT-OF-WAY AND TRACK MAP  
 THE BALTIMORE AND PHILADELPHIA RAILROAD COMPANY  
 OPERATED BY  
 THE BALTIMORE AND OHIO RAILROAD COMPANY  
 BALTIMORE DIVISION LANESBERG BRANCH  
 STATION 100+00 TO STATION 100+50  
 SCALE: 1" = 40' (AS SHOWN)  
 OFFICE OF SURVEYING ENGINEER  
 BALTIMORE, MD.

| NO. | DESCRIPTION               | DATE     |
|-----|---------------------------|----------|
| 1   | APPROVED FOR CONSTRUCTION | 10/15/79 |
| 2   | REVISION                  | 11/15/79 |
| 3   | REVISION                  | 12/15/79 |
| 4   | REVISION                  | 1/15/80  |
| 5   | REVISION                  | 1/15/80  |

| AUTHORITY               | DATE INSTALLED OR RETIRED | DESCRIPTION   |
|-------------------------|---------------------------|---|
| C-21842<br>A.F.E. 1037  | Installed June 4, 1923.   | Installation of 8.5x12.7 Framing Steel on left side, 530' x 441'. This steel was removed from bridge No. 541, Val. Sec. 6D-94, Sheet No. 101.             |
| C-19363<br>A.F.E. 2600  | Removed August 9, 1925.   | Removal of Freight House at Southwood Del. on right side, 530' x 75'. This freight house was removed from bridge No. 541, Val. Sec. 6D-94, Sheet No. 101. |
| C-20934<br>A.F.E. 17890 | Retired April 10, 1926.   | Removal of bridge No. 541, (including bridge) on right side, 530' x 441'.   |
| C-29037<br>A.F.E. 10373 | Completed Nov. 20, 1923.  | Final bridge No. 541, (including bridge) on right side, 530' x 441'.  |

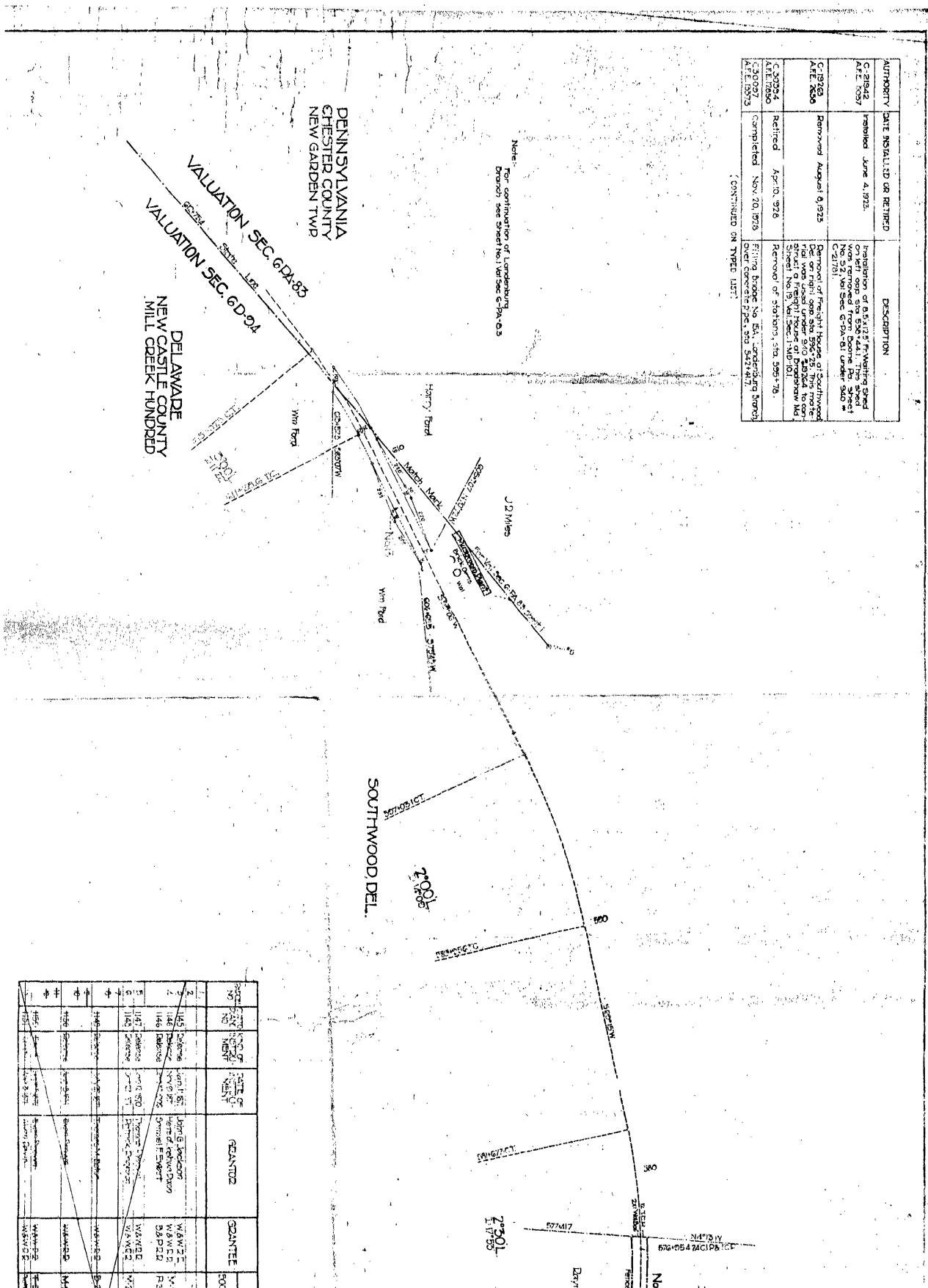
(CONTINUED ON TYPE LIST)

PENNSYLVANIA  
CHESTER COUNTY  
NEW GARDEN TWP

VALUATION SEC. 6D-83  
VALUATION SEC. 6D-94

DELAWARE  
NEW CASTLE COUNTY  
MILL CREEK HUNDRED

Note:  
For continuation of Lumbering  
bridge see sheet No. 1 Val. Sec. 6D-83

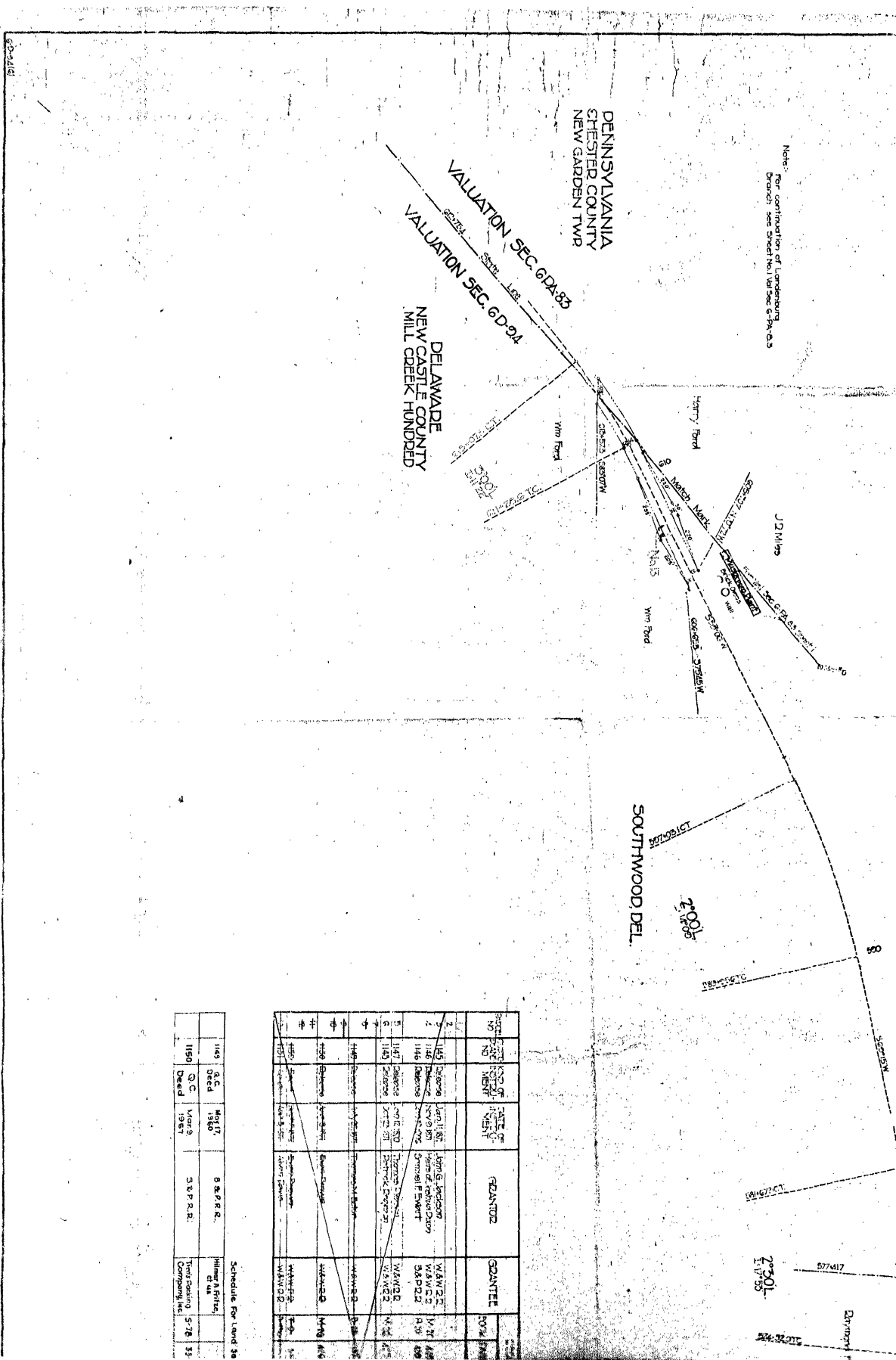


| NO. | DESCRIPTION         | DATE | BY | REVISION |
|-----|---------------------|------|----|----------|
| 1   | As shown            |      |    |          |
| 2   | Change from 1 to 2  |      |    |          |
| 3   | Change from 2 to 3  |      |    |          |
| 4   | Change from 3 to 4  |      |    |          |
| 5   | Change from 4 to 5  |      |    |          |
| 6   | Change from 5 to 6  |      |    |          |
| 7   | Change from 6 to 7  |      |    |          |
| 8   | Change from 7 to 8  |      |    |          |
| 9   | Change from 8 to 9  |      |    |          |
| 10  | Change from 9 to 10 |      |    |          |

Note:  
For continuation of Landenburg  
Grant see Sheet No. 1 and Sec 6-PA-83

PENNSYLVANIA  
CHESTER COUNTY  
NEW GARDEN TWP

VALUATION SEC. 6 DA 83  
VALUATION SEC. 6 D 2A  
DELAWARE  
NEW CASTLE COUNTY  
MILL CREEK HUNDRED

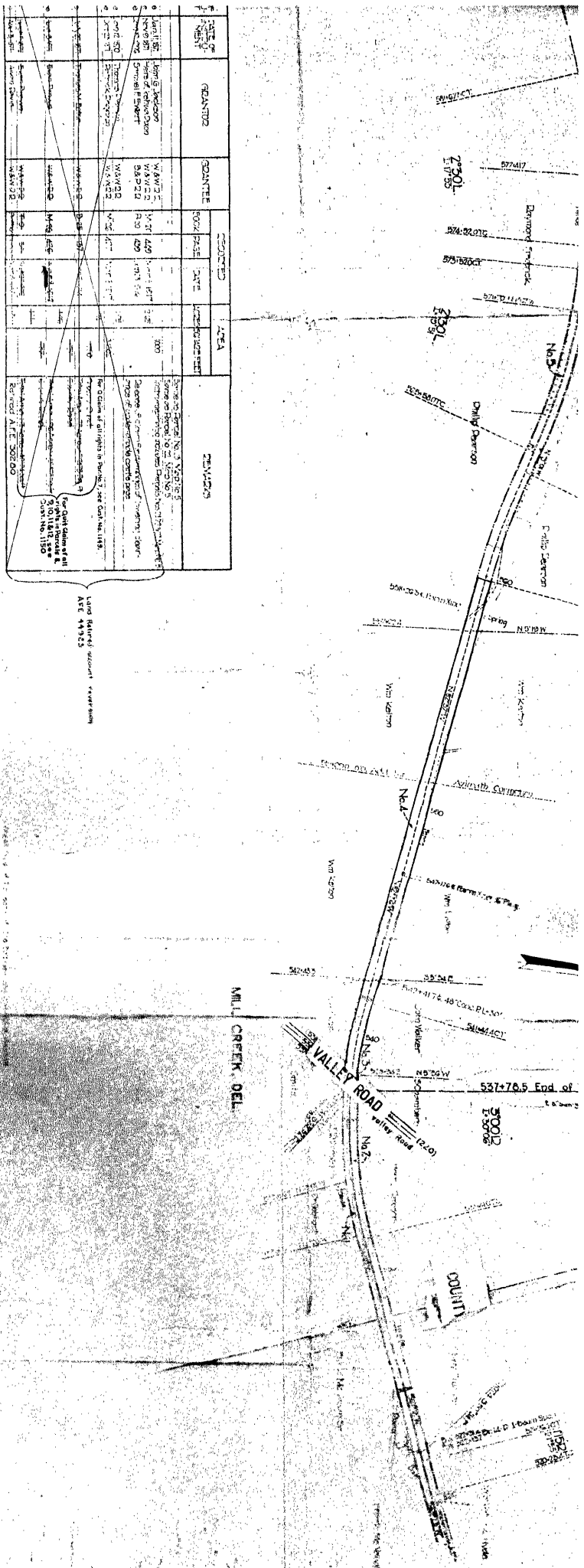


| SECTION | TOWNSHIP   | COUNTY  | STATE | ACRES | VALUATION | DATE | BY          |
|---------|------------|---------|-------|-------|-----------|------|-------------|
| 6       | NEW GARDEN | CHESTER | PA    | 1145  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1146  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1147  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1148  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1149  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1150  | 1860      | 1860 | W.A.W. & C. |

| SECTION | TOWNSHIP   | COUNTY  | STATE | ACRES | VALUATION | DATE | BY          |
|---------|------------|---------|-------|-------|-----------|------|-------------|
| 6       | NEW GARDEN | CHESTER | PA    | 1149  | 1860      | 1860 | W.A.W. & C. |
| 6       | NEW GARDEN | CHESTER | PA    | 1150  | 1860      | 1860 | W.A.W. & C. |

Schedule Per Land 3a





| DATE OF PLAN | GRANTOR  | COUNTY | CONVEYANCE |      |      | REMARKS   |
|--------------|----------|--------|------------|------|------|---|
|              |          |        | BOOK       | PAGE | DATE |   |
| 1880         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 2 covering all rights in property made covered and was covered under A.F.E. 44923 |
| 1881         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 3 in this connection all rights in property were covered under A.F.E. 44923       |
| 1882         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 2 covering all rights in property made covered and was covered under A.F.E. 44923 |
| 1883         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 3 in this connection all rights in property were covered under A.F.E. 44923       |
| 1884         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 2 covering all rights in property made covered and was covered under A.F.E. 44923 |
| 1885         | S. R. R. | Harvey | 128        | 318  | 1881 | See sheet No. 3 in this connection all rights in property were covered under A.F.E. 44923       |

**PHILADELPHIA AND YORK MAP**  
 THE BALTIMORE AND PHILADELPHIA RAILROAD COMPANY  
 OPERATED BY  
**THE BALTIMORE AND OHIO RAILROAD COMPANY**  
 OFFICE DIVISION: LANZBERG BRANCH  
 STATION: ... STATION 237-1  
 STATE: PA. 23007  
 DATE: JUNE 20, 1913  
 OFFICE OF VALUATION ENGINEERS  
 BALTIMORE, MD.

Land Billed amount \$44923

6 of 6