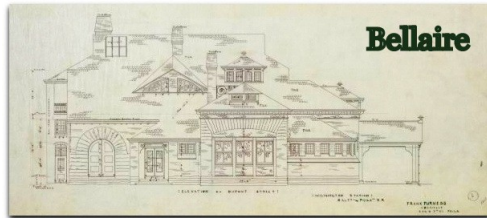


Bellaire Station and the Wilmington Station, Pennsylvania Railroad

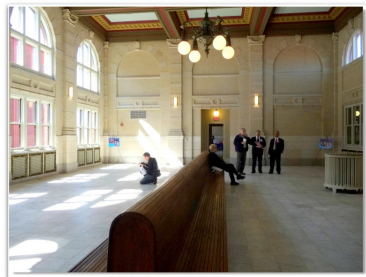
Many Wilmingtonians remember the 1886 Bellaire Station for the B&O RR, demolished in 1960. It was located at Delaware Avenue and Dupont Streets, now the site of an Acme supermarket.



Furness also designed two structures for the Pennsylvania RR in Wilmington, an office building (1905, now owned by ING Direct/Capital One) and the adjacent station, built 1907-08. The 2 buildings were once connected by a walkway (below)



Above, The Pennsylvania building (R) and the Wilmington PA RR Station, 1908. Below is the restored Men's Waiting Room in the "Biden Amtrak (Wilmington) Station."



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Frank Furness and the B & O Railroad

Frank Furness and the B&O Railroad

An exhibit at the Delaware Historical Society marking the 100th anniversary of the death of Furness in 1912



**FRANK FURNESS
1839-1912**

Presented jointly by the Friends of the Furness Railroad District and the Delaware Historical Society
 Fall 2012



B&O Water Street Station
 1886 Wilmington, Delaware

Introducing Frank Furness and His Work

Born in Philadelphia in 1839, son of a Unitarian minister, Furness' home once served as a stop on the Underground Railroad. Furness learned his profession through apprenticeships with John Fraser in Philadelphia and Richard Morris Hunt in NYC.

The only architect honored with the Congressional Medal of Honor, Furness fought in the Civil War.

After the war, Furness designed more than 600 residences, churches, and office buildings, but his strength was in the creation of consistent corporate imagery with stations for the Reading, Baltimore and Ohio, and Pennsylvania Railroads.

In Delaware, he designed the Security Trust Building at 6th & Market, the Octagonal library in New Castle, and an addition to the 1822 Higgins house (1886), outside of Delaware City.



Security Trust
Company
1885

Furness and the B & O Railroad

Chartered in 1827, the B & O went west from Baltimore. By 1860, they decided to expand eastward and north to challenge the dominant Pennsylvania RR by buying smaller railroads and rights-of-way on the route to Philadelphia.

Called the
this line ran



Royal Blue Line,
from 1886 to 1958.

Furness designed 24 of the 36 stations for this route. He designed 8 prototypes ranging from tiny Aiken MD with only room for selling tickets to larger stations with freight storage or quarters for a station master. Three of these stations were in Delaware: Newark, Bellaire (below) and Water Street in Wilmington. Bellaire, at Delaware Avenue and DuPont Streets, was the first Furness station



using stairs to reach an elevated platform (demolished 1960)



Wilmington
Bellaire Station
1886

Aberdeen and Water Street Station Threatened and Saved

Furness' 1885 station at Aberdeen, Maryland was built in the shingle-style favored for his B & O RR stations. Less highly ornamented than the popular Victorian styles, it was characterized by dominant roof lines, irregular outlines, and shingles laid in patterns. In poor condition and owned by the Harford



County Historical Society, funds are being

sought for restoration. The 1888 B&O Water Street Station in Wilmington served the Landenberg branch (formerly Wilmington & Western). Becoming a freight station by 1918, the building later became offices for B&O/Chessie, then CSX. After decades of neglect by its owners, the City of Wilmington in 1993 gained title, beginning a long process of grants for stabilization, raising the building for a new foundation, and restoration. In 2000, ING bought the station from the Riverfront Development Corporation and completed restoration.



Newark, Delaware Station 1886