

PH0660183

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 10 1978
DATE ENTERED JUN 9 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

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

1 NAME

HISTORIC
DuPont Station, Montchanin

AND/OR COMMON
Montchanin Historic District

2 LOCATION

STREET & NUMBER
C.L.

CITY, TOWN
Montchanin

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT
One

STATE
Delaware

VICINITY OF
CODE
10

COUNTY
New Castle

CODE
.002

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input checked="" type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Multiple Ownership - See Continuation Sheet

STREET & NUMBER

CITY, TOWN
STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Public Building

STREET & NUMBER
Rodney Square

CITY, TOWN
STATE

Wilmington

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Delaware Cultural Resource Survey, N-1086

DATE
1973

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS
Division of Historical Affairs, Hall of Records

CITY, TOWN
Dover

STATE
Delaware

(please see continuation sheet)

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The village of Montchanin is located in the northwestern quadrant of Christiana Hundred, New Castle County, Delaware. Rolling countryside surrounds the village which lies approximately six miles from the City of Wilmington and approximately a half mile from the Brandywine River.

The initial settlement at Montchanin was situated on a triangular plot of approximately 2.4 acres formed by the intersection of three roadways. The western boundary of the village was originally defined by Route 100, known historically as Centre Road and later as Chadd's Ford Road. To the north, the boundary was Route 82, Kirk Road. The third boundary, to the southwest, was Rockland Road, known historically as the Wagon or Wagoners Road. This road pattern appears on eighteenth century plots and maps and may represent earlier Indian trails in the lower Brandywine Valley. This central triangular form remains to this day.

The village of Montchanin has subsequently expanded beyond the bounds of the triangular plot. To the north, a mid-nineteenth century farmstead has been incorporated within the village. With the establishment of rail lines to the southeast of Rockland Road, in the late nineteenth century, several support facilities were built including a station, warehouses, magazine and coal yards. On the far side of the railroad tracks a row of workers houses were built about the same time as the railroad complex. The village today encompasses approximately twenty acres of land. It contains 21 structures and an unknown number of foundations of older buildings that are no longer visible. Its topography has been an important consideration in the development of Montchanin. The steep slope precluded any formalized grid plan. The buildings are clustered along the intersecting roadways. The various paths, carriage ways, gardens, enclosures and minor garden structures combine to form a series of closures and vistas that would not be possible on a flat plane.

Presently, the focal point of the area is the 1889 frame, stick-style railroad station situated off Rockland Road. In front of it is a carriage house built in the same style. To the south of these buildings at the intersection of Rockland Road with Route 100 is a brick and frame, split-level house. Stylistically, it forms an intrusion within the district. To the north of the station are two warehouses: one is a twentieth century structure sheathed in aluminum siding and a visual intrusion; the other is brick, built in the late nineteenth century and recently renovated for commercial use. The railroad tracks run behind these buildings crossing Route 100 just below the twentieth century residence and crossing Rockland Road where it intersects Kirk Road. On the far side of the railroad tracks is another brick warehouse. To the south a private road off Route 100 allows access to a row of turn of the century workers houses. These duplex houses are not architecturally distinguished, however, they do form the visual southern boundary of the district.

The core of the district is the triangular area which was the original village. It also holds the greatest concentration of structures. At its southern point, the intersection of Route 100 with Rockland Road, the focus of the area is an 1890 stone schoolhouse. To the north along Route 100 is a brick and stucco structure which was originally a blacksmith shop and presently serves a commercial use. To the north of the school, along Rockland Road, is a row of private residences. These date to the late nineteenth century. The two structures nearer the school are stucco, each has Tuscan detailing. The other two structures are frame, and are of the stick-style. One has been sheathed with aluminum siding. The houses are multi-family dwellings. Along Kirk Road at the northern part of the

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 checked="" 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 type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In architectural and aesthetic terms, the importance of Montchanin is found in the character and harmony of the whole village rather than in the outstanding significance of any of its parts. Once one of a great number of similar hamlets in the lower Brandywine valley, it remains today much as it did at the turn of the century. There are few others that have survived with so few intrusions in their environment and structural characteristics. Historically, even the population patterns have not changed. A majority of the early population were mill laborers who worked at the nearby DuPont mills and factories along the Brandywine. Stone masons also found their homes here. Today, some of the domestic structures are leased to those who work in Wilmington, or at the nearby DuPont Company. The older warehouses and railroad facilities have been adapted for modern commercial use.

Montchanin was not originally nor is it presently noted for the distinctiveness of its individual buildings. The various cottages, dating from circa 1840 through the early twentieth century, reflect a wide range of architectural styles but are executed in a manner which tells more about regional variations than purely stylistic forms. The buildings are for the most part, constructed of local materials with stone, stucco and wood predominating. Several of the cottages have been covered with modern siding materials. This has not detracted from their overall appearance. The important architectural details which are found primarily on porches, window and door openings, cornices and eaves have been retained and preserved. The surviving agricultural buildings (including a stone bank barn and the blacksmith shop) are particularly good examples of types found in northern Delaware. The railroad station was constructed in 1889. Its similarity to other stations on the rail line indicates a common architectural heritage. Recent studies suggest that these designs derived from earlier toll houses used for horse-drawn vehicles. No plans or elevations for the station have been found and there is sufficient variation in the buildings to suggest that carpenters were given reasonable freedom in the final execution of the construction.

Statistically, the Montchanin station would be one of the 40,000 passenger stations built in the United States between 1830 and 1950. Less than 20,000 survive today. The Montchanin station is part of a growing minority of stations that have been adapted for contemporary use. It serves today as the post office with portions adapted for residential use.

As the introduction of the rail lines in 1869 was clearly the most important stage in the history of the site, it might be assumed that the village developed after and as a result of their introduction. However, documentary and architectural evidence indicate that the initial development took place in the first or second quarter of the nineteenth century. The village was a cross-roads settlement, providing services and housing for the surrounding countryside. The village seems to have grown slowly. By 1859, it contained two tenant houses, a blacksmith's shop, workshops and a schoolhouse. The largest period of growth occurred between 1870 and 1910, a growth related to the railroad.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY about 20½ acres.

UTM REFERENCES

A	118	449	520	449	520
	ZONE	EASTING	NORTHING	ZONE	EASTING
B	118	800	449	300	449
	ZONE	EASTING	NORTHING	ZONE	EASTING
C	118	540	449	060	449
	ZONE	EASTING	NORTHING	ZONE	EASTING
D	118	510	449	500	449
	ZONE	EASTING	NORTHING	ZONE	EASTING

VERBAL BOUNDARY DESCRIPTION

Beginning at a point where the centerline of Route 100 meets the centerline of Rockland Road and thence north with the centerline of Rockland Road 793 feet until it intersects the northern boundary of the district, thence S 82° 15' E 466 feet, thence S 26° W 234 feet to the centerline of Kirk Road and thence east with the centerline of Kirk Road, 135 feet until it intersects the centerline of Rockland Road and thence northeast with the centerline of Rockland Road 170 feet, thence along the eastern boundary of the district S 5° E 429 feet crossing the Rockland Branch railroad right-of-way and thence east with the southern side of

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

Constance H. Wyrick

ORGANIZATION

Delaware State Review Board for Historic Preservation

DATE

August 1977

STREET & NUMBER

Hall of Records

TELEPHONE

(302) 678-5314

CITY OR TOWN

STATE

Dover, Delaware 19901

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Lauren [Signature]

TITLE

SHPO

DATE

1/3/78

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Walter [Signature]

DATE

6/9/78

DATE

6.7.78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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JAN 10 1976

DuPont Station, Montchanin

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Mr. and Mrs. J. Avery Draper
P.O. Box 116
Montchanin, Delaware 19710

Mr. and Mrs. William Lickle
P.O. Box 3793
Greenville, Delaware 19807

Donald W. Booker, Esquire
Ninth Floor, Market Tower Building
901 Market Street
Wilmington, Delaware 19801

Wilmington and Northern Railroad Company
C/O F. V. Flynn
Eastern Real Estate Company
1 Plymouth Meeting
Plymouth Meeting, Pennsylvania 19462

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Historic American Engineering Record Inventory - Montchanin Railroad Station

1975

Federal

Library of Congress
Washington, D.C.

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the triangle are two single family frame dwellings.

To the north of Kirk Road is the farmstead. A later house is situated on the corner of Route 100. It is almost identical to the frame house just across the road. The farm house, which has Tuscan detailing, is a large, stuccoed, brick building. To the rear of the house is a bank barn. This stone and frame structure dates from about 1850.

N-1086 Montchanin Historic District Inventory (Because this is an unincorporated area, no street numbers have been assigned. The numbers are keyed to the sketch map).

1. Mid-20th century, split level brick and frame house
2. Two story, wood frame and fish scale shingle railroad station, which dates to 1889. Front 2nd story projection with center gable of standing seam metal roof which surmounts portico for vehicles. Multipaned fenestration throughout structure.
3. One story, carriage house with same exterior treatment as its main building, the railroad station.
4. Intrusion late-20th century, 1½ story, pre-fabricated, metal warehouse.
5. One-and-a half story, late-19th century warehouse of brick with slate gable roof. Later additions are constructed of cement block.
6. One story, brick, late-19th century garage and warehouse. Gable roof with exposed rafters in eaves.
7. Early 20th century two-and-a half story, duplex, four bays wide of stucco construction. Gable roof of asphalt shingles. One-story, front porches and 2 bays wide flank ends of structure.
8. Same as No. 7.
9. Early-20th century, 2½ story, stucco, duplex, 6 bays wide. Gable roof of asphalt shingles with 3 dormers. One story, screened, front porches flank structure.
10. Same as No. 9.
11. 1½ story, stone schoolhouse with asphalt, gable roof. Structure dates 1890. Front, three bay dormer with broken pediment revealing finial. Front porch, enclosed in stone, one bay wide, serves as entrance.
12. 2½ story, brick and stucco blacksmith's shop with corbel capped chimnies, which dates 1859. Gable roof of asphalt with brick corbelled cornice. Corbelled brick continues into rake of gable. Structure now houses real estate company.

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13. Late-19th century, 3½ story, stucco duplex. Front porch of Tuscan columns unifies the facade. The slate roof terminates in a corbelled brick cornice with returns. This detailing is also found along the rake of the gable.
14. Late-19th century, 3½ story, stucco house with gable roof of slate. A one story portico, one bay wide of Tuscan columns distinguishes structure.
15. Late-19th century, 2½ story, frame triplex with recessed, 2½ story addition. Gable roof with overhang. A 2nd floor, screened porch with exposed rafters and carved, wooden, diagonal, support beams extends almost full length of front second story. Two front dormers break roof line.
16. 2½ story, late-19th century, frame duplex. Gable roof dormers project from gable roof of asphalt. Front porch projects from 2nd story level.
17. Late-19th century, 2 story, frame house with 1½ story, recessed, side addition. Two dormers on main structure break front cornice of asphalt shingle, gable roof. Front porch with simple posts and diagonal brace supports extends full length of main section.
18. Late-19th century, 2 story, white, frame house with gable roof of slate. Cross gable projects from two story wing. One story front portico attached to wing, exhibits overhanging gable roof with exposed rafters.
19. Companion house to N-1086.18 with two exceptions: an asphalt roof and small rear wing porch.
20. Pink stucco farmhouse. 2½ stories, dated 1799 on southern elevation. Asphalt, gable roof ends in corbelled brick cornice with returns. Corbelled brick continues up the rake of the gable. Front and rear porches with stucco Tuscan columns.
21. Fieldstone and frame bank barn with cedar, shingle roof. Low, gable roof with overhang. Stone wing with gable roof.

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Statement of Significance

The Wilmington and Northern Railroad Company, later the Wilmington and Reading Railroad Company, laid its first lines in 1869 from Wilmington to Coatesville, Pennsylvania. By 1874, the line reached Reading, Pennsylvania and provided an important link for gunpowder shipments to the coal fields of northern Pennsylvania and the markets of central Pennsylvania. Because of its close proximity to the upper yards of the duPont Company powder mills, Montchanin then known as DuPont Station, became the major station for the shipment of powder. Warehouses were built to house items to be shipped. Sidings and branches to the Upper Yards and mills at Rockland were constructed in 1880. The railroad provided the village with an economic base which did not exist prior to that time.

In 1889, a permanent railraod station was constructed and a post office was permanently established. Rural deliveries were made from this branch to Rockland, Centerville and the surrounding countryside. In the same year, the village was named in honor of Anne Alexandrine de Montchanin, mother of emigrant Pierre Samuel duPont de Nemours (1739-1817). It was one of several stations along the Wilmington and Northern Railroad Company lines that were named after French sites or persons associated with the duPont family.

The three parcels that make up the current village have traditionally been owned by local families. The current owners have made important contributions to contemporary preservation efforts through the maintenance of the property and by encouraging adaptive uses that are compatible to this site and the surrounding pre-industrial landscape. Montchanin is an outstanding example of the success of private philanthropic preservation efforts.

Montchanin is, both architecturally and historically, a unique survival of a particular type of 19th century development which has largely disappeared from the Delaware countryside. It is important that this village has retained its identity and character while undergoing basic changes in its economic structure.

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DuPont Station, Montchanin

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Verbal Boundary Description

the right-of-way 120 feet, thence S 7° 50' E 201 feet, thence S 72° W 941 feet along the southern boundary of the district until it intersects the centerline of Route 100, thence north with the centerline of Route 100, 260 feet to the place of beginning.

CATHERINE L. CLOUTIER
STATE SENATOR
Fifth District



SENATE
STATE OF DELAWARE
LEGISLATIVE HALL
DOVER, DELAWARE 19903

COMMITTEES
Combat Drug Abuse
Community/County Affairs
Finance
Public Safety

August 13, 2004.

Mr. Russ McCabe
Delaware Public Archives
D575B

RE: Historic Marker for Village of Montchanin

Dear Mr. McCabe:

I have received a request from Sen. Liane Sorenson on behalf of the Village of Montchanin to assist with financing for a historic marker.

I am pleased to have this opportunity to be of assistance and would appreciate your help. Please utilize the funds in my "To Be Determined" account for the purpose of funding a historic sign for the Village of Montchanin. Also, please let me know when the dedication of the marker is scheduled as I would like to attend.

Missy Lickle has graciously agreed to be the community contact for this project and she can be reached at 201 West Rockland Road, P.O. Box 134 Montchanin DE 19710 or at 302-239-7066 during the day and 302-656-4388 in the evening.

Thanks once again for your help on our behalf.

Sincerely,

A handwritten signature in cursive script that reads "Catherine Cloutier".

Catherine Cloutier
State Senator

CC/jd
Copy: Sen. Liane Sorenson
Ms. Missy Lickle
0451420610

- Initial settlement on 2.4 acre triangular plot formed by 3 roads
- many early inhabitants were mill laborers who worked at nearby duPont Black Powder Mills
- largest growth occurred after Wilmington and Northern railroad introduced in 1869
- known as duPont Station, and was major shipping point for powder from factory
- 1889 permanent railroad station constructed and post office established
- 1889 village was named after Ann Alexandrine de Montchanin, the mother of Pierre Samuel duPont de Nemours
- began as a crossroads settlement
- Montchanin Historic District was added to National Register of Historic Places in 1978

Village of Montchanin

Settled at the triangular intersection of three roads in the early 19th century by workers from the nearby DuPont Black Powder Mills, this village ^{consisted initially of only} initially covered only 2.4 acres. The Wilmington and Northern Railroad established tracks through the vicinity in 1869, leading to a period of sustained growth in population and area. The village, known as DuPont Station, became a major shipping point for the mills, and warehouses and rail sidings were built nearby to facilitate transport of the powder. In 1889, ^{the} permanent railroad station was built, and a post office was established to serve the surrounding countryside. These signs of enduring settlement were commemorated with an official name for the village. Montchanin was chosen to honor Anne Alexandrine de Montchanin, who was the mother of Pierre Samuel duPont de Nemours, the founder of the American duPont dynasty. The range of architectural styles and history of the hamlet were recognized when the Montchanin Historic District was added to the National Register of Historic Places in 1978. The Inn at Montchanin Village opened in 1996, encompassing the original 2.4 acre village, and much of the later acreage.

HISTORICAL BACKGROUND

The Village of Montchanin is located in the Northeast corner of Delaware. Rolling countryside surrounds the village, which lies approximately five miles from the city of **Wilmington**. The initial settlement at Montchanin was situated on the triangular plot, approximately 2.4 acres, formed by the intersection of three roadways. Route 100 originally defined the Western boundary of the village, known as Centre Road and later as Chadds Ford Road. To the North, the boundary was Route 82, Kirk Road. The third boundary to the Southwest was Rockland Road, known historically as Wagon or Wagoner's Road. This road pattern appears on eighteenth century plots and maps and may represent earlier Indian trails in the lower Brandywine Valley. The central triangular form remains to this day and is now the central core of The Inn at Montchanin Village.



The School House at the point of Montchanin Rd. and Rockland Rd. was called Montchanin School, District 24

The Village of Montchanin has subsequently expanded beyond the boundaries of the triangular plot. To the North, a mid-nineteenth century farmstead has been incorporated within the village. With the establishment of rail lines to the Southeast of Rockland Road, in the late nineteenth century, several support facilities were built including a railroad station, warehouses and coal magazines. The village today encompasses approximately 20 acres of land. It contains 21 structures and an unknown number of foundations of older buildings that are no longer visible. Its topography has been an important consideration in the development of Montchanin. The steep slope precluded any formalized grid plan. The buildings are clustered along intersecting roadways. The various paths, carriage ways, gardens, enclosures and minor garden structures, combine to form a series of closures and vistas that would not be possible on flat plane. Presently the focal point of the area is the 1889 frame, stick-style railroad station situated off Rockland Road.

The core of the district is the triangular area, which was the original village. It also holds the greatest concentration of structures. At its Southern point, the intersection of Route 100 with Rockland Road, the focus of this area is an 1890 stone schoolhouse. To the North along Route 100 is a brick and stucco structure, with Tuscan detailing, which was originally a blacksmith shop, presently serves as *Krazy Kat's* Restaurant. Atop the restaurant, you will find the *Crow's Nest*, available for private parties. Other buildings are either stucco with Tuscan detail or of the stick frame-style. The farmhouse, also of Tuscan detail, is a large pink stucco building. To the East of the Pink House is the Dilwyne Barn, which houses Guest Reception, the Dilwyne Conference Room and the Dilwyne Gathering Room on the main floor. To the rear of the Pink House is the bank barn, a stone and frame structure, which dates from 1850.

In architectural and aesthetic terms, the importance of Montchanin Village is found in the character and harmony of the whole village rather than in the outstanding significance of any of its parts.

A majority of the early inhabitants were mill laborers who worked at the nearby duPont Black Powder Mills and factories along the Brandywine. Stonemasons also found their homes here.

Montchanin was not originally, nor is it presently, noted for

Interesting Facts

1. By 1859, the Village contained two tenant houses, a blacksmith shop, workshops and a schoolhouse. Its period of largest growth occurred between 1870 and 1910, just after the Wilmington and Northern Railroad laid tracks from Coatesville, Pennsylvania to Wilmington, Delaware in 1869. By 1874, the line reached Reading, Pennsylvania and provided important markets to Central Pennsylvania.
2. Because Montchanin was so close to the duPont powder mills, the rail station at Montchanin was known as duPont Station. It became the major whistle-stop for the shipment of black powder.
3. In 1889, a permanent railroad station was constructed and a post office was established. That same year, the village was officially named, in honor of Anne Alexandrine de Montchanin, mother of Pierre Samuel duPont de Nemours.
4. The portrait in the Dilwyne Gathering Room is owner, Mrs. Lickle's grandmother, Margaretta Lamot duPont Carpenter.
5. The Inn at Montchanin Village officially opened on June 13, 1996.
6. The pink house was named after Colonel Henry Algernon duPont. He

distinctiveness of its individual buildings. The various cottages, dating circa 1840 through the early twentieth century, reflect a wide range of architectural styles but are executed in a manner that tells more about regional variations than purely stylistic forms. The buildings for the most part are constructed of local materials with stone, stucco and wood predominating.

The introduction of rail lines in 1869 was clearly the most important stage in the history of Montchanin. It might be assumed that the village developed after and as a result of their introductions. However, documentary and architectural evidence indicate that the initial development took place in the first or second quarter of the nineteenth century. The village was a crossroads settlement, providing services and housing for the surrounding countryside. By 1859, it contained two houses, a blacksmith shop, workshops and a schoolhouse. The largest period of growth occurred between 1870 and 1910, a growth related to the railroad.

The Wilmington and Northern Railroad Company, later the Wilmington and Reading Railroad, laid its first lines in 1869 from Wilmington, Delaware to Coatesville, Pennsylvania. By 1874, the line reached Reading, Pennsylvania and provided important markets to Central Pennsylvania. Because of its proximity to the upper yards of the duPont Powder Mills, Montchanin then known as duPont Station, became the major station for the shipment of black powder. Warehouses were constructed in 1880 to store items to be shipped to the upper yards and mills of Rockland Road. The railroad provided the village with an economic base that did not exist prior to that time.

In 1889, a permanent railroad station was constructed and a post office was permanently established. Rural deliveries were made from this branch to Rockland, Centreville, and the surrounding countryside. In the same year the village was named in honor of Ann Alexandrine de Montchanin, the emigrant mother of Pierre Samuel duPont de Nemours (1739-1817).

is the son of Eleuthere Irénée duPont - founder of E.I. duPont de Nemours & Co.

7. Mrs. Nancy (Missy) Lickle is 7th generation of Mrs. Anne Alexandrine de Montchanin.

8. Krazy Kat's Restaurant is housed in a renovated blacksmith's shop with its original forge now raised and used as a fireplace during the winter.

9. Krazy Kat's Restaurant is named for an eccentric woman who used to live on the ground floor of the blacksmith shop. Owner Missy Lickle recalls that her grandmother referred to the woman as "one crazy cat." She owned two dogs but no cats.

10. President Franklin D. Roosevelt arrived by rail to Montchanin in 1937 for the wedding of his son Franklin Jr. to Ethel duPont.

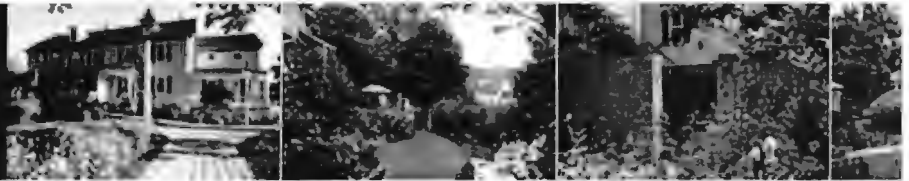
11. Privy Lane is lined with the original privies used for decades before the introduction of indoor plumbing.

12. Latitude Paris France 48;51;00 degrees North by 2;20;00 degrees East. Latitude Montchanin, Delaware 39;47;23 degrees North by 75;35;22 degrees West.

13. Montchanin, Delaware is 3741 miles (6021 kilometers) from Montchanin, France.

14. The wooden cat sitting regally in front of Krazy Kat's restaurant used to sit in front of the Liberty Department Store in London, England dating back to 1928.

THE INN AT MONTCHANIN VILLAGE



A RESTORED 19TH CENTURY HAMLET IN THE HEART *of* THE BRANDYWINE V

ABOUT MONTCHANIN VILLAGE

The village of Montchanin is not so much a hamlet as a microcosm of American history. Once part of the Winterthur estate, it was named for Alexandrine de Montchanin, grandmother of the founder of the DuPont Gunpowder Company. One of the few remaining villages of its kind, Montchanin Village is comprised of 11 carefully restored buildings dating from 1799 to 1910.



Montchanin Village... Privy Lane at dusk.



Montchanin School House
photo circa 1920. Local
school students.

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