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United States Department of the Interior
National Park Service

MAR 13 1989

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Reedy Island Range Rear Light
other names/site number U.S. Coast Guard Light List #2195 CRS #N-5120

2. Location

street & number Rt. 9 at Road 453 not for publication
city, town Taylor's Bridge - Townsend vicinity
state Delaware code DE county New Castle code 003 zip code 19734

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>3</u>	<u>2</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input checked="" type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>0</u>	<u>0</u> objects
		<u>4</u>	<u>2</u> Total

Name of related multiple property listing: NA

Number of contributing resources previously listed in the National Register NA

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

[Signature] 3/10/89
Signature of certifying official Date
SHPO, Acting Director, Division of Historical & Cultural Affairs
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 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] 3/27/89
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
Coast Guard Facility

Current Functions (enter categories from instructions)
Coast Guard Facility
domestic single dwelling
domestic secondary structure

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Other: Lighthouse
Colonial Revival

foundation Concrete
walls Iron
roof Iron
other Iron

Describe present and historic physical appearance.

Reedy Island Range Rear Light (U.S. Coast Guard Light List number 2195) is a tall tower of large cast-iron pipe segments. The light is about two miles from the west bank of the Delaware River and is located in an agricultural setting at the rural crossroads known as Taylor's Bridge. Together with the front range light, mounted on a small tower dating from 1951 and not included as part of this nomination, Reedy Island Range Rear Light functions to mark the centerline of a portion of the main channel of the river. Completed in 1910, the facility included not only the light but also several related outbuildings now under private ownership: a keeper's dwelling, small barn, brick oil shed and a small farmshed. A modern (1988) non-contributing fiberglass building at the base of the tower houses an emergency communications and lighting center. It is Coast Guard owned and maintained. The ancillary structures are all part of the nominated property but the small farmshed is a non-contributing building.

The tower is 35' square in plan at the base, diminishing to 10' at the top. The tower's nine legs rest upon 6' feet-high octagonal poured-concrete pads. The pipe sections which make up both the vertical and horizontal members of the tower are held together by diagonal tie rods running between cast-iron junctions. Horizontal members are in two parts jointed in the middle through large circular flanges. The tower's skeletal frame supports a cylindrical watch-room of 10' diameter which in turn is surmounted by an octagonal lantern room with a pyramidal roof and orb-shaped ventilator-lightning rod. Both the large octagonal deck below the watch-room and the watch-room roof are fitted with simple cast iron railings. The light is reached by means of a 7' diameter central stair cylinder.

The ground entrance is on the south side and provides the only decorative feature of the light. Above the narrow double plate doors is a molded cornice resting on large fluted consoles. The rounded center section of this lintel is decorated with a star.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Maritime History
Engineering

Period of Significance

1910 - 1939

Significant Dates

NA

Cultural Affiliation

NA

Significant Person

NA

Architect/Builder

unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The light station at Reedy Island Range Rear Light is significant as one of a small number of major Delaware range lights dating back to the first decade of the 20th century. Its construction technique is characteristic of the standardized skeleton towers which had evolved by the 1890s (Criterion C). The cast-iron pipe segments with flanged ends and special joint sockets made for a tower that was adaptable to different heights and other conditions, easy to erect, and capable of being dismantled and moved if needed. The light also has significance as part of the early 20th century improvements to the Delaware River channel (Criterion A). The continued growth of shipping to and from the port of Philadelphia, as well as faster and larger ships, made it necessary for the Corps of Engineers to dredge a deeper channel in the river. Consequently, the range lights established in the late 1870's, administered by the U.S. Lighthouse Service, Bureau of Lighthouses, were rebuilt and realigned as part of the project. The significance of Reedy Island Range Rear Light is augmented by the related buildings which surround the tower. The barn, oil shed and keeper's dwelling are important components of the site which reflect the operation of the facility before automatic electric lighting was installed. Relatively unaltered, these secondary structures contribute to the historical integrity of the site.

The Reedy Island Range Rear Light is also important to American Lighthouse history. The light was authorized by the Lighthouse Board but completed by the Bureau of Lighthouses. The latter agency was authorized in 1910. In 1939, the Bureau was absorbed into the U.S. Coast Guard.

Reedy Island Rear is an example of the second-generation of skeleton towers. Previous range lights also had a central cast-iron stair tower, watch-room, and lantern, but their outside bracing consisted of girders rivetted together at the joints. The advantage of the pipe segments at Reedy Island Rear is that

See continuation sheet

9. Major Bibliographical References

SEE ATTACHED SHEET

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # DE - 11

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property .75

UTM References

A

1	8	4	4	9	1	5	0	4	3	6	1	8	4	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

C

Zone				Easting				Northing						

D

Zone				Easting				Northing						

See continuation sheet

Verbal Boundary Description

SEE ATTACHED SHEET

See continuation sheet

Boundary Justification

The bounds are the original tax parcels that made up the Coast/Light Service property.

See continuation sheet

11. Form Prepared By

name/title SEE ATTACHED SHEET
organization Bureau of Archaeology & Historic Preservation date January, 1989
street & number 15 The Green telephone (302) 736 - 5685
city or town Dover state DE zip code 19901

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Reedy Island Range Rear Light

N-5,120

In my opinion, the property meets/ does not meet
the National Register criteria.

Rita Justice

Rita Justice
County Executive
New Castle County,
Delaware

12/5/88
Date

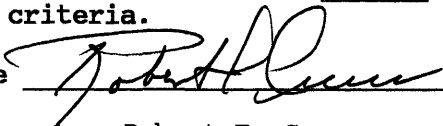
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Reedy Island Range Rear Light, Townsend, Delaware

In my opinion, the property X meets _____ does not meet the National Register criteria.

Signature 
Name Robert F. Crecco

Title/Agency Historic Preservation Officer, U.S. Department of Transportation

Address 400 7th Street, S.W., Washington, D.C. 20590

Date 2/22/89

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The stair cylinder is constructed of heavy metal plates bolted together through welded-on interior flanges. Inside, the cast-iron steps spiral around the central column from which they are suspended. The walls of the hollow column are not solid but instead have a regular pattern of small rectangular openings. Set into the walls of the stair cylinder are cast-iron frames for the widely spaced window openings (fitted with two-over-four sash) and sockets for receiving the vertical members which brace the cylinder from the surrounding tower. The present light, a red beacon with integral lens and reflector, is not the original. It shines through the northeast face of the lantern, the only side not blocked off with metal plates. The tower is painted black, its original color. The light is set at 110 feet above the ground.

The dwelling to the southwest is a two-story hip-roofed clap-boarded house of cruciform plan. Along the front part of the house is a porch with Tuscan columns and a rail of turned balusters. The house has a wooden cave cornice. The small hip-roofed barn has dormers front and rear and has a band of board-and-batten siding below the eaves. The oil shed with attached privy at the rear is constructed of white glazed brick. It has a hip-roof, and there are remnants of a sheet-metal classical cornice at the eaves. The outbuildings have standing-seam metal roofs. A small non-contributed wooden shed sits to the east of the barn. It is in bad condition and was not associated with the range light.

The light is in generally good condition, with fresh paint both inside and out; only minor penetration of moisture is occurring. Cracks in the foundation pads caused their replacement in January of 1989. The Coast Guard required the contractor to duplicate the original pads in material and size. The appearance of the tower today differs little from that shown in historical photographs. The replacement of the original illuminating apparatus is the chief alteration. Though the paint is in poorer condition, the privately owned dwelling, barn and also retain a high degree of historical integrity. The Coast Guard owned oil house is in good repair.

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they could simply be fitted into the junctions, with only the tie rods needed to hold the structure together. Thus both design and erection of the tower were simplified.

Pipe-segment towers were used not only for range lights but also whenever a fairly protected land-based tower was needed. Coney Island Light (1891) in New York harbor and Cape Charles Light-house (1894) at the entrance to Chesapeake Bay are of similar age and construction. Unlike the earlier light towers, which had extensive Classical detailing, these later towers had only a vaguely Eastlake-inspired lintel over the entry as stylistic embellishment. The tower at Reedy Island represents the refined engineering and standardization of design which typified turn-of-the-century lighthouse construction. As such, it is very different in character from the Liston Range Rear Ligh (1877) located about five miles from the Reedy Island Range Rear Light.

Range lights like Reedy island Rear function in pairs to indicate the centerline of the channel. The front light is lower in height and lines up with the higher rear light only when viewed from a ship on course. Reedy Island Range Light was one of several built or rebuilt following the 1901 dredging of a 30' - deep shipping channel to Philadelphia. Some of the pre-existing range lights, such as the Liston Range Rear Light were moved, others simply retained in place, and still other sections were marked by new lights such as Reedy Island Rear Light. The Reedy Island Range is used by ships leading down river. It is 6775 yards long and 200 feet wide.

The close cooperation between the Army Corps of Engineers and the various agencies responsible for the aids-to-navigation has a long history in the Delaware Bay and River. The Corps of Engineers built the Delaware Breakwater and the National Harbor of Refuge in Lewes and provided platform for the erection of light-houses on both breakwater. The Corps of Engineers and the Coast Guard continue to cooperate in maintaining a safe and clear shipping channel.

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COMPREHENSIVE PLANNING

The Reedy Island Range Rear Light as a federal constructed aid to navigation is important to the historic theme of transportation and communication. As an example of a specific solution to an engineering problem, i.e. the permanent display of a fixed point of light, the light and its related buildings is significant to the theme of architecture, engineering and decorative arts.

Constructed in a modern era of Delaware's history, the light and its outbuildings fall within the urbanization and suburbanization period in Delaware's history.

Geographically the light and its related buildings fall within the coastal zone.

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Section number 9 Page 1

Bibliography:

Holland, Francis Ross, Jr. America's Lighthouses: An Illustrated History (New York: Dover, Publications, 1988)

Lankton, Larry D. "Reedy Island Range Rear Light,": Typescript, Historic American Engineering Record (HAER DE-11)

National Archives, Still Picture Branch, photograph, 1910

U.S. Coast Guard, Third Coast Guard District, Governors Island, Civil Engineering Section, drawing file.

U.S. Lighthouse Board, Annual Report, 1903 - 1910.

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VERBAL BOUNDARY DESCRIPTION

The bounds of this nomination are the bounds of the original parcel of land which is today held by the U.S. Coast Guard and a private individual.

Deed references, recorded at the New Castle County Recorder's Office, Wilmington, DE.

Book D-19, page 97 (original 5.7 acre lighthouse parcel, September 11, 1901)

Book S-054, page 498 (portion of parcel sold in 1954)

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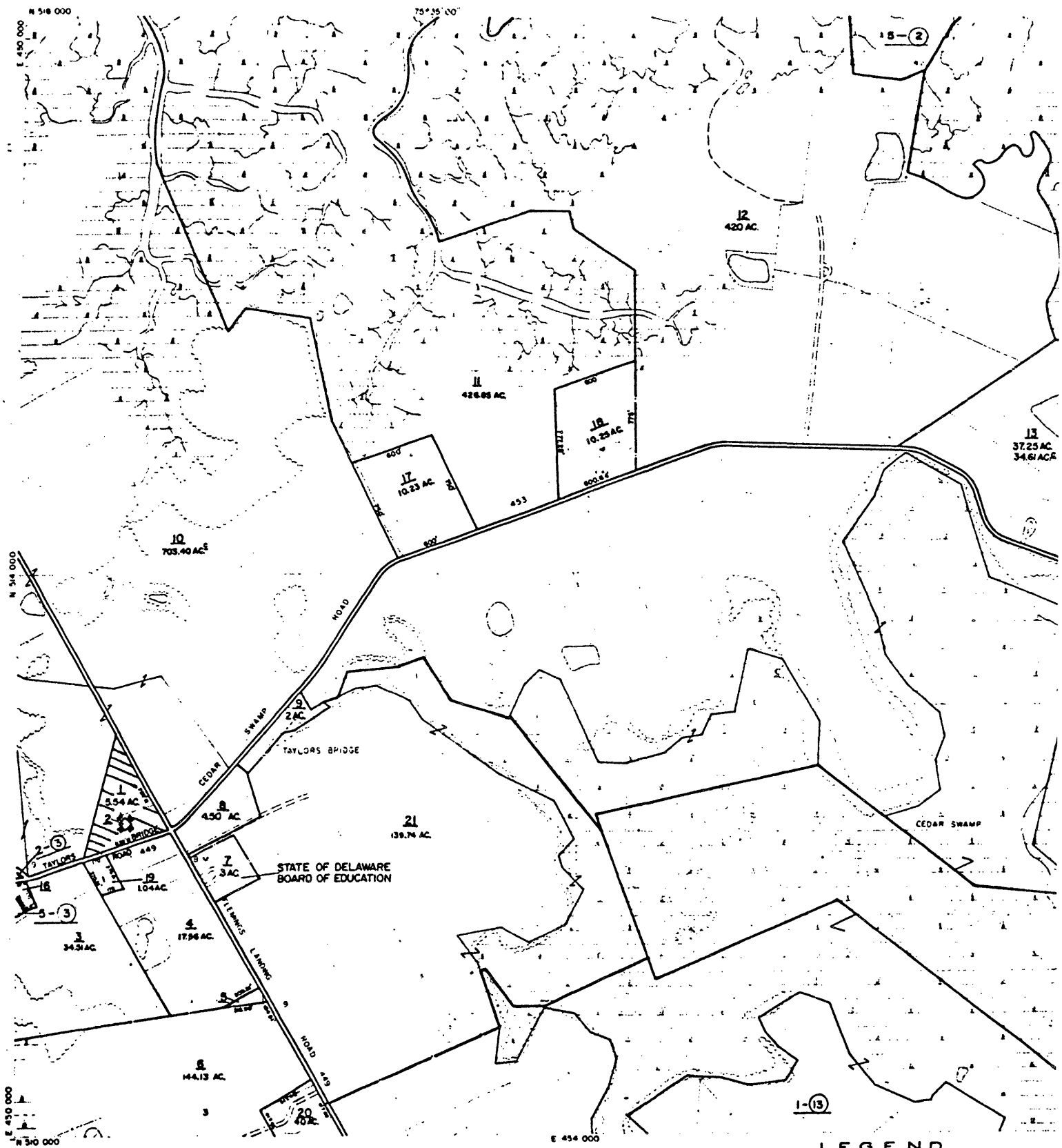
Section number 11 Page 1

Nomination originally prepared by: Bruce Clouette and Matthew Roth of
Historic Resource Consultants, 55 Van Dyke Avenue, Hartford, CT
under contract in 1983 to the United States Coast Guard.

Nomination updated and edited by: Stephen G. Del Sordo, Historian,
Bureau of Archaeology and Historic Preservation.

top is north
map not to scale
parcel dimensions noted

Beedy Island 1594p 1500p 14517
Taylor's Bridge, DE



BASE MAP PREPARED BY
L. ROBERT KIMBALL
Consulting Engineers
Ebensburg, Pennsylvania

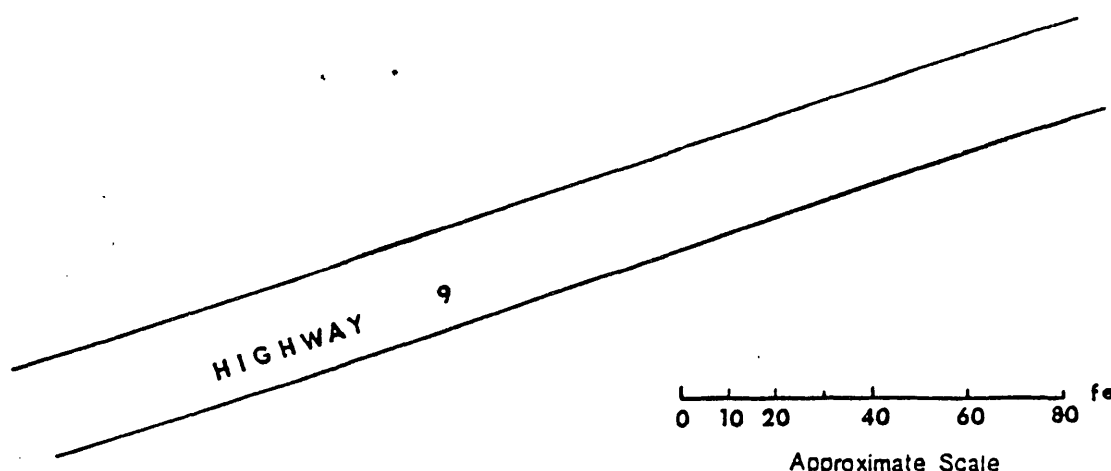
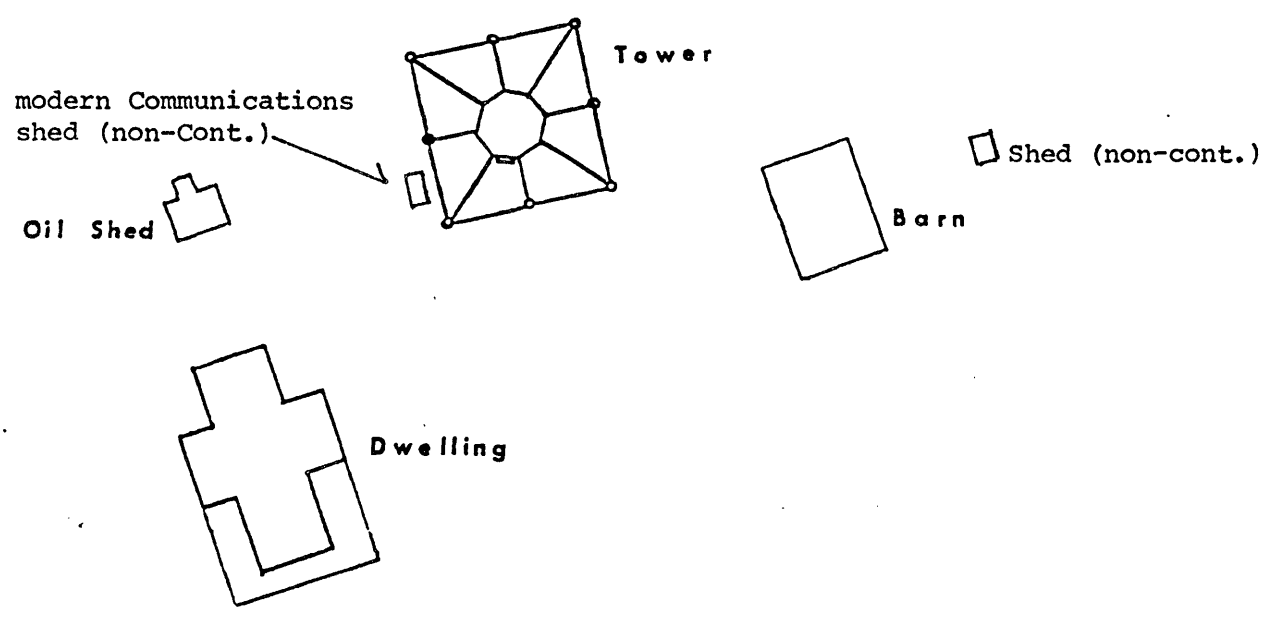
THIS MAP IN WHOLE OR IN PART MAY NOT
BE REPRODUCED IN ANY FORM OR BY
ANY MEANS WITHOUT WRITTEN PER-
MISSION OF THE DEPARTMENT OF FI-
NANCE OF NEW CASTLE COUNTY.

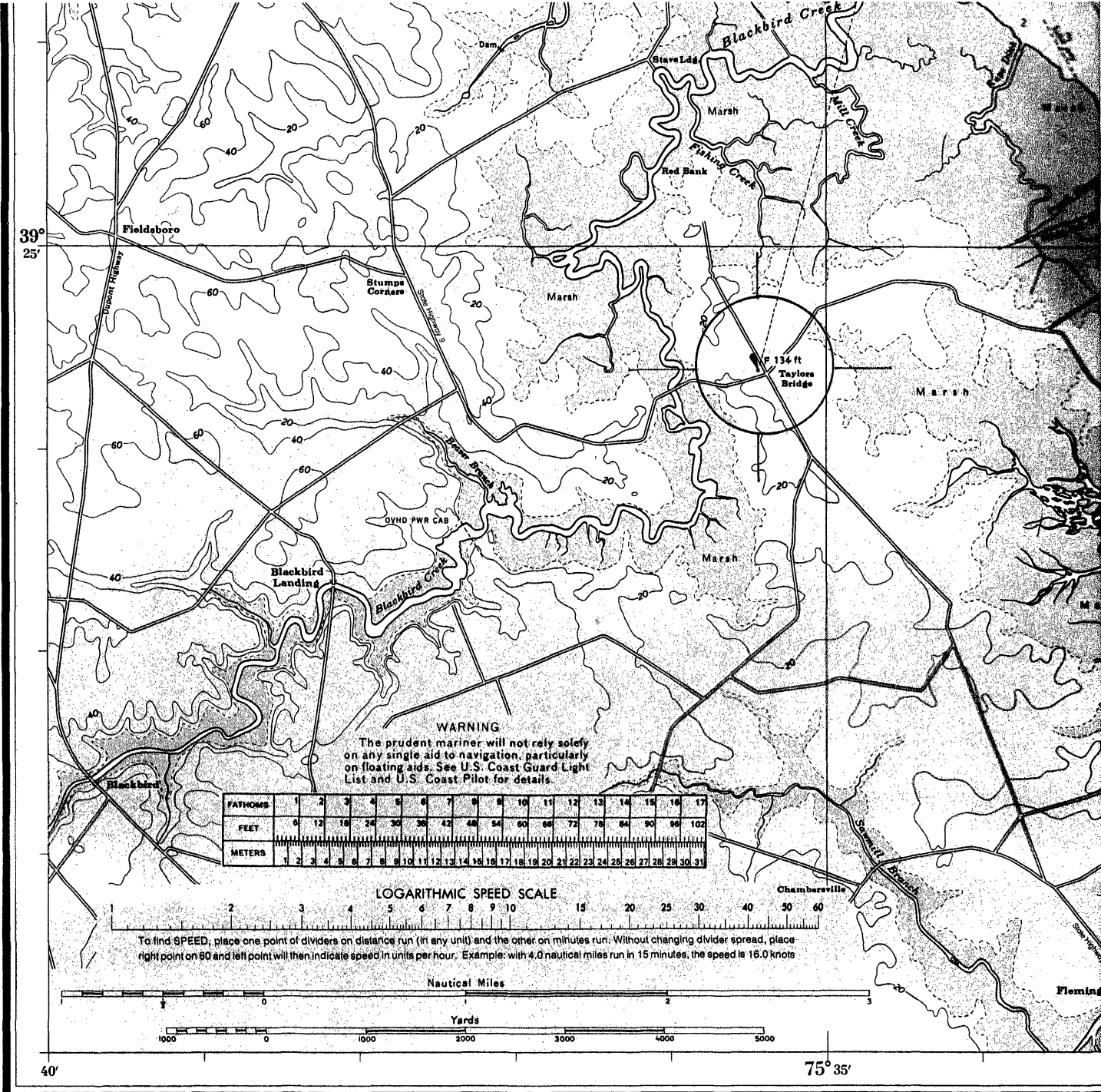
MAP LOCATION

1	2	
3	4	5
7	8	9

- LEGEND**
- INTERSTATE HIGHWAY
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - LEGISLATIVE ROUTE NO.
 - ROAD, PAVED
 - ROAD, UNPAVED
 - TRAIL
 - R/W ROAD
 - RAILROAD
 - STATE LINE
 - COUNTY LINE
 - HUNDRED LINE
 - CORPORATE LIMITS
 - BRIDGE
 - STREAM
 - POND
 - FIELD LINE
 - CEMETERY
 - CHURCH
 - SCHOOL
 - WOODED AREA
 - FENCE
 - MARSH
 - B.M. X BENCH MARK
 - "W-T" BLOCK/SECTION

Site Plan of
Reedy Island Range Rear Light





31st Ed., Sept. 10/83

12311

*Beedy Island Range Bear Light
Taylor's Bridge, DE*

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the print date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services, Attention: N/CG22, National Ocean Service, NOAA, Rockville, Maryland 20852.

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SUPPLEMENTARY LISTING RECORD

Section number _____ Page _____

NRIS Reference Number: 89000288 **Date Listed:** 3/27/89

Reedy Island Range Rear Light
Property Name

New Castle
County

DE
State

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Patrick Andrus
Signature of the Keeper

3/27/89
Date of Action

=====
Amended Items in Nomination:

The nomination form has both building and structure listed as resource type. The data base can list only one - structure is the most appropriate. Steve DelSordo with the DE SHPO agrees and the form is now officially amended.

DISTRIBUTION:
National Register property file