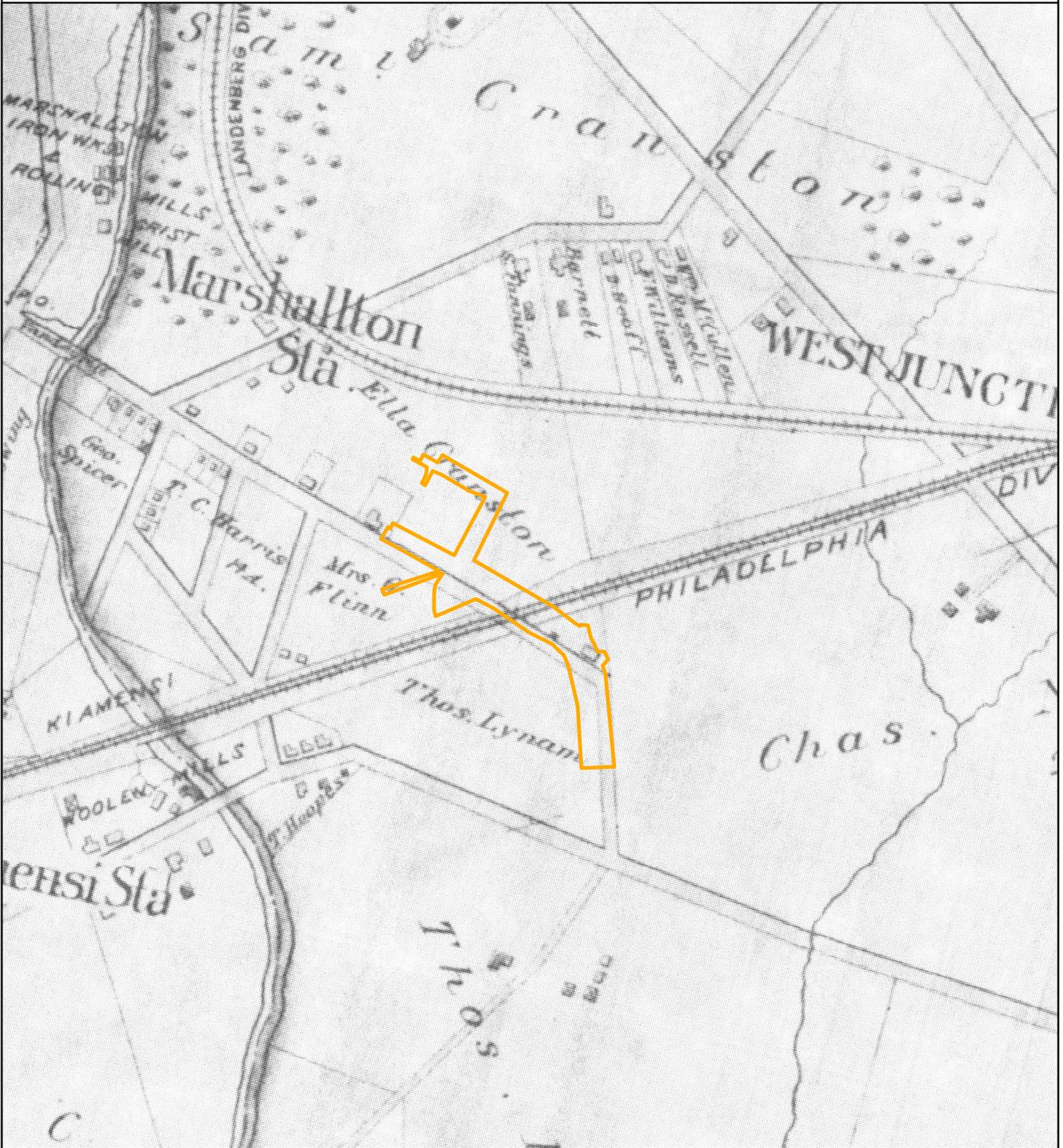


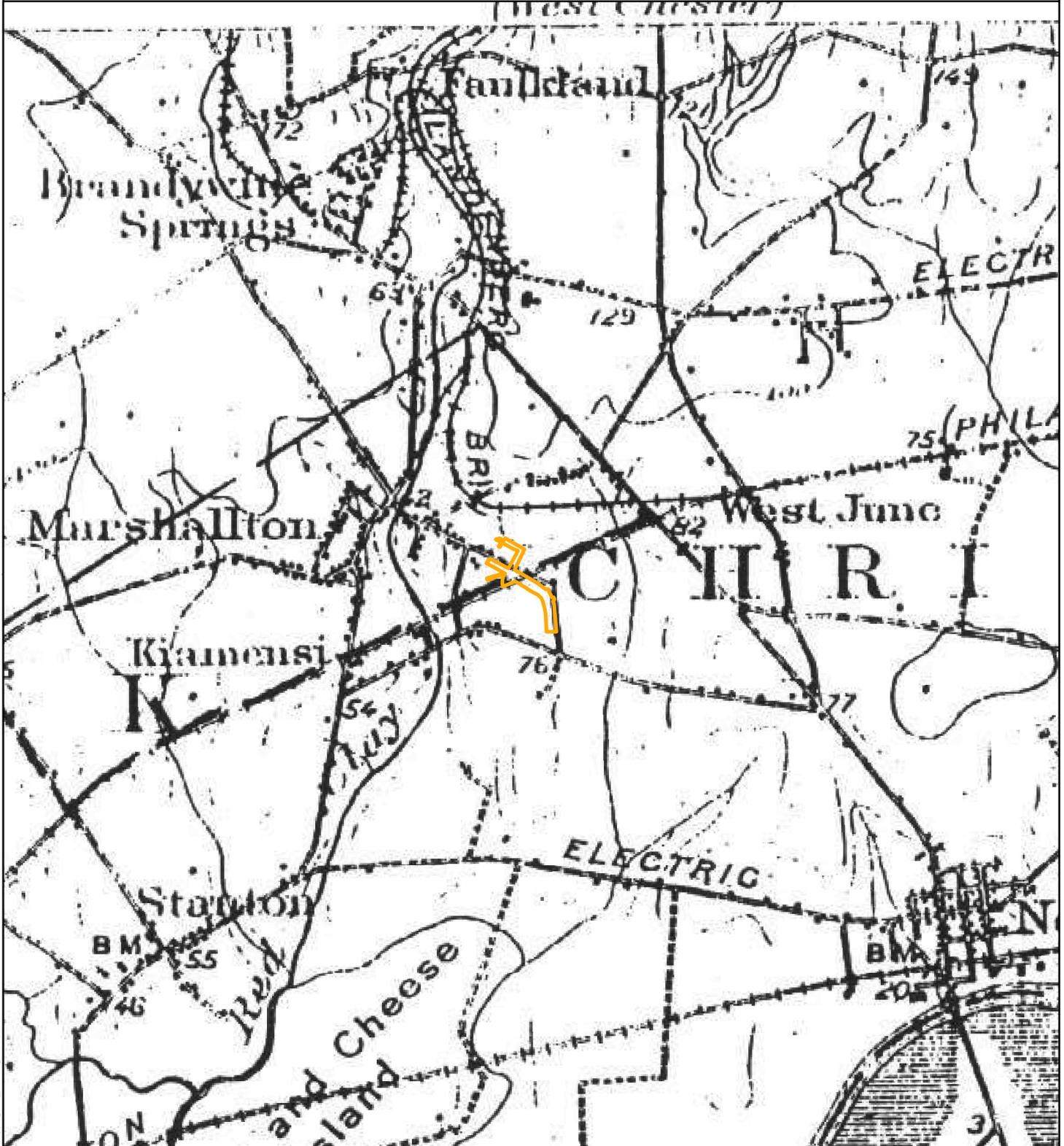
Figure 7
1893 Baist Atlas of New Castle County
 Bridge I-65I on Newport Road over CSX
 Christiana Hundred, New Castle County, Delaware



 APE

Figure 8
1904 USGS Map

Bridge I-65I on Newport Road over CSX
Christiana Hundred, New Castle County, Delaware



2,000 0 2,000
Feet

 APE

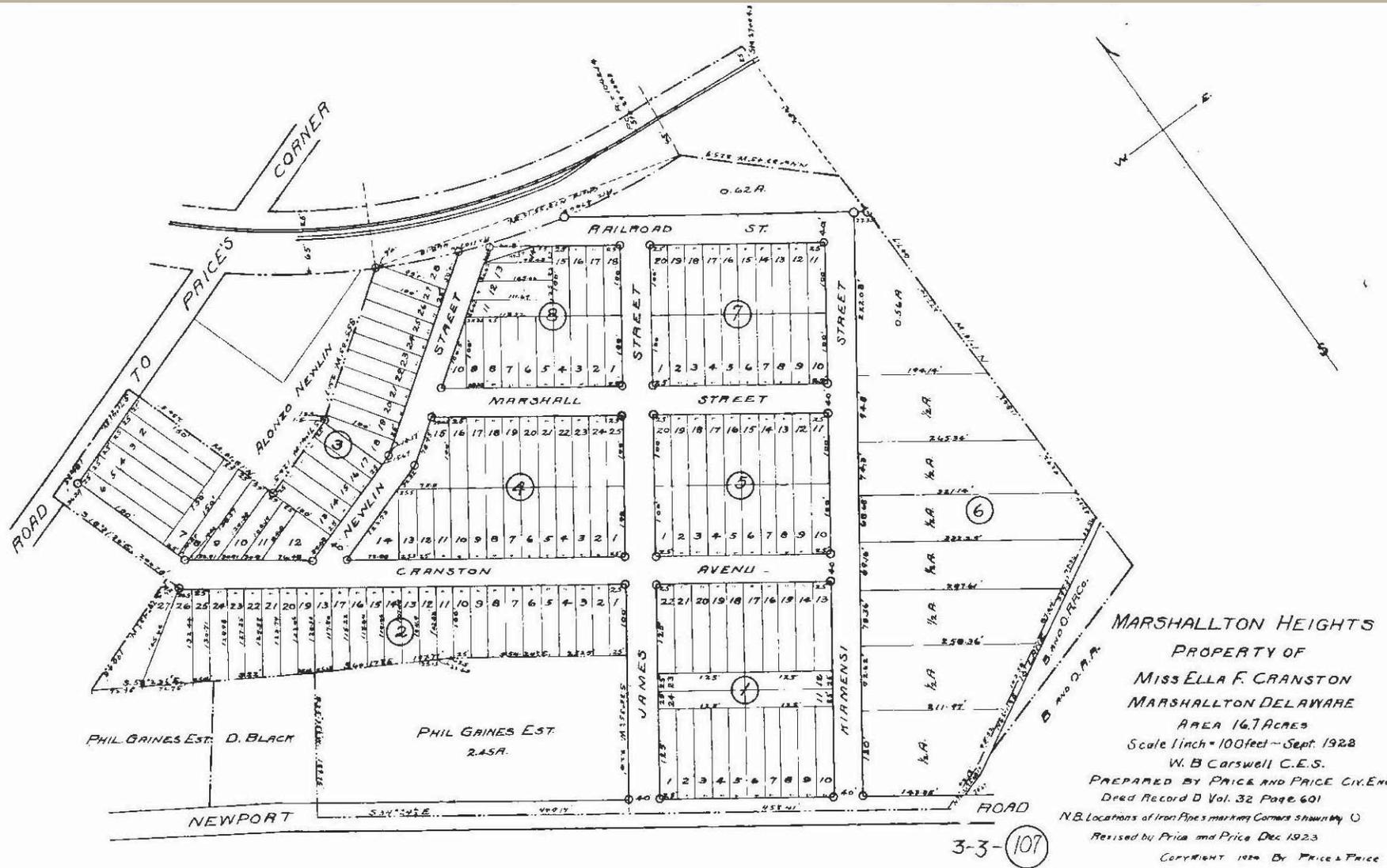
northwest of the APE, near the Chester County, Pennsylvania border), allowed people to work in the city but still live in a non-urban environment (Herman et al. 1989:16). The Brandywine Trolley Line and the People's Bus Company both provided a means of early public transportation to the village of Marshallton (Newman 1961:21). During this early phase of suburbanization, residential communities expanded outwards from the urban cores of cities like Wilmington (Herman et al. 1989:34). As a result, a number of new houses were built in the area, generally on the outskirts of existing communities or on narrow strips of land at the edges of farms in close proximity to the improved highways. While the trolley did not directly reach the study area, the improved roadways led to the laying out of the "Washington Heights" subdivision west of the APE on the south side of Newport Road between Lafayette Street and Kiamensi Avenue (Photograph 17). Laid out in 1907 on former farmlands owned by Mary G. Flinn, this subdivision developed slowly over the next several decades (Brizzolara 1995:8-4).

The land bounded by "Washington Heights," Newport Road, and the B&O (present-day CSX) may have also been intended as a subdivision known as "North Kiamensi" according to an undated plan of building lots on file at the Delaware Historical Society (Anonymous n.d.:n.p.). The "North Kiamensi" plan included a portion of Vincent G. Flinn's 153-acre farm that extended eastward across the B&O and Newport Road to include land upon which Delcastle Technical High School and the Delmarva Substation Property now stand. As Vincent G. Flinn died in 1889 (recited in New Castle County Deed Book R27:303), it is unclear if this plan was developed prior to Flinn's death or in later years. The "North Kiamensi" plan included the land upon which present-day 1500 Newport Road (CRS No. N-13111), the St. Barnabus Episcopal Church (CRS No. N-13115), the St. Barnabus Parish House (CRS No. N-13117) and 3716 Kiamensi Avenue (CRS No. N-13118) now stand. However, deeds of sale for the property at 1500 Newport Road, as well as the St. Barnabus Episcopal Church property, give no indication that the land was ever associated with "North Kiamensi" (New Castle County Deed Books C16:19 and R27:303).

The rise of the automobile and improved roads in the early 1920s allowed Wilmington's residents to move outside of its urban boundaries and still retain easy access to work in the city center. Between 1920 and 1930, the population within Christiana Hundred increased 127% as former farmlands were subdivided (Chase et al 1992:68). Located along the southeast side of Old Capitol Trail, a well traveled transportation route between Wilmington and Newark, Ella F. Cranston subdivided a portion of her family farm in the 1920s. (Figure 9; New Castle County Plot Plan #389). Known as "Marshallton Heights" and located on the north side of Newport Road, west of the B&O, the subdivision's 16.7 acres primarily consisted of 25 foot by 125 foot lots, although those lots on the east side of Kiamensi Street were laid out in 0.5-acre portions. Cranston conveyed the first of these lots in 1925 (New Castle County Deed Book H33:399). The Cranston family was also attributed to land on the northwest side of Old Capitol Trail, which is known today as Cranston Heights. A consultation of biographical resources provided no evidence that the Cranston family was locally prominent. The narrow lots of Marshallton Heights suggest Cranston may have originally intended the subdivision to serve as worker housing for the nearby mills located along Red Clay Creek and part of the aforementioned Cranston land. However the area's industrial base was quickly shrinking and thus, Marshallton Heights developed into a single-family subdivision. The unseated lots were generally sold in multiples for about \$100 per lot; and the majority of the lots were conveyed prior to 1930. However, new homes were not necessarily erected immediately after the purchase of the lots. For example, Ella



Photograph 17: View facing southwest along Kiamensi Avenue, showing Washington Heights Subdivision to the right of the photographs and stairs to St. Barnabas Parish House, CRS No. N-13117, to the left. No work is planned in this location.



Not to Scale

Figure 9
Marshallton Heights Subdivision Plan
 Bridge I-651 on Newport Road over CSX
 New Castle County, Delaware

Cranston conveyed two of the lots upon which 1605 Newport Road now stands in 1928, but the dwelling was not erected for another ten years, ca. 1940 (New Castle County Deed Book S35:298).

A number of dwellings located along Newport Road west of James Avenue were not originally part of Ella Cranston's Marshallton Heights subdivision. These dwellings are part of adjacent properties that have since been subdivided. Historically, these parcels belonged to the Phil Gaines Estate, and a parcel attributed to D. Black. Today, there are approximately seven dwellings associated with these adjacent parcels.

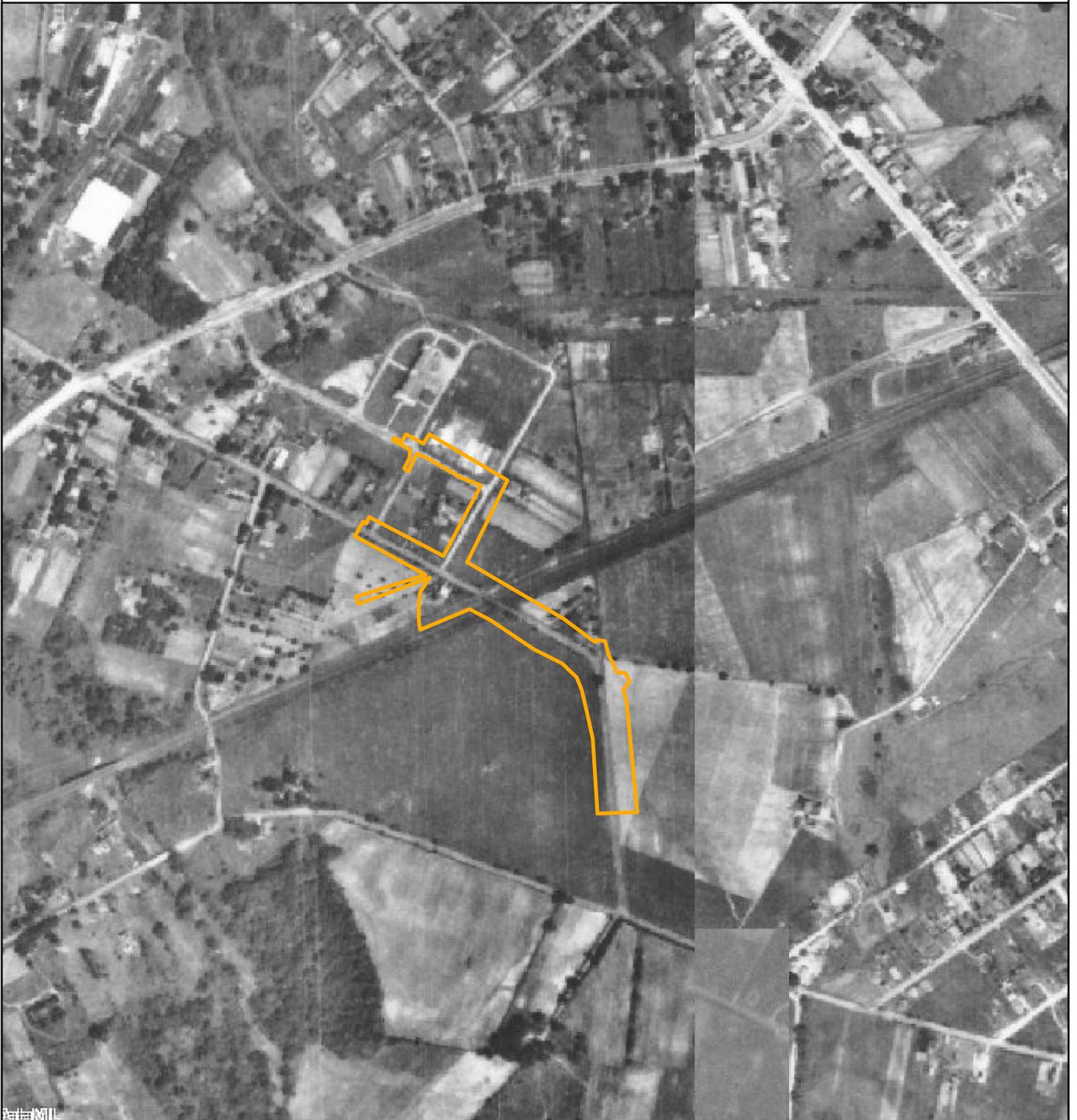
The Marshallton Heights subdivision, however, would never fully develop as the result of the State Board of Education purchasing Sections 4, 5, 6, and part of 8 for the construction of a new consolidated school in 1930 (New Castle County Deed Book Z36:363). This purchase limited the development of the subdivision to the north side of Newport Road and the south side of Cranston Avenue (present-day School Lane). In the 1920s, the Marshallton school district had an enrollment of 255 and was forced to hold classes in other buildings throughout the village in addition to a four-room brick school along Newport Road (west of the current study area). Following the acquisition of land in "Marshallton Heights" in 1930, the Board of Education erected a new school for grades 1-9 (Brizzolara et al 1993:14). The new Marshallton Consolidated School (CRS No. N-13114), which as its name suggests consolidated the surrounding area schools into one central location, opened in the fall of 1932 (Newman 1961:21; Anonymous 1957:n.p.).

The Marshallton Consolidated School (CRS No. N-13114), as well as 1500 Newport Road (CRS No. N-13111), 1605 Newport Road (CRS No. N-14466) and the St. Barnabus Protestant Episcopal Church and Cemetery (CRS No. N-13115) are visible on an aerial photograph of the study area taken in 1937 (Figure 10; USDA 1937). The aerial photograph also demonstrates the slow rate of construction within the Washington Heights subdivision (west of the APE) and Marshallton Heights subdivision. A small orchard located west of 1500 Newport Road (CRS No. N-13111) is also present on the aerial (present-day tax parcel 0704110091). This orchard is no longer extant. No activity is indicated on the land west of the orchard (New Castle County Tax Parcel 0704110110) or south of the B&O (New Castle County Tax Parcel 0704120013) in 1937.

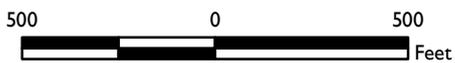
In 1934, baseball player Judy Johnson, considered one of the best third basemen to play in the Negro leagues, purchased a *circa*-1925 American Foursquare dwelling in the Washington Heights subdivision. Johnson was able to purchase the dwelling using money he received while playing baseball. The dwelling's location was particularly convenient for Johnson's wife, Anita, who first taught at the Absalom Jones School on Newport Road (west of the APE), and later at the Marshallton Consolidated School (CRS No. N-13114). Johnson resided in his Washington Heights dwelling until just shortly before his death in 1989 (Brizzolara 1995).

According to a date stone applied to the foundation, the congregation of the St. Barnabus Episcopal Church erected a parish house south of their church building (and across from Judy Johnson's house, CRS No. N-13114) in 1932. The building not only held weekly Sunday school classes, but also served the community as a meeting hall (Newman 1961:21).

Figure 10
1937 Aerial Map
Bridge I-651 on Newport Road over CSX
Christiana Hundred, New Castle County, Delaware



Map Document: (X:\Projects\1059\Mapping\09_1937\airnal.mxd)



 APE

3.6 1940-Present, Commercialization and Suburbanization

As transportation networks expanded and automobiles became commonplace after World War II, suburbanization spread throughout northern Delaware in earnest. Dense suburbanization and commercialization began around Wilmington and then affected areas adjacent to Newark and New Castle. Seeing that available lands around Wilmington were swallowed up by massive-scale residential and commercial development, the more rural portions of New Castle County became attractive locations for further development. This pressure along with the continued improvement of state roads in the vicinity, all helped facilitate the extreme level of suburbanization and commercialization present in and/or planned for development in the study area today.

By the end of World War II, the pattern and density of settlement in Delaware had spread from localized urban centers to interlocked suburban communities across the state. Small communities were replaced by commercial and industrial strip development extending along major roads. Planned communities began to grow out of subdivided former farm fields. The growth of automobile ownership in the second half of the twentieth century fueled these patterns of development. The suburbanization of the study area and APE continued in the years following World War II.

Road plans prepared in preparation for the replacement of a plank deck bridge over the B&O Railroad with present-day Bridge 1-651 show residential development along the road that had begun earlier in the twentieth century (Delaware State Highway Department 1949). In addition to the bridge replacement, the plans called for the construction of a reinforced concrete retaining wall along the south side of Newport Road in front of present-day 1500 Newport Road (the retaining wall is still extant), as well as wire rope guard rails along the east and west approaches. Additionally, the curve in Newport Road east of the bridge (in the vicinity of present-day 1419 Newport Road) underwent a slight realignment to the southwest at this time. The road plans show a two-and-one-half-story frame “double house” dwelling on the north side of this curve immediately adjacent to the roadway. (As discussed below, this dwelling appears to have been demolished between 1961 and 1968.) A hedgerow formed the northern property boundary along the property west of present-day 1500 Newport Road (New Castle County Tax Parcel 0704110091).

Dramatic increases in population also spurred the need for additional school classrooms. Eight classrooms were added to the Marshallton Consolidated School in 1951. Three years later, another classroom was added to the school, and a new elementary school was erected along Kirkwood Highway (northwest of the study area) (Anonymous 1957:n.p.). Kirkwood Highway was a main route between Wilmington and Newark. In 1953, the majority of the development along Kirkwood Highway was residential (Figure 11, USGS 1953). Continued expansions in residential development in the surrounding area, including Marshallton Heights, would lead to commercial development along Kirkwood Highway in the following decades. The 1953 map also indicates that the crossing that once carried Kiamensi Avenue over the B&O (southwest of the project bridge) was no longer in use.

Mapping of the area dating to 1953 and 1961 clearly shows the post-World War II development of both Marshallton Heights and Washington Heights (Figures 11 and 12; USGS 1953; USDA