



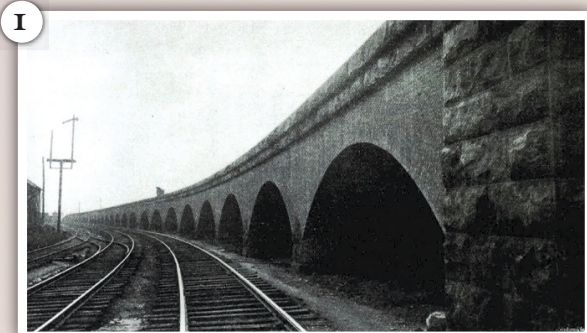
Friends of
**The Furness
Railroad District**

First Arrival
Artist: Robert Nickle 2007

July 9, 1907
March 19, 2011

The Pennsylvania Railroad's "Baltimore Accommodation" arrives at the newly completed Wilmington Railroad Station
The historic exhibit "Wilmington's Railroad Heritage" is introduced in the Amtrak Station

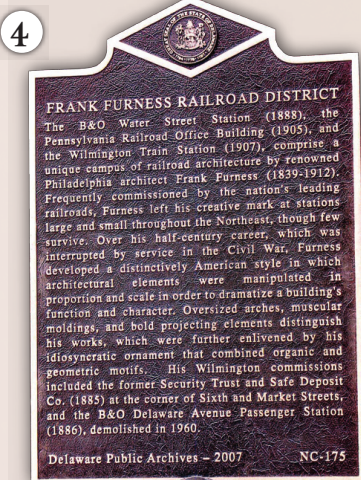
A Celebration of Two Historic Dates



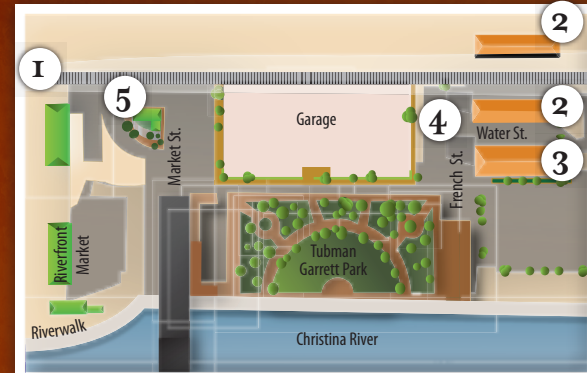
Construction on the viaduct, the largest part of the "Improvements" began in 1902. The street-level tracks were raised 15 to 20 feet on this massive four-mile granite block arcade, allowing the railroad to run high-speed passenger and freight trains through the city with no danger to pedestrians or street traffic.



In 1900 the Pennsylvania Railroad began the "Wilmington Improvements" — the new Station (#2), adjacent Office Building (#3) and the Viaduct. Furness' signature style featured colorful, textured surfaces created by the skillful combination of architectural styles and a daring combination of materials finished in different fashions.



In 1886 B&O RR hired Furness to design a line of over 30 new stations, shelters and other auxiliary structures from Baltimore to Philadelphia. Furness understood that commercial buildings were in direct competition with one another and he made his as aggressively eye-catching as possible.



The Furness Railroad District includes (#2) The Pennsylvania Railroad Wilmington Station (1907-08), (#3) The Pennsylvania Railroad Office Building (1905), (#1) The Wilmington Rail Viaduct (1902-1908), and (#5) The Baltimore & Ohio Railroad Water Street Station (1886). Numbers 2, 3 and 5 are the only example of contiguous buildings designed by the Philadelphia architect Frank Furness still standing. In the course of his 45-year practice, Furness (1839-1912) designed more than 600 structures, including banks, office buildings, libraries, mansions, hotels, churches, and railroad stations. Of the 180 stations and other buildings designed by Furness for the Reading, the B&O and the PRR, 90% have been lost to changing tastes and diminishing railroad profits after WWII.



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www.FriendsOfFurness.org

