

GENERAL SUPERINTENDENT  
WILMINGTON 80, DEL.

C. J. HENRY,  
SUPERINTENDENT MARYLAND DIVISION  
BALTIMORE 1, MD.

R. W. GRIGG,  
SUPERINTENDENT DELMARVA DIVISION  
CAPE CHARLES, VA.

*Eastern Region*

*Southern Division*

Cape Charles, Va., September 25, 1947

Mr. W. R. Torbert, Secretary,  
Felton Chamber of Commerce,  
Felton, Delaware.

Dear Mr. Torbert:

On Tuesday last I was in Felton and called on Mr. Eaton, Mr. Reed, Mr. Harrington of Harrington & Lynch and Mr. R. Edmund Harrington in connection with the proposed change in the hours that Felton Station will be open. I am sorry that I was unable to get in touch with you. I stopped at the store and the girl there told me that you had gone to your brother's farm south of Felton. On my way back to Cape Charles I drove in to your brother's place but was unable to locate you.

I asked Mr. Eaton, who is president of the Commissioners, to discuss with you the service we propose to afford at Felton. I am sorry that the rumor with regard to the complete closing of Felton Station became circulated through town. It is not our intention to entirely close Felton Station. As pointed out to Mr. Eaton and others, because of the financial condition of the Railroad due to increased cost of materials and labor, it is necessary for us to effect economies wherever possible. In effecting these economies it is our desire to discommode our patrons as little as possible. In so far as Felton is concerned it is our thought to reduce the hours the station will be open from 8 hours per day to 3 hours per day for the period October 1st to June 1st. During the period June 1st through September, when the grain season is at its peak and the canning industry is going, we will have a full time agent at Felton. I believe, and those with whom I talked join me in my views, that this change will not seriously discommode our patrons at Felton. When explained to them they all were sympathetic and very cooperative.


We have not as yet decided when this change will be made and I will be glad to advise you when the change in hours will become effective.

- 2 -

I have asked our Supervising Agent, Mr. Buckley, to call upon you the next time he is at Felton and I want to do likewise on my next trip to the north end of the division.

Again, I am sorry that I was unable to meet with you.

Yours very truly,

  
Superintendent.

# The Pennsylvania Railroad

J. T. RIDGELY,  
GENERAL SUPERINTENDENT  
WILMINGTON, DEL.

E. S. REED,  
SUPERINTENDENT, MARYLAND DIVISION  
BALTIMORE, MD.

P. W. TRIPLETT,  
SUPERINTENDENT, DELMARVA DIVISION  
CAPE CHARLES, VA.

*Eastern Region*

*Southern Division*

Cape Charles, Va., June 17, 1942.

Mr. J. Louis Hopkins,  
Secretary - Chamber of Commerce,  
Felton, Delaware.

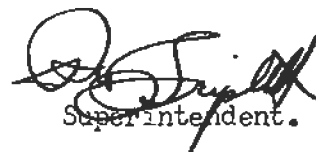
Dear Sir:

This will acknowledge receipt of your letter of June 15th and your request to stop train No. 454 at Felton:

For some time past travel on this train has been exceedingly heavy and consists largely of military personnel en-route to points requiring connections to the north, west and south, and it is of the utmost importance, under present conditions, that these connections are made on schedule.

Under these conditions you can well appreciate the bearing additional stops would have on our passenger schedules and I regret to advise you that additional stops on any of our fast trains cannot be considered at this time.

Very truly yours,

  
Superintendent.

Copy

FELTON CHAMBER OF COMMERCE

FELTON, DELAWARE

Aug. 25 1947

Delaware Rail Road Co.  
Broad Street Station  
Philadelphia Pa.

Gentlemen!-

We understand you are planning on closing our Rail Road station here in Felton, and would ~~like~~ protest such action on your part. as it would greatly inconvenience the Business People of this Community.

Hoping you will reconsider this matter and that we may continue to have the same service in the future that we have enjoyed in the past.

We remain

yours truly  
Felton Chamber of Commerce

Wm. R. Torbert Sec.

# The Pennsylvania Railroad

## Eastern Region

H. L. HANCARROW,  
GENERAL MANAGER

G. B. WEST,  
GENERAL SUPT. MOTIVE POWER

E. R. SHULTZ,  
CHIEF ENGINEER MAINTENANCE OF WAY

A. W. HARRIS,  
SUPT. FREIGHT TRANSPORTATION

J. W. LEONARD,  
SUPT. PASSENGER TRANSPORTATION

J. C. STEWART,  
SUPT. STATIONS & TRANSFERS

H. L. STANTON,  
SUPT. TELEGRAPH & SIGNALS

*Pennsylvania Station - 30th Street*

*Philadelphia, Pa.*

August 28, 1947

Mr. W. R. Torbert,  
Secretary,  
Felton Chamber of Commerce,  
Felton, Delaware.

Dear Mr. Torbert:

Your letter of August 25, addressed to Delaware Railroad Co., concerning alleged closing of Felton Station has been referred to this office for attention:

You may rest assured that this matter will be thoroughly investigated.

Thank you for calling the situation to our attention.

Yours very truly,

*Jth Hancock*



On the northeast side of the Upper King's Road, and lying upon Bishop's Branch, is a tract of six hundred acres granted to Robert Parvis, by the court of Kent, on the "17<sup>th</sup> day of the 8<sup>th</sup> month, 1682," named "Gillford." This land is now owned by John Pennell Emerson and others. On this tract is located the old "Pratt's Branch" School-house, which for many years was the only institution of learning available to the people for miles around. It was incorporated by special act of the General Assembly January 29, 1829, with George T. Fisher, William Roe, William Satterfield, John Bailey and Joshua McGonigal as trustees. It now belongs to the common school system of the State.

Southwest of Canterbury, on the Delaware Railroad, lies what was once known as "Plymouth." It was attempted to be founded by a set of colonists from Massachusetts, who settled in the immediate vicinity, bought lands, divided them into small parcels and engaged in trucking. In December, 1866, Rev. D. B. Purington came to Dover under the auspices of the American Baptist Home Mission Society, and in February, 1867, began preaching at Plymouth, where were several Baptist families. In the same year the Congregationalists built a church there at a cost of fifteen hundred dollars, but the ground on which it stood having been refused to be confirmed to the society, the congregation disbanded. September 24<sup>th</sup>, of the same year, the Plymouth Baptist Church was organized with a membership of thirty persons, who used the above-mentioned church for about a year. Revs. J. M. Haswell and Isaac Cole preached occasionally, but many of the members moving away and having no house of their own in which to worship, they became disheartened, and March 22, 1873, disbanded, the members uniting with the church at Magnolia. The church building in 1874 was sold to Hudson P. Haynes, who moved it away to be used as a canning-factory. Plymouth was laid out in 1866, and that or the following year the Delaware Railroad put in a side-track and established a station, which did quite a business for a few years. But the people being mostly small truck farmers and the seasons not yielding so abundantly as they had hoped, many sold out and moved away, the place went to decay, the railroad discontinued the station and Plymouth ceased to exist.

On the north side of the road leading from Frederica into Felton, south of Pratt's Branch (Bishop's or Parvis') and chiefly east of Fork Branch, slightly infringing on the northeastern corporate limits of the town of Felton, is a tract of land located by Michael Lowber and Henry Lewis, under a warrant bearing date May 29, 1715, which is now owned by Alfred O. Clifton, of Felton.

**FELTON.**—The town of Felton, lying on both sides of the Delaware Railroad, is ten and one-half miles from Dover and six miles west of Frederica, on the road leading through the town to Whiteleysburg. It was laid out on the 1st day of August, 1856, when

the railroad and Adams' Express authorities opened their offices at this place. Robert W. Reynolds was the first agent; he was shortly followed by George C. Hering, who, after a brief period, was succeeded by James B. Conner, who has been in the employ of the two companies to the present time. The land on which Felton is built was owned by the heirs of Joseph Simpson and by Alfred O. Clifton. In 1856, when the railroad was thrown open for traffic, Robert W. Reynolds & Brother had opened a general store, and there was one blacksmith shop and one farm-house. In the fall of the same year a hotel was built and called the "Fountain House," now "Smoot's Hotel."

The population in 1880, according to the census returns, was three hundred and eighty-three, being fifty-four less than in 1870. To-day the population is rapidly increasing and some very fine residences are being built. There are six general stores, two groceries, one hardware and two drug stores, two hotels, two general carriage dealers, three wagon-builders and blacksmiths, one steam saw-mill, built in 1859 by John S. Kersey, which was destroyed by fire in 1876, and rebuilt by John Waldman the same year, who is extensively engaged in the manufacture of ship timber and general hard-wood lumber. There is also one florist and general nurseryman—Dr. Robert W. Hargadine, who is said to own and operate the most extensive green-house on the Peninsula.

The most important industries are the basket factories and the canning and evaporating establishments. In 1870 James H. Hubbard began the making of crates for the transportation of peaches, which he continued until 1875, when he put in basket machinery which, in a fair peach season, will turn out two hundred and fifty thousand baskets. In 1887 a second basket factory was established under the firm-name of Meredith, Conner & Waldman, which has a capacity to produce five hundred thousand baskets. There are also one canning and three fruit evaporating establishments. These basket factories and canning and evaporating establishments give employment to three or four hundred persons each season, for five months in the year, and add much to the material prosperity and well-being of the community.

There are two churches, the Methodist and the Presbyterian. The Methodist Episcopal Church is a brick structure, thirty-six by forty-five feet, surmounted by steeple and bell. It was erected at a cost of two thousand five hundred dollars, and was dedicated September 29, 1861, the Rev. Dr. — Cook, of Philadelphia, Pa., officiating. Prior to the building of the church in town, the people of the village and the surrounding country met for worship at an old frame structure, about half a mile out of town, on the road toward Frederica. It was a plain, old-fashioned building, about eighteen by thirty feet, with the high canopied pulpit.

The following have been the ministers of Felton Church since May 1, 1865:

|                                       |                                 |
|---------------------------------------|---------------------------------|
| Rev. Horace A. Cleveland..... 1865-66 | J. W. Pearson..... 1878-79      |
| Thomas J. Quigley..... 1867-70        | Joseph Robinson..... 1879-82    |
| David R. Thomas..... 1870-72          | Jonathan S. Willis..... 1879-82 |
| J. M. Williams..... 1872-73           | A. W. Milby..... 1882-83        |
| Robert W. Todd..... 1873-75           | Issac Jewell..... 1883-86       |
| E. E. White..... 1875-76              | Vaughan S. Collins..... 1886-88 |
| Henry Colclazer..... 1876-78          |                                 |

The Presbyterian Church is a frame building, thirty by forty feet, and was organized November 15, 1860. Rev. J. G. Hamner, of Milford, preached until 1863. From January, 1864, to January, 1866, L. P. Bowman, a licentiate of the Presbytery of Lewes, supplied the pulpit. From the spring of 1868 to the spring of 1873 the Rev. S. Murdock was the pastor in charge. During the next two years there was only occasional preaching. From December, 1875, Rev. S. S. Sturges was the stated supply until his death, June 20, 1877. From October, 1877, until October, 1879, the Rev. L. A. T. Jobe was the minister in charge. Since his departure the church has been without pastor or stated supply.

*Felton Lodge, No. 30, I. O. O. F.*, was instituted June 21, 1859, and in 1887 the lodge was in a very flourishing condition.

*Felton Lodge, No. 22, A. F. A. M.*, was legally organized in 1868. The Masons met in the Odd Fellows' Hall until November, 1875, when they, in conjunction with the Knights of Pythias, built a hall of their own. The Masonic fraternity at Felton had many trials. They were burnt out and lost their furniture and regalia; and after their funds had been embezzled by their treasurer, they became disheartened, and surrendered their charter to the Grand Lodge.

The Knights of Pythias also had a discouraging existence.

For many years the people of Felton had no other school facilities than those afforded by the old-fashioned school-house, situated half a mile east of town, on the site of the Purnell's meeting-house lot, and hence called "Purnell's School-house." In 1887 Felton had one of the finest school-houses on the Peninsula, and her educational facilities are as good as those of any town in the State.

A stock company was formed and a seminary was instituted for the education of both sexes in the languages, *belles lettres* and the higher mathematics. It was placed under the management of Robert H. Skinner, and was successfully conducted by him.

The town of Felton was incorporated before 1861. The records of the town in many respects are incomplete and unobtainable. The civil list is as follows:

*Town Clerks.*

|                               |                             |
|-------------------------------|-----------------------------|
| Joseph H. Boon..... 1862      | A. B. Conner..... 1876      |
| A. J. Wright..... 1864        | J. A. Moore..... 1877-78    |
| John A. Moore..... 1865       | W. H. Burnite..... 1880     |
| N. P. Luff..... 1866          | A. B. Conner..... 1881-82   |
| P. L. Bonwill..... 1868       | C. C. Clifton..... 1883     |
| Benjamin C. Hopkins..... 1869 | William T. Parvis..... 1884 |
| M. M. Stevenson..... 1870     | C. L. Luff..... 1885        |
| John A. Moore..... 1871-73    | George Waldman..... 1886    |
| A. B. Conner..... 1874        | A. B. Conner..... 1887      |
| Wilbur H. Burnite..... 1875   |                             |

*Treasurers.*

|                              |                               |
|------------------------------|-------------------------------|
| James B. Conner..... 1861    | John Simpson..... 1873        |
| A. J. Wright..... 1864       | J. T. Taylor..... 1874        |
| John A. Moore..... 1865      | M. M. Stevenson..... 1875     |
| N. P. Luff..... 1866         | John W. Godwin..... 1876      |
| P. L. Bonwill..... 1867-69   | M. M. Stevenson..... 1877     |
| N. P. Luff..... 1870         | Joshua B. Luff..... 1878      |
| Philemon C. Carter..... 1871 | M. M. Stevenson..... 1880     |
| Jacob W. Prettyman..... 1872 | Thomas H. Kelley..... 1881-87 |

*Assessors.*

|                             |                           |
|-----------------------------|---------------------------|
| John Simpson..... 1861      | John Green..... 1878-80   |
| Samuel Harrington..... 1864 | John W. Waldman..... 1881 |
| W. H. Cain..... 1866        | John Green..... 1889      |
| Samuel D. Roe..... 1867     | J. B. Luff..... 1883-85   |
| David Needles..... 1869-74  | John M. Evans..... 1886   |
| John Green..... 1875-76     | Robert Hodgson..... 1887  |
| J. W. Godwin..... 1877      |                           |

*Collectors.*

|                                  |                               |
|----------------------------------|-------------------------------|
| M. Morris Stevenson..... 1861-64 | W. T. Case..... 1867          |
| W. H. Cain..... 1865             | Thomas H. Kelley..... 1880-87 |

*Aldermen.*

|                             |                               |
|-----------------------------|-------------------------------|
| George Moore..... 1861-79   | Stephen G. Simpkins..... 1866 |
| A. J. Wright..... 1880      | Peter Creadick..... 1887      |
| Peter Creadick..... 1881-85 |                               |

*Commissioners.*

|                              |                              |
|------------------------------|------------------------------|
| John W. Carter..... 1861     | William B. Herring..... 1865 |
| Nathaniel P. Luff..... 1861  | N. P. Luff..... 1865         |
| A. J. Wright..... 1861       | David Foster..... 1865       |
| Dr. Joseph Simpson..... 1861 | Joshua B. Luff..... 1865     |
| A. J. Wright..... 1862       | N. P. Luff..... 1866         |
| James B. Conner..... 1862    | J. A. Moore..... 1866        |
| Joseph Simpson..... 1862     | Andrew P. Niles..... 1866    |
| John Stapsen..... 1862       | S. Harrington..... 1866      |
| Job S. Butterworth..... 1862 | J. W. Reynolds..... 1866     |
| John A. Moore..... 1864      | Peter L. Bonwill..... 1867   |
| A. J. Wright..... 1864       | J. B. Anderson..... 1867     |
| N. P. Luff..... 1864         | John Stilling..... 1867      |
| John W. Reynolds..... 1864   | Benjamin A. Reeves..... 1867 |
| Charles P. Wyatt..... 1864   | Samuel Harrington..... 1867  |
| Dr. Joseph Simpson..... 1865 | P. L. Bonwill..... 1868      |
| John Bailey..... 1865        | B. A. Reeves..... 1868       |
| James B. Conner..... 1865    | W. H. Cain..... 1868         |
| Stephen W. Lewis..... 1865   | David Needles..... 1868      |
| J. W. Reynolds..... 1865     | J. T. Taylor..... 1868       |

In 1869 the town was re-incorporated, and the act appointed commissioners for the first year as follows:

|                               |                               |
|-------------------------------|-------------------------------|
| Jacob W. Prettyman..... 1869  | J. A. Moore..... 1876         |
| Benjamin A. Reeves..... 1869  | Alfred O. Clifton..... 1876   |
| David Niver..... 1869         | John M. Waldman..... 1876     |
| Benjamin C. Hopkins..... 1869 | Alvin B. Conner..... 1876     |
| S. D. Roe..... 1870           | John W. Godwin..... 1876      |
| M. M. Stevenson..... 1870     | J. A. Moore..... 1877         |
| Joshua Morris..... 1870       | J. M. Waldman..... 1877       |
| John A. Moore..... 1870       | Eli Dehorty..... 1877         |
| John A. Moore..... 1871       | J. H. Hubbard..... 1877       |
| M. M. Stevenson..... 1871     | Alfred O. Clifton..... 1877   |
| Eli Dehorty..... 1871         | W. H. Burnite..... 1878       |
| Charles P. Wright..... 1871   | P. C. Carter..... 1878        |
| J. A. Moore..... 1872         | A. B. Conner..... 1878        |
| M. M. Stevenson..... 1872     | R. W. Hargadine..... 1880     |
| C. P. Wyatt..... 1872         | Eli Dehorty..... 1880         |
| Eli Dehorty..... 1872         | Wesley McDowell..... 1880     |
| Same Commissioners..... 1873  | W. H. Burnite..... 1880       |
| J. A. Moore..... 1874         | Dr. R. W. Hargadine..... 1881 |
| Alvin B. Conner..... 1874     | J. B. Luff..... 1881          |
| N. P. Luff..... 1874          | Eli Dehorty..... 1881         |
| P. C. Carter..... 1874        | A. B. Conner..... 1881        |
| P. C. Carter..... 1875        | Caleb L. Luff..... 1882       |
| Wilbur H. Burnite..... 1875   | A. B. Conner..... 1882        |
| Eli Dehorty..... 1875         | R. W. Hargadine..... 1882     |
| John Simpson..... 1875        | John T. Taylor..... 1882      |

February 21, 1883, the act of 1869 was amended, by which the alderman was made *ex officio* a member



## TOWN'S HISTORY

Unlike the earlier towns along the Delmarva Peninsula, who owe their heritage to the waterways, Felton owes theirs to the railroad, a great revolution in land transport. The miraculous iron horse changed our modes of life more radically than any mechanical device before or since, from steel plows to airplanes.

Felton came into existence in 1856 during the time of the building of the Delaware railroad. The Delaware railroad was later leased to the Pennsylvania Railroad, which became the Penn Central on February 1, 1968.

Felton is situated in South Murderkill hundred, six miles west of Frederica, seven miles north of Harrington and eleven miles south of Dover, the State Capitol. Felton is geographically the center of the State of Delaware. It was laid out August 1, 1856 when the offices of the railroad and the Adams Express were opened there.

The town was developed on land owned by Joseph Simpson and Alfred O. Clifton. The former owned the land on the north side of Main Street and sold lots for building. Clifton, whose land lay south of Main Street, refused to sell ground to anyone, but agreed to allow people to build on his land for ground rent. Today some properties are still subject to ground rent payable to the Clifton heirs.

The town of Felton is one-half mile square with the railroad in the exact center on the northern and southern lines according to a survey of 1871, the boundaries of which are still valid.

The town was incorporated before 1861, the exact date being hard to determine, as the town records are incomplete. The town was reincorporated in 1869 and amended in 1883.

According to legend, the road that enters the town of Felton and forms Main Street was once an Indian Trail. The town site lay along the railroad between Berrytown and Johnny Cake Landing, now known as Frederica.

The matter of giving the town a name caused some heated controversies between the people living on the west side of the railroad who called it Berrytown Station, in honor of the village of Berrytown, and the people on the east side who referred to it as Johnny Cake Station for Johnny Cake Landing. It was the closest point from which Frederica could ship goods.

One day, a farmer on his way to the market with a basket of eggs was stopped by several citizens who were involved in an argument on the subject. The farmer was asked for a suggestion that might solve the problem to the satisfaction of all concerned. He replied, "Why not call it Felton and make it a namesake of Samuel Felton, director and president of the railroad." Since then the community has been known as Felton.



*Railroad Avenue*



*Main Street*



One cannot go very far into the history of Felton without realizing that the town had its earliest beginning in Berrytown before the advent of the railroad. About one-half mile west of Felton, lying on the north side of the road leading to Whiteleysburg was a tract of 369 acres called "Bear Garden" owned by John Grier. The first record we have of it is in 1767 when Preston Berry purchased one half acre, part of Bear Garden. Preston Berry built a house and blacksmith shop, Peter Lowbar kept a tavern there, and in 1774, Timothy Caldwell kept a store. In 1775 Preston Berry purchased two and one half acres more. There was at one time five dwellings, two stores, a tavern, a blacksmith shop, and a hotel in the village. The hotel was kept as late as 1811 by William Anderson. A post office was opened in 1836, closed in 1844 and reopened in 1852. It was moved into Felton in 1856. Today there exists only two dwellings on the site of Berrytown, the other buildings having been torn down or moved into Felton. Jackson's Hotel was moved from Berrytown into Felton across from the train station. Jackson operated a hotel and livery stable, where horses and carriages were available for rent so salesmen could make their calls to the neighboring communities. He later traded his business to Mr. Battray at McCauley's Pond. Mr. Battray operated the hotel until 1925 when he sold to Ola and Estella Brittingham, who operated a hotel, lunchroom and taxi service until 1934. The original Jackson Hotel is still the residence of the Brittinghams.



*Jackson's Hotel  
and later Hotel  
Brittingham.*



*Estella Brit-  
tingham with  
daughter Frances,  
1925*

Since the founding of Felton in 1856, the village of Berrytown may be said to cease to have an existence.

The first railroad agent was Robert W. Reynolds, who with his brother opened a general store. About this same time Mr. Hering built a hotel and named it the Fountain House, later Smoots Hotel.



In 1859, the Felton Directory revealed the following business places: J. W. Carter, dealer in fruit and produce; Luff and Moore, Reynolds & Brother, Simpson and Creadick, and P. J. Both merchants; James Simpson and L. D. Jackson physicians; P. A. Jobe, manager of Fountain House; L. N. Hammon, Felton Hotel; James B. Couter, station agent; George McBride, carpenter and builder; C. P. Crouch, wheelwright; Kersey and Nickerson, steam sawmill; Stanton and Lindale, foundry and machine shop; J & J Kensler, brick yard (next to Methodist Episcopal Church); Bostwick and Schilling, blacksmiths, Lewis Seaman, steam sawmill.

In the early days of the town there were two bakeries, one of which was owned by Mr. Prettyman. The baking was done out-of-doors. In 1869 to 1870, Mr. Prettyman's outside ovens were located on Railroad Avenue. The first drug store was owned by Dr. M. Morris Stevenson in 1860. It was located at the corner of Main Street and Railroad Avenue. In the late fifties, Samuel H. Morgan started manufacturing carriages. His place of business was located near where the bank now stands. J. H. Jones manufactured wagons in the early 70's and continued for fifty years. There are two carriages, made by Felton Carriage Company, on display in Nutter Marvel's Carriage Museum, Georgetown, Delaware.

Mr. White of Chester and Philadelphia, a schoolmate of John Wannamaker, opened a brick yard on the west side of town. This business was continued by a Mr. Reynolds. John Simpson also operated a brick yard between 1860 and 1870.



*The Roe House*

## SAMUEL MORSE FELTON



*S. M. Felton*

Samuel Morse Felton was the son of Cornelius Conway and Anna Morse Felton, and brother of Cornelius Conway Felton. He was born on July 17, 1809 at Newbury, Massachusetts.

His father was a chaise maker by trade and lost his property during Samuel's youth and moved the family to Sangus where they knew severe poverty. At the age of fourteen Samuel went into Boston to be clerk and general

errand boy at a wholesale grocery store. He earned his living in this way for four years and studied during every spare moment in order to prepare himself for high school. During this time he worked himself up to the position of clerk and bookkeeper thus putting himself through the Livingston County high school at Geneseo, New York, of which his brother was principal, and saved enough money to enable him to enter Harvard in 1830 where he supported himself by teaching.

After his graduation in 1834 he spent two years teaching in a private school and then entered upon his engineering career with Loammi Baldwin, Jr., of Boston. Felton attained the business after the death of Mr. Baldwin in 1838. His first railroad accomplishment was in 1841 when he constructed the Fresh Pond Railroad, designed to carry ice into Boston. In 1843 he began the construction of the Fitchburg Railroad. He became superintendent of this road in 1845. From that time on he was continuously affiliated with railroad management in this country.

In 1851 he went to Philadelphia to become president of the Philadelphia, Wilmington & Baltimore Railroad. He found this railroad in a demoralized condition, badly mismanaged and unsuccessful financially. His efforts to regain stability brought down personal abuse on his head, but he was successful and in a few years the railroad had become one of the best equipped and most profitably run railroads in this country. During these most difficult years he refused the presidency of both the Baltimore & Ohio and the Philadelphia & Reading railroads (the latter at a salary larger than that given to any other railroad official in the country) in order to fulfill what he felt was his obligations to the stockholders of the Philadelphia, Wilmington & Baltimore.

With the outbreak of the Civil War in 1861, the Philadelphia, Wilmington & Baltimore became of great strategic importance. It was over this railroad that Lincoln made his entrance into Washington at the risk of his life. Felton changed President Lincoln's advertised route to the capital, arranging for his secret passage from Harrisburg to Washington the night before he was expected, and therefore saved him from the Baltimore mob which attacked the train supposed to be carrying him. The services he rendered in the transportation of Union troops during the Civil War can scarcely be overlooked. For his endeavors in getting General Butler's troops to Annapolis and in preparing plans for the cooperation of all railroads centering in Philadelphia, the telegraph lines and Adams Express Company, he received the official thanks of the War Department. But the stinging criticisms he received while performing the almost superhuman duties involved in the task were too much for him. He suffered a stroke of paralysis in 1864, forcing him to retire from active work. A year later he had sufficiently recovered to assume the presidency of the Pennsylvania Steel Company engaged in the manufacture of steel rails. Although he devoted much time to this project in the later years of his life, he never gave up his railroad interests. Even during his illness he had retained the presidency of the Delaware Railroad, a small road which he had developed in his earlier years with the Philadelphia, Wilmington & Baltimore. From 1873 to 1883 he took an important part in the development of the Pennsylvania Railroad, of which he was a director. He

was also one of the organizers and later a director of the Northern Pacific Railroad. In addition to these activities he served as a commissioner of the Hoosac Tunnel from 1862 to 1865 and was for some time managing director of the Lehigh Navigation Company.

Mr. Felton was married first in 1836 to Eleanor Stetson who died in 1847. In 1850 he married Maria Low Lippitt. He died January 24, 1889.<sup>2</sup>

The Pennsylvania Railroad built a steamboat in 1865 and named it Samuel M. Felton after one of their directors. This railroad dominated the Wilmington-Philadelphia line with their fast steamboat. The Samuel M. Felton, until 1882 when competition came from the Wilson Line. Ill fortune struck the Felton in 1885 when a laborer left explosive material near her boiler and the steamer blew up at her pier. The Felton was later rebuilt and sold for excursion service on the Chesapeake Bay.<sup>3</sup>

<sup>2</sup> Dictionary of American Biography, pp. 318-39.

<sup>3</sup> Elliott, Richard, *Last of the Steamboats*

**OFFICERS**

OF THE

**Delaware Railroad Company,**

FOR

**1874.**

---

S. M. FELTON, *President*, Philadelphia.  
 ISAAC HUNCKLEY, Philadelphia.  
 A. C. GRAY, New Castle.  
 CHARLES WARNER, Wilmington.  
 JOSEPH BRINGHURST, Wilmington.  
 EDWARD BRINGHURST, Jr., Wilmington.  
 ISAAC JUMP, Dover.  
 H. B. FIDDEMAN, Milford.  
 MANLOVE HAYES, Dover.  
 ALEXANDER JOHNSON, Farmington.  
 WILLIAM H. ROSS, Seaford.  
 ALBERT CUREY, Greenwood.  
 J. TURPIN MOORE, Laurel.

SECRETARY AND TREASURER:  
 M. HAYES, Dover.

In 1910 the saloon was changed to a grocery store. In 1913, J.T. Case purchased the hotel as a residence (Mrs. Ashton Jester's father). Mr. and Mrs. Ashton Jester purchased it in 1946. The Fountain House is now owned by Fred Casper as a residence and a grocery and meat market operated by Norman Maloney. The old Fountain House Hotel is located on Main Street next to the railroad.



The Methodist Church located on the corner of Main and Church Streets is another of Felton's landmarks. A tablet in the front gable of the church has the date 1860 carved in it which signifies the date of its erection anti-dating the Civil War carrying the memory retrospectively to the days of slavery. In fact, the pews in the gallery were built for and occupied by the slaves freed by the Emancipation Proclamation of Abraham Lincoln.



It has been told to me that the Railroad Station was originally intended to be built south of the Main Street intersection, but land was donated by James R. Conner for the location to be north of Main Street.

The ticket office was located in the center of the building with the ladies waiting room on the north end, where no smoking was allowed. The mens waiting room was on the south end. A coal stove was located in each waiting room. James R. Conner was the first station master, and he was succeeded by his son J. B. Conner, who had been employed as a telegraph operator and ticket

agent since the station was first built in 1856. In 1910, I. D. Morrow took the job when Connor retired. Harry O. Bostick succeeded Morrow and in turn was succeeded by Arley Slaughter. Dan Queen was the last agent at Felton Station. It closed in the 1950's.

#### FORMER LANDMARKS

The most famous landmark - The Seminary

The three story structure had served as a seminary for young ladies and gentlemen, and was a sanitorium for those afflicted with spinal curvature, blindness, and other chronic cases.

In 1860, a group of wealthy Felton men built the structure as a private school. Mr. Skinner, a graduate of Dickinson College, was the principal. The school provided lodging for its students who came from Felton, surrounding areas, and Maryland. The parents provided food from home for the meals.

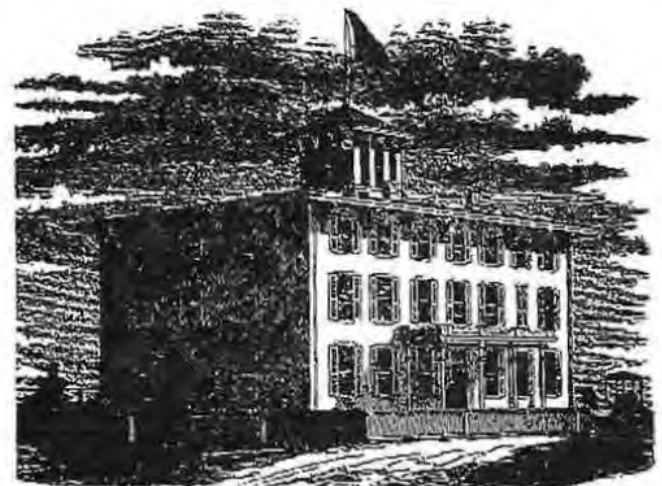
The first floor was used for classrooms, the second floor was the girl's dormitory, and the third floor for the boy's quarters.

The establishment was then one of the top ranking institutions of the State and produced a long line of educators. Its most famous graduate was perhaps John Bassett Moore, President of the International Law Court.

The school closed in 1884. Three years later it opened as a Sanitorium under the direction of Dr. Webster, M. Raines, M.D., who specialized in electrical treatment. The building was then occupied for several years by Dr. Samuel T. Cabbage until his death in 1915.

The building once again became an institution of learning, with its sale to the Board of Education. It was used as a supplementary school to the Felton Public School built in 1885. Both schools were discontinued with the opening of the new school in 1929.

The property passed into the hands of Mrs. William Marker who occupied it with her son-in-law and daughter, Mr. and Mrs. Joseph DeLong and Mr. and Mrs. James Bishop. Mr. Harry Carlisle was the last owner. He tore it down for wood for bungalows in 1956.



# **Rails Along The Chesapeake**

A HISTORY OF RAILROADING ON THE  
DELMARVA PENINSULA

1827-1978

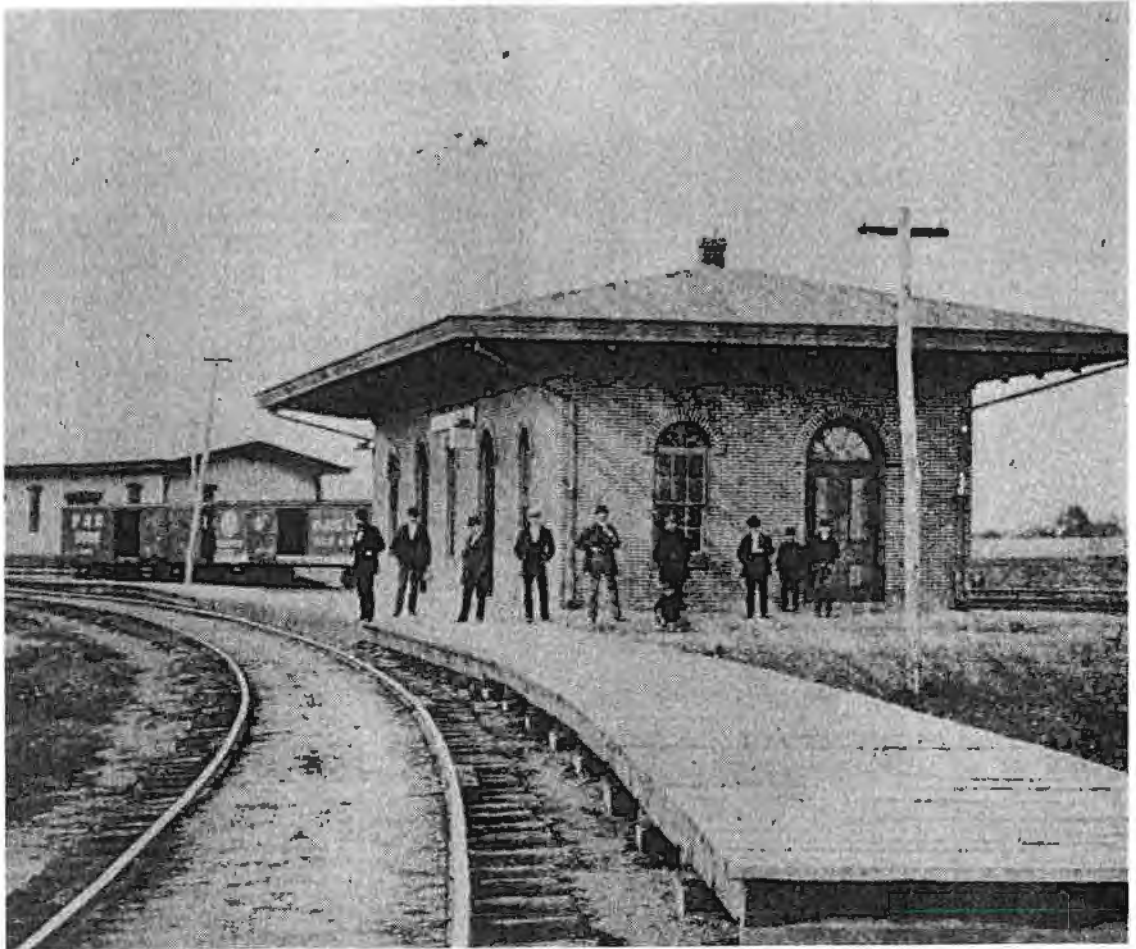
JOHN C. HAYMAN

DELAWARE PUBLIC ARCHIVES

## CHAPTER IV

### The Delaware Railroad, Backbone of Delmarva's Rail System

The key to the future of Delmarva railroading would be held by the first company to build a line down the center of the Peninsula, making subsequent roads tributary to it. As soon as major rail construction became practical, there were several projects intended to accomplish this. In 1836 the Eastern Shore Rail Road was begun with the purpose of running a railroad through the Eastern Shore of Maryland, while in the same year there was a railroad proposed to run through the Eastern Shore of Virginia and north through Delaware as far as Philadelphia.



This view of the station at historic New Castle, Delaware is one of a series of photographs made from stereopticon cards given to the State of Delaware by Mr. Robert J. Barkley. They date from the 1870's and are an immensely valuable historic record. (Delaware State Archives, Dover, Delaware)

On June 20, 1836 the Delaware Railroad was chartered with authority to build a railroad "from any point on or near the Wilmington and Susquehanna Railroad, or the New Castle and Frenchtown Railroad, to the southern line of the State, in a direction toward Cape Charles, with full power to construct lateral branches to Lewes, Seaford, or any other points or places within

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

# DELAWARE NEW CASTLE & FRENCHTOWN, AND NEW CASTLE & WILMINGTON RAILROADS

## TABLE No. 5, TAKES EFFECT MONDAY, Nov. 18th, 1861.

TRAINS MOVING NORTH.

TRAINS MOVING SOUTH.

| WILMINGTON TIME.            | TRAINS MOVING NORTH. |                 |                   | Through Freight, No. 14. A. M. 2.58 | Express Mail, No. 9. A. M. 11.24 | Express Mail, No. 11. P. M. 4.07 | Way Freight, No. 10. P. M. 4.30 | Night Mail, No. 12. P. M. 6.37 | Express Mail, No. 13. P. M. 9.44 | TRAINS MOVING SOUTH.        |                 |                   |                   |
|-----------------------------|----------------------|-----------------|-------------------|-------------------------------------|----------------------------------|----------------------------------|---------------------------------|--------------------------------|----------------------------------|-----------------------------|-----------------|-------------------|-------------------|
|                             | No. 1. Passenger.    | No. 2. Freight. | No. 3. Passenger. |                                     |                                  |                                  |                                 |                                |                                  | WILMINGTON TIME.            | No. 4. Freight. | No. 5. Passenger. | No. 6. Passenger. |
| Leave Salisbury.....        | A. M.                | P. M.           | P. M.             |                                     |                                  |                                  |                                 |                                |                                  | Leave Wilmington.....       | A. M.           | A. M.             | P. M.             |
| " Williams' Siding.....     |                      | 2.35            |                   |                                     |                                  |                                  |                                 |                                |                                  | " New Castle Junction.....  | 5.00            | 9.37              | 5.20              |
| " Delmar.....               |                      | 2.45            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Hare's Corner Siding..... | 5.10            | 9.45              | 5.28              |
| " Laurel.....               |                      | 3.00            |                   |                                     |                                  |                                  |                                 |                                |                                  | Arrive New Castle.....      |                 |                   |                   |
| " Broad Creek.....          |                      | 3.25            |                   |                                     |                                  |                                  |                                 |                                |                                  | Leave New Castle.....       | 6.00            | 10.04             | 5.47              |
| " Seaford.....              |                      | 3.33            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Bear.....                 | 6.30            | 10.19             | 6.02              |
| " Cannon's Crossing.....    |                      | 3.55            |                   |                                     |                                  |                                  |                                 |                                |                                  | " St. George's.....         | 7.00            | 10.33             | 6.17              |
| " Bridgeville.....          |                      | 4.08            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Mount Pleasant.....       | 7.20            | 10.44             | 6.30              |
| " Greenwood.....            |                      | 4.20            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Middletown.....           | 8.05            | 11.00             | 6.46              |
| " Farmington.....           |                      | 4.46            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Townsend.....             | 8.25            | 11.10             | 7.00              |
| Arrive Harrington.....      |                      | 5.06            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Blackbird.....            | 8.35            | 11.15             | 7.05              |
| Leave Harrington.....       |                      | 5.18            |                   |                                     |                                  |                                  |                                 |                                |                                  | " Smyrna.....               | 9.25            | 11.30             | 7.20              |
| " Felton.....               |                      | 5.45            | 5.23              |                                     |                                  |                                  |                                 |                                |                                  | " Mooreton.....             | 9.45            | 11.43             | 7.33              |
| " Canterbury.....           |                      | 6.20            | 5.38              |                                     |                                  |                                  |                                 |                                |                                  | Arrive Dover.....           |                 |                   | 7.45              |
| " Camden.....               |                      | 6.30            | 5.44              |                                     |                                  |                                  |                                 |                                |                                  | Leave Dover.....            | 10.28           | 12.00             |                   |
| " Dover.....                | 9.00                 | 7.45            | 6.13              |                                     |                                  |                                  |                                 |                                |                                  | " Camden.....               | 10.45           | 12.08             |                   |
| " Mooreton.....             |                      | 8.05            | 6.25              |                                     |                                  |                                  |                                 |                                |                                  | " Canterbury.....           | 11.05           | 12.20             |                   |
| " Smyrna.....               | 9.25                 | 8.40            | 6.38              |                                     |                                  |                                  |                                 |                                |                                  | " Felton.....               | 11.20           | 12.27             |                   |
| " Blackbird.....            | 9.40                 | 9.05            | 6.53              |                                     |                                  |                                  |                                 |                                |                                  | Arrive Harrington.....      | 11.40           | 12.40             |                   |
| " Townsend.....             | 9.47                 | 9.20            | 7.00              |                                     |                                  |                                  |                                 |                                |                                  | Leave Harrington.....       | 12.44           |                   |                   |
| " Middletown.....           | 10.07                | 10.05           | 7.18              |                                     |                                  |                                  |                                 |                                |                                  | " Farmington.....           | 1.00            |                   |                   |
| " Mount Pleasant.....       | 10.18                | 10.20           | 7.28              |                                     |                                  |                                  |                                 |                                |                                  | " Greenwood.....            | 1.18            |                   |                   |
| " St. George's.....         | 10.33                | 10.45           | 7.40              |                                     |                                  |                                  |                                 |                                |                                  | " Bridgeville.....          | 1.40            |                   |                   |
| " Bear.....                 | 10.43                | 11.05           | 7.51              |                                     |                                  |                                  |                                 |                                |                                  | " Cannon's Crossing.....    | 1.52            |                   |                   |
| Arrive New Castle.....      |                      |                 |                   |                                     |                                  |                                  |                                 |                                |                                  | " Seaford.....              | 2.15            |                   |                   |
| Leave New Castle.....       | 11.00                | 11.50           | 8.10              |                                     |                                  |                                  |                                 |                                |                                  | " Broad Creek.....          | 2.27            |                   |                   |
| " Hare's Corner Siding..... |                      |                 |                   |                                     |                                  |                                  |                                 |                                |                                  | " Laurel.....               | 2.40            |                   |                   |
| " New Castle Junction.....  | 11.10                | 12.15           | 8.22              |                                     |                                  |                                  |                                 |                                |                                  | " Delmar.....               | 3.00            |                   |                   |
| " Harlan's.....             |                      |                 |                   |                                     |                                  |                                  |                                 |                                |                                  | " Williams' Siding.....     | 3.07            |                   |                   |
| Arrive Wilmington.....      | 11.18                | 12.23           | 8.30              |                                     |                                  |                                  |                                 |                                |                                  | Arrive Salisbury.....       | 3.18            |                   |                   |

Trains on the P., W. & B. Railroad, due at New Castle Junction, Moving South.  
 Night Mail, Express Mail, No. 7. A. M. 12.14  
 Way Freight, Morning Mail, Express Mail, No. 4. P. M. 12.47  
 No. 8. A. M. 9.39  
 No. 2. A. M. 6.34  
 No. 1. A. M. 4.30

MEETING OF TRAINS.

No. 2 will meet No. 4 at Delmar, connect with No. 3 at Harrington, meet No. 5 at Dover, and Baltimore Night Mail (No. 7.) at N. C. Junction.

No. 4 will meet No. 1 at Smyrna, meet No. 2 at Delmar, and connect with No. 5 at Harrington, (waiting if necessary.)  
 No. 5 will meet No. 1 at St. George's and connect with No. 4 at Harrington.  
 No. 6 will meet No. 3 at Townsend, and No. 2 at Dover.

JUNCTION and BREAKWATER RAIL ROAD.

MEETING OF TRAINS.

No. 1 will meet No. 4 at Smyrna and No. 5 at St. George's.
No. 3 will connect with No. 2 at Harrington. (waiting if necessary,) and meet No. 6 at Townsend.
No. 2 will meet No. 4 at Delmar, connect with No. 3 at Harrington, meet No. 6 at Dover, and Baltimore Night Mail (No. 7.) at N. C. Junction.

No. 4 will meet No. 1 at Smyrna, meet No. 2 at Delmar, and connect with No. 5 at Harrington. (waiting if necessary.)
No. 5 will meet No. 1 at St. George's and connect with No. 4 at Harrington.
No. 6 will meet No. 3 at Townsend, and No. 2 at Dover.

JUNCTION and BREAKWATER RAIL ROAD.

Ft. & Passenger daily, except Sundays leave Millford 1.59 p.m. Arrive at Harrington 5.18 p.m.

Ft & Passenger leave Harrington daily, except Sundays 12.50, Arrive at Millford 1.10 P.M.

SPECIAL REGULATIONS.

- 1-Of the trains arranged to meet, as above, train No. 2 will wait thirty-five minutes for No. 6, No. 4 will wait thirty-five minutes for No. 1, No. 5 will wait thirty-five minutes for No. 1, No. 6 will wait thirty-five minutes for No. 3. Reckoned in each case from the leaving time of preferred train at the point where the waiting occurs.
2-In cases of detention, No. 1, if delayed, must keep out of way of No. 6. Any Train going North detained over night must keep out of the way of regular trains going South next day. Millford train will wait at Harrington for trains from Wilmington. Train No. 3 will wait at Harrington, if necessary, for train from Millford. No. 4 if late must keep out of the way of No. 6, at and above Dover. But if No. 4, though late, can leave Dover ahead of No. 3, No. 4 may proceed to Harrington ahead. In which case a man must be left to inform Conductor of No. 5, who will proceed cautiously. When trains on P. W. & B. R. R. are delayed, and no special orders are received, Delaware trains Nos. 3 and 6 will wait at Wilmington indefinitely, for the arrival of trains from Philad'a. with which they respectively connect.
3-All New Castle or Delaware R. E. trains, running to or out of Wilmington, must proceed with great caution between Wilmington and New Castle Junction,--between trains or engines.
4-Regular passenger and freight trains to and from N. C. & Wilm. R. R. must be kept out of the way of regular passenger trains of P. W. & B. R. R., except that Delaware trains Nos. 4, 5, and 6 have the right to the road from Wilmington to New Castle Junction against delayed passenger trains coming north on Baltimore Road for fifteen minutes from the leaving time of No. 4, 5, or 6 (as the case may be) at Wilmington, but no longer. Also except that a regular Delaware passenger or freight train going north may proceed from New Castle Junction into Wilmington, without waiting for a Baltimore passenger train going north that may be due, after stopping and ascertaining that such Baltimore passenger train is not in sight or hearing.
5-Regular passenger and freight trains to and from N. C. & Wilm. R. R. will have the right to the road between Wilmington and N. C. Junction, against all freight trains of P. W. & B. R. R., except that Delaware train No. 3, if delayed so much as to be unable to reach Wilmington by 8.50 P. M., must keep out of the way of Baltimore Through Freight going south (No. 6.) after that time.
6-No train will leave a Station before its Card Time.
7-A Train waiting must in all cases allow five minutes for variations of Watches, but a Train waited for must in no case presume on such allowances.
8-A preferred train, when behind time, and failing to reach a meeting place within the time allowed, by giving way to opposite train till the latter is one hour behind its card time, after which, if a meeting not occurring, the preferred train will again acquire the right of way and will proceed at the rate of twenty miles to the hour, if a passenger, or twelve if a freight train; a sharp look out being kept, and men at the brakes. Whenever it becomes two hours behind its card time, it will only proceed very cautiously, with signalman a head according to Rule 39, page 23, "Rules and Regulations."

- 9-A train opposed to a preferred train, after waiting the time specified in these regulations without being passed, will have the right of way, and will proceed cautiously at the rate of twenty miles to the hour, if a passenger or twelve if freight train. When it becomes one hour behind its card time it will again give way to preferred train, and after waiting till two hours from its card time, and not meeting the same, it will proceed very cautiously, according to Rule 39, page 23, of "Rules and Regulations," till a meeting occurs.
10-Enginemen, Conductors, Brakemen, and Baggage Masters are required to keep a sharp Look-out for Signals at Drawbridge, at New Castle Junction, and at the Junction of the New Castle and Wilmington, and New Castle and Frenchtown roads, near New Castle.
11-Brakemen must be in the immediate vicinity of the brakes at all times when the Train is in motion.
12-Conductors and Enginemen are required to report promptly any defect they may discover in the track, to the Roadmaster; and if serious, or of long standing, to the Superintendent also.
13-No train will pass the New Castle Junction faster than ten miles an hour, nor the Canal Bridge faster than six miles an hour. Caution must also be used in passing all Pile and Trestle Bridges. Enginemen are expected to use judgment in running between stations, and to run slowly enough not to be obliged, in ordinary cases, to keep their train waiting for its leaving time, after its business at any station is done.
14-Freight Conductors will take no Cars or Trucks into their train which are not in their judgment safely loaded and coupled,--and will particularly examine lumber, wood and timber on Platform Cars or Trucks with reference to this. Wooden couplings must in no case be used for Timber Trucks or Cars, except such couplings are substantially ironed at the ends.
15-A red flag by day, or red lantern by night, must be carried on the last car of all Freight Trains, so as to be seen from the Engine, and a brakeman must be on that car at all times when running between stations.
16-A Red Flag by day or a Red Lantern by night, borne on the front or top of an Engine is a signal that an extra Engine or Train is following which must be waited for till it arrives, by all Trains and Engines on the road. Enginemen and Conductors of Engines or Trains wearing the Red Flag or Lantern will be particular to notify all Engines or Trains met of the extra train or engine following.
17-In case of any doubt about the right of way, adopt the safe course. Enginemen, as well as conductors, will be expected to know what time they have, and what time they can make between stations, and will inform conductors of any doubts they may have of the safety of proceeding, or both will be held responsible.

All Rules and Instructions conflicting with the above are hereby Repealed.

F. Q. SEWALL, Jr., Sup't. D. R. R.

This very rare old employee's timetable was donated to the State Archives by Mr. Robert J. Barkley. Notice that the Eastern Shore Railroad was operated as an integral part of the Delaware Railroad. (Delaware State Archives, Dover, Delaware)



the limits of the State of Delaware." A survey was made, but efforts to realize the necessary stock subscriptions fell short and the charter lapsed. This first failure occurred despite the best efforts of the railroad's most ardent supporter, John M. Clayton, who was one of Delaware's most prominent citizens and later gained fame as U.S. Secretary of State. The economic conditions of the times destroyed all hopes of accomplishing any of the three projects for some time.

In 1849, the charter of the Delaware Railroad was revived in a modified form, largely through the efforts of Samuel M. Harrington, Delaware's chief justice, who eloquently advocated its merits. Nothing was done, however, until 1852 when the State of Delaware

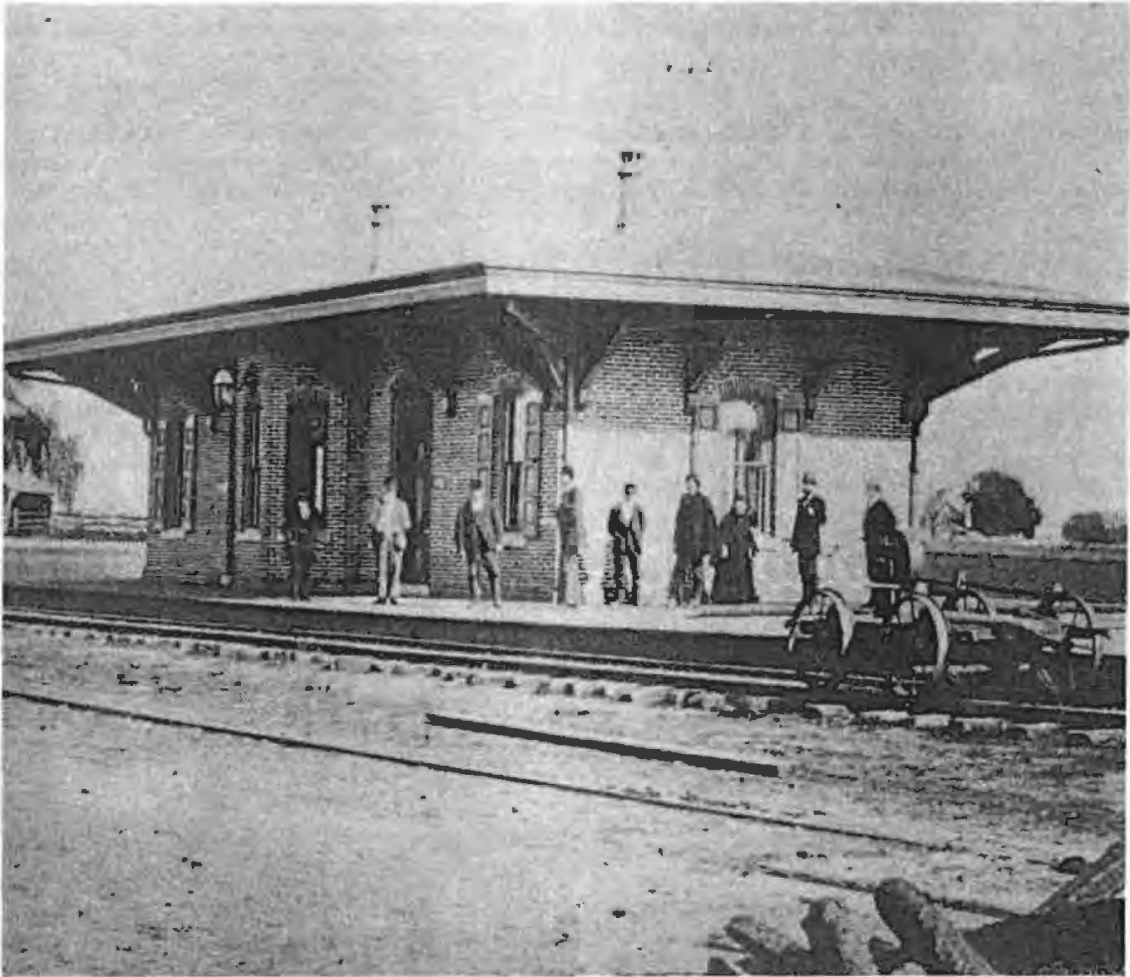


The station at Bear was quite an architectural gem and may well have been a private dwelling converted to railroad use. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

subscribed conditionally to 5,000 shares of the company's stock to be paid out of revenue derived from the New Castle & Frenchtown Rail Road as it accrued. Accordingly, the company was organized in May, 1852 with directors and officers appointed by the state, Samuel M. Harrington serving as president. In 1853 the Philadelphia, Wilmington and Baltimore Railroad became interested in the new railroad and a reorganization was effected wherein Samuel M. Felton, president of the P. W. & B., Charles I. DuPont, and others became directors of the Delaware road to represent that company.

Construction, which had begun rather tentatively the year before, was immediately pushed south from a junction with the New Castle & Frenchtown Rail Road between Bear and Glasgow. In 1854, when it became necessary to mortgage the property for \$200,000 in order to continue work, it was the P. W. & B. which guaranteed the bonds. When they still could not be sold, the P. W. & B. company advanced the money itself. The state came to the rescue in 1855 with a loan of \$170,000, secured by bonds endorsed by the P. W. & B. and stock owned by that company.

On May 4, 1855 the Delaware Railroad was leased to the P. W. & B. for 21 years with a renewal option, later exercised for a corresponding period, at six percent on the capital stock and bonds and one-half of the company's profits over that amount. Construction was delayed in



Kirkwood, Delaware. (Delaware State Archives, Dover, Delaware)

New Castle County by excessive demands for damages for the right-of-way, but was completed as far south as Middletown in August, 1855. In January, 1856 the line reached the state capital of Dover. On December 11, 1856, the Delaware Railroad was opened to Seaford, a total of 70.6 miles. At this time Seaford was considered the railroad's goal and completion to that point was the culmination of the greatest internal improvement project ever undertaken in the state. It generated excitement on the level of the first Moon landing more than a century later. Consequently, this event was accompanied by imposing ceremonies, special excursion trains were greeted by volleys of cannon fire, and many of the state's most prominent citizens, including Governor Causey, made congratulatory speeches.<sup>1</sup>

The Delaware Railroad did have charter authority to build to the southern border of the state and there had been discussion of extending the line to Tangier Sound in Maryland, the original terminal of the proposed Eastern Shore Rail Road. No definite plans were made to accomplish this until after the railroad had been "completed" to Seaford, however. In the "Engineer's Report of Preliminary Survey of the Unfinished Portion of the Direct Route between Philadelphia and Norfolk; comprising the Eastern Shore Railroad and Extension of the Delaware Railroad," which was written in December of 1858, the survey's engineer, E. Q. Sewall, Jr., superintendent of the Delaware Railroad, made this note at the outset:

It is due to all concerned to state, that it was by a subscription among individuals (chiefly in Wilmington and Laurel, Delaware, Salisbury and Princess Anne, Maryland,

and their vicinities,) that the expense of the Survey from Seaford to the Annemessic, and of this Report, was provided for. Under other circumstances, both might have been more complete.

E. Q. S., Jr.

Despite this complaint, Mr. Sewall's report was very carefully prepared and comprehensive in its study of the prospects of the project. It presented a bright picture of the railroad's potential. Branches from Salisbury to Berlin and from Salisbury to Snow Hill were planned. The foresight and enthusiasm of these early supporters did not go unrewarded, either. On December 20, 1859, the Delaware Railroad was completed to the Maryland-Delaware line at the site of the present town of Delmar, 13 miles south of Seaford. Rails taken from the abandoned portion of New Castle & Frenchtown Rail Road were used in building this line. The Maryland portion of the route was built under the charter of the Eastern Shore Railroad, but was operated by the Delaware company.



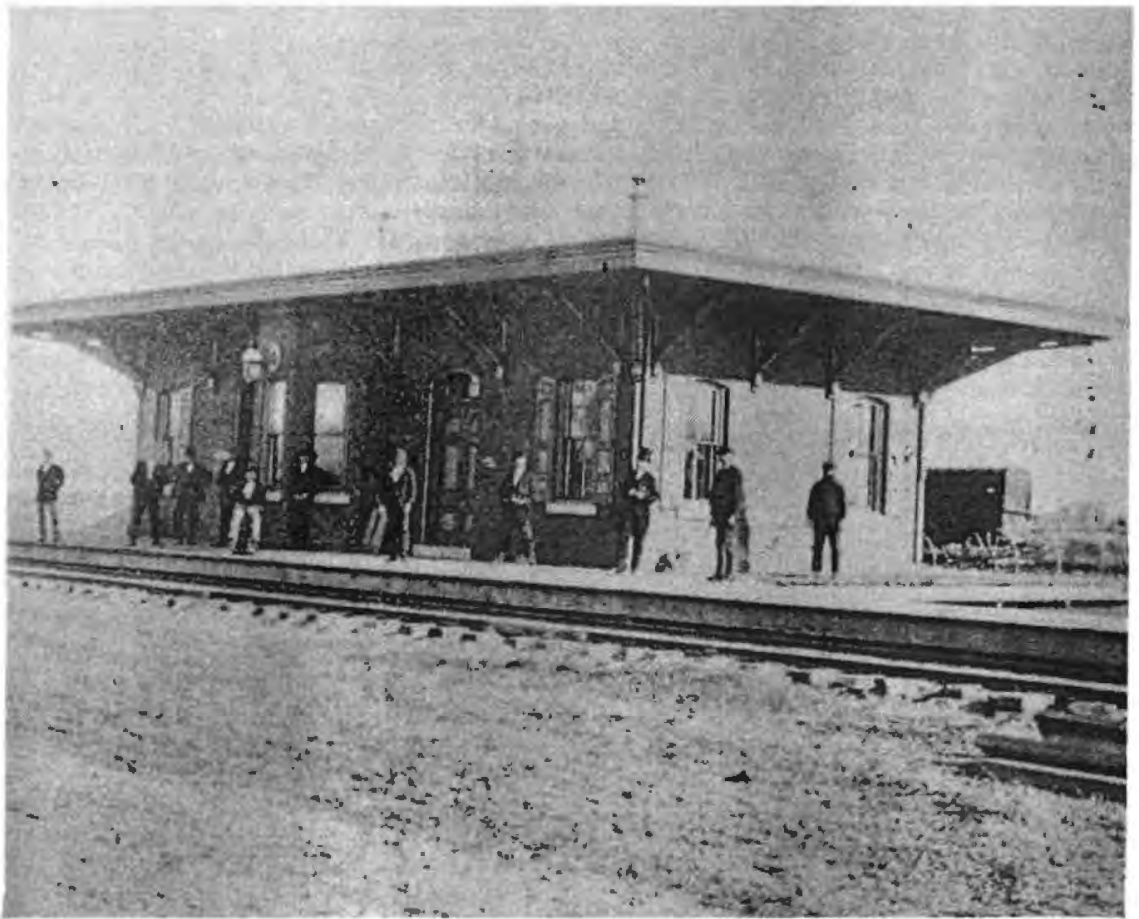
The station at Middletown was one of the larger buildings on the Delaware Railroad. A ticket window was later added to the track side. For a short time early in the century the traveler could make connections here with the Odessa and Middletown Railway for a four mile trolley ride to Odessa. (Delaware State Archives, Dover, Delaware)

In November of 1856, the Philadelphia, Wilmington & Baltimore Railroad had taken formal control of the Delaware Railroad under its lease. The Delaware Railroad main line was operated to Wilmington and a junction with the parent P. W. & B. by way of its affiliates, the New Castle & Wilmington Railroad and a portion of the New Castle & Frenchtown Rail Road. The New Castle and Wilmington Railroad, chartered on February 19, 1839, was built by the P. W. & B. during the period of May through December, 1852 to provide a connection with its subsidiary, the New Castle & Frenchtown. It ran from a junction with the P. W. & B. west of Wilmington for 4.9 miles to New Castle, with an intermediate station later established at Farnhurst.

Stations on the Delaware Railroad at the time of its completion to Seaford were, from north to south, St. George's, Mt. Pleasant, Middletown, Townsend, Smyrna, Leipsic, Dover, Camden, Canterbury, Frederica, Milford Jct., Prettyman's Corner, Farmington, St. Johnstown, Cannon's Crossing, and Seaford. St. George's, just north of the Chesapeake & Delaware Canal crossing, is now Kirkwood. The station of Townsend was erected on land owned by Samuel T. Townsend and named after him by the railroad, despite the wishes of many people in the area who wanted the station to be named "Lancaster." The town of Leipsic was some distance east of its station and in 1861 the name of the station was changed to "Mooreton." It was again changed in 1888, at that time assuming its present name of "Cheswold." A community grew up around the station of Camden and was known as "West Camden." The name was changed in 1865 to "Wyoming" in honor of Rev. J. J. Pierce, a respected local citizen who was from Wyoming Valley, Pennsylvania. The station of Canterbury was a mile or so west of the town and is now known as "Viola." The town of Frederica was a good six or seven miles east of the station which served it. The station was later renamed "Felton" after Samuel M. Felton, president of



This was the original station which served the capital city of Dover. A portion of the building was incorporated into the station which replaced it. The newer structure, with its ancient Greek facade, was hailed when built as one of the most ornate railroad depots in the country. It still stands and is in use by the State of Delaware. (Delaware State Archives, Dover, Delaware)



Wyoming, Delaware. (Delaware State Archives)

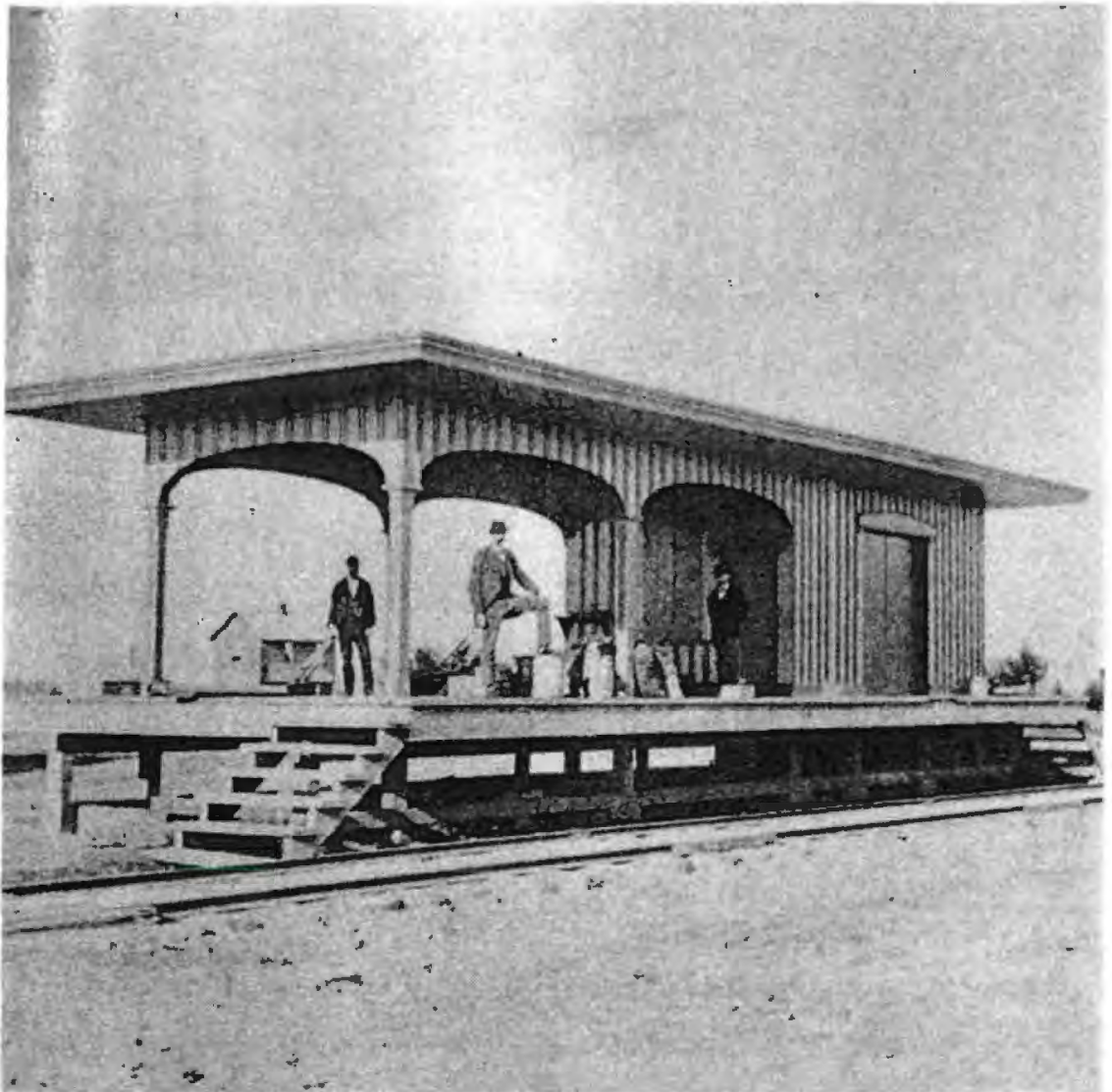
the P. W. & B. who succeeded President Harrington of the Delaware Railroad upon his death in 1865. Milford Jct. was originally known as "Clarke's Corner," but was renamed in 1856 when it was designated as the point from which a branch road to Milford would diverge. The name was changed in 1859 to "Harrington" in honor of the first president of the Delaware Railroad. The station of Prettyman's Corner was discontinued at a very early date. The name of the station at present-day Greenwood was originally selected by the railroad as "St. Johnstown," an old post town in the vicinity. However, when a townsite was laid out around it, the place was called "Greenwood" due to the abundance of holly trees in the area.

When, in 1859, the Delaware Railroad was extended to Delaware's southern border, the end of the line was called "Delmar," taking the first three letters of the names of the two states which met there. Intermediate points were Laurel and Broad Creek, just north of Laurel. By 1861 stations had been established at Blackbird, south of Townsend, and at Bridgeville, south of Greenwood. By 1868 there were stations at Sassafrass Road, south of Blackbird; Brenford, south of Clayton (earlier Smyrna Station); Dupont, south of Mooreton; Willow Grove, south of Wyoming; Plymouth, at Canterbury Station; and Bacon, south of Laurel. The town of Sassafrass was, and is, way over in Maryland and the station of Sassafrass Road became Green Spring in 1871. The town of Willow Grove was about five miles west of the station. There was a town and post office of Fredonia at the site of Willow Grove Station. In 1869 the name was changed to "Woodside," the present name of the town. In the 1860's a group of New Englanders, the American Baptist Home Mission Society, attempted to found a model community, named "Plymouth," about two miles south of Canterbury Station. It never

amounted to anything, but for a short time there was a station of Plymouth listed in the railroad's timetables. It apparently was not a separate stop, though, as the times shown are the same as for Canterbury.

The junction of the Delaware Railroad with the Pennsylvania & Delaware Railway, which was laid across the Delaware road north of Kirkwood in 1873, became known as "Porter." By the 1880's there was a station established at Armstrong, between Mt. Pleasant and Middletown, and by the turn of the century there was a station at Ross, between Cannon and Seaford.

When the Delaware Railroad was being built, the line was surveyed so as to pass about one mile west of Smyrna, along the most practical engineering route. In order to divert the railroad directly through their town, the residents of Smyrna were called upon to invest a huge sum, about \$40,000, to make up for the added cost. This the town could not manage at that early date. Thus, the railroad went through as planned and the station for Smyrna was erected one mile west of town, near a place called "Jimtown."<sup>2</sup> Within ten years of the completion of the railroad, the need was felt for more direct and convenient transportation for the town. Accordingly, in 1866 a subsidiary of the Delaware Railroad, the Smyrna Station and Smyrna Railroad



Even the freight house at Wyoming, Delaware was a little fancy. (Delaware State Archives)

Company, built a branch of one mile from the Delaware main line to serve the town of Smyrna.<sup>3</sup> "Smyrna Station" continued to develop an identity of its own and was shortly renamed "Clayton" after John M. Clayton, the gentleman who had figured prominently in the Delaware Railroad's history. In 1885 the offices and shops of the Delaware Division of the P. W. & B. were moved to Clayton (the Delaware Railroad and its branches had formed the Delaware Division since 1870). As Clayton was the division headquarters and the junction with the Smyrna Branch and later two other railroads, it became one of Delmarva's largest rail centers.



The camera was in its infancy when this photograph was made at Felton, Delaware and everyone knows that his picture is being taken. We're really fortunate to have fine old photos such as this, although it's easy to wish that even more had been taken back in the "olden days." (Delaware State Archives, Dover, Delaware)

In 1867 another subsidiary, the Townsend Branch Railroad Company, built a line from Townsend through Van Dyke, Delaware and Morris (later Golts), in Maryland to Massey in order to connect with the Queen Anne's & Kent Railroad. In the same year, the Delaware Railroad built another spur, known as the Dorchester Branch, from Seaford six miles to the Maryland line to meet the Dorchester & Delaware Railroad and loaned that company sufficient capital to complete its line to Cambridge. The total cost of the Delaware Railroad and its branches was \$2,206,710.89.<sup>4</sup>

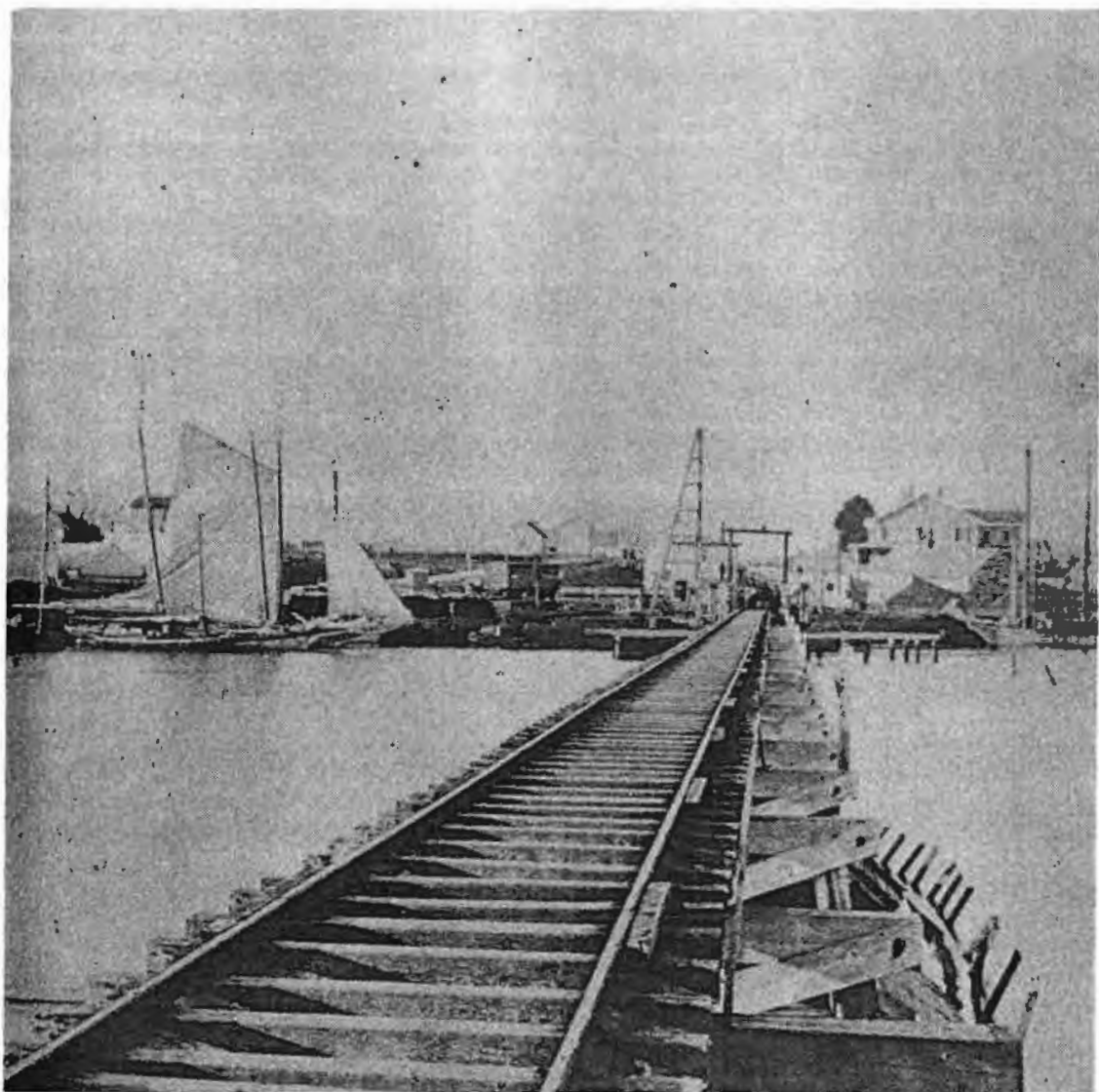
In 1863, shortly after the completion of the Delaware Railroad, there was a bumper peach crop which, coupled with a car shortage, made it difficult for farmers to market their produce. Grumblings then began to be heard concerning the money which had been spent by the state to aid the railroad. It was suggested that, rather than helping to build the Delaware Railroad,

perhaps the money would have been more wisely spent for improvements in the road system or other alternate forms of transportation. A suit brought by the growers resulted in a huge award for damages being paid by the company.<sup>5</sup>

A severe storm in 1873 damaged the bridge over the Chesapeake & Delaware Canal and suspended rail traffic for a week. The importance and vulnerability of this vital link was again demonstrated a century later when in 1973 a freighter rammed the lift bridge, rendering the line out of service for seven months.

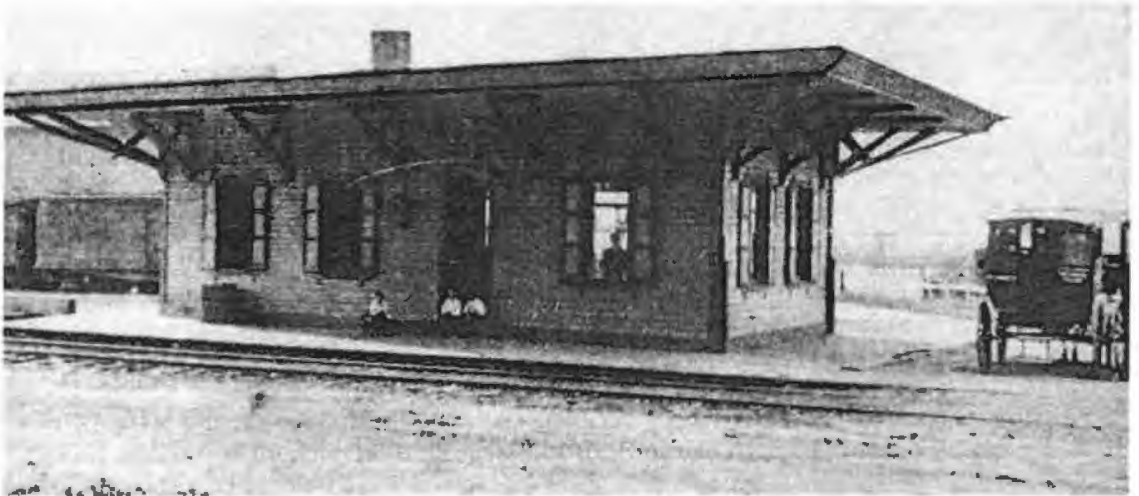
The peach growing interests of the Eastern Shore were a source of considerable revenue to the railroad. In 1876 shipments of this commodity totaled 4,536,751 baskets or 9,072 car loads. The growth in other products was good also. It was in that year that the state loan of \$170,000 was finally paid off.<sup>6</sup>

The P. W. & B. continued to improve its connections with the Delaware Railroad, expediting movements to and from the Peninsula. This included the purchase of the New Castle &



Sailing vessels once made the trip up the Nanticoke River to Seaford, passing through the swing bridge of the Delaware Railroad shown here. (Delaware State Archives, Dover, Delaware)





The original station at Smyrna was located on the site presently occupied by the firehouse. This was a very central location in town and some street-running was required to reach it. Eventually, the track was cut back and the building shown here was erected on a site on the westerly side of town. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

Wilmington Railroad in 1876, the purchase of the Newark & Delaware City Railroad in 1881, and the construction in 1888 of the New Castle Cut-Off. The last-mentioned line ran five and a half miles from the south end of the Shellpot Branch to New Castle and provided a short-cut from the Delmarva main line to Edgemoor Yard east of Wilmington. It was sold to the Delaware Railroad in 1891.<sup>7</sup>

The Philadelphia, Wilmington & Baltimore Railroad, through its control of the Delaware Railroad, became the dominant force in the Delmarva rail network. It was involved to a greater



Clayton, Delaware, junction of the Delaware Railroad, the Smyrna Branch, the Delaware & Chesapeake Railway, and the Smyrna & Delaware Bay Railroad, as well as the location of the division headquarters and shops. (Post Card from Caley Historical Post Card Collection — Smyrna, Delaware)

or lesser extent in the construction of most of the branch roads and they all sooner or later came under its wing. It also exerted considerable political influence in the State of Delaware through the turn of the century.

The P. W. & B., as a vital rail route, was the object of much intrigue on the part of the Baltimore & Ohio and Pennsylvania Railroads, who at that time were the fiercest of competitors. In 1880 a syndicate was formed by the B. & O. for the purpose of acquiring a controlling interest of the P. W. & B.'s stock. On February 22, 1881 it was announced by the B. & O. that its organization had purchased this interest. This seems to have been somewhat premature, for the Pennsylvania immediately offered a higher price and obtained control.<sup>8</sup> With the P. W. & B. into the Pennsylvania System went its extensive rail properties on Delmarva. This left the key to the future of Eastern Shore railroading in the hands of the P. R. R.

### FOOTNOTES

1. For the early history of the Delaware Railroad, Scharf's *History of Delaware* was heavily relied upon.

2. Information regarding the stations of the Delaware Railroad comes from a variety of sources, including information supplied by Mr. Hugh R. Gibb, various old maps and timetables, and a number of local histories.

3. Scharf, p. 430.

4. *Ibid.*, p. 430.

5. *Delaware A Guide to the First State*, p. 78.

6. Scharf, p. 430.

7. Scharf, p. 426 and *Interstate Commerce Commission Valuation Reports*, Volume 23, p. 267 — Docket No. 903; Philadelphia, Wilmington & Baltimore Railroad.

8. Scharf, p. 425.

CULTURAL RESOURCE SURVEY  
LOCUS IDENTIFICATION FORM

DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314



FORM CRS-3

FOR OFFICE USE ONLY

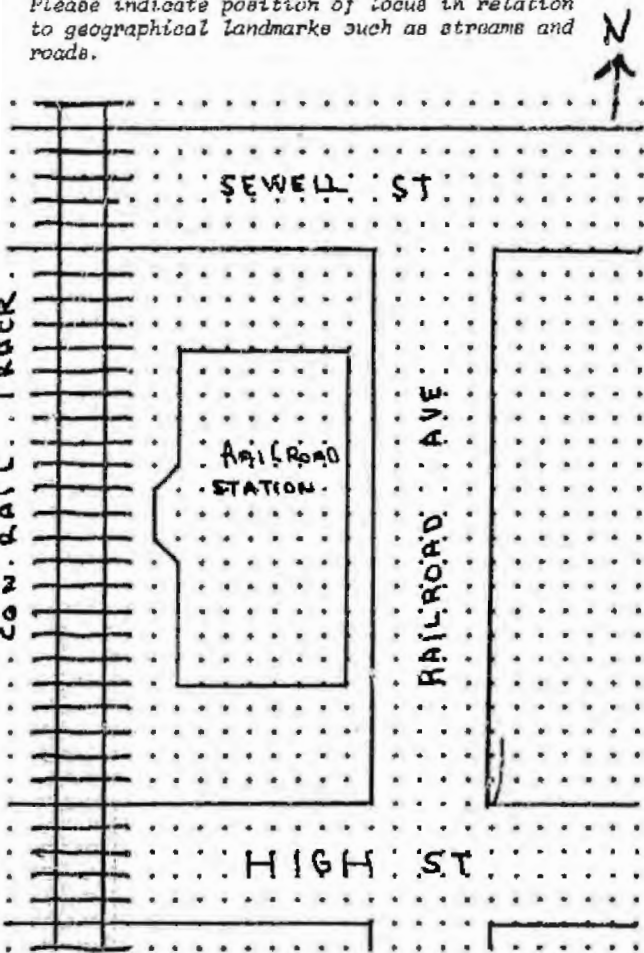
CRS # \_\_\_\_\_  
Quad \_\_\_\_\_  
SPO map # \_\_\_\_\_  
Hundred \_\_\_\_\_  
DOCUMENT 20-06/78/04/7

1. NAME OF LOCUS: FELTON RAILROAD STATION
2. STREET LOCATION: RAILROAD AVE FELTON DEL. NEWT COUNTY
3. OWNER'S NAME: TOWN of FELTON TEL. # 284-9365  
ADDRESS: Lombard ST FELTON, Del 19943
4. TYPE OF LOCUS: a) structure  b) district \_\_\_\_\_ c) archaeological site \_\_\_\_\_  
d) other \_\_\_\_\_
5. SURROUNDINGS OF LOCUS: (check more than one if necessary)  
a) fallow field \_\_\_\_\_ b) cultivated field \_\_\_\_\_ c) woodland \_\_\_\_\_  
d) scattered buildings \_\_\_\_\_ e) densely built up  f) other \_\_\_\_\_
6. THREATS TO LOCUS: (check more than one if necessary)  
a) none known \_\_\_\_\_ b) zoning \_\_\_\_\_ c) roads \_\_\_\_\_ d) developers \_\_\_\_\_  
e) deterioration  f) other \_\_\_\_\_
7. REPRESENTATION ON OTHER SURVEYS:  
TITLE: \_\_\_\_\_ # \_\_\_\_\_  
TITLE: \_\_\_\_\_ # \_\_\_\_\_  
TITLE: \_\_\_\_\_ # \_\_\_\_\_
8. YOUR NAME: Dan Jacobs TEL. 284-4096  
694-1400  
YOUR ADDRESS: MAIN ST PO Box 136 FELTON, Del 19943  
ORGANIZATION (if any) Town Commissioner DATE: \_\_\_\_\_

USE BLACK INK ONLY

SKETCH MAP

Please indicate position of locus in relation to geographical landmarks such as streams and roads.



9. COMMENTS:

Consider the following:

- a) relationship to setting
- b) associated traditions or stories
- c) noteworthy features
- d) comparison with others in area

Central location in Delaware

One of few Railroad Stations of its size in Delaware having windows topped with fan glass and doors with fan glass

INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

CULTURAL RESOURCE SURVEY  
STRUCTURAL DATA FORM

DELAWARE BUREAU OF  
ARCHAEOLOGY AND HISTORIC  
PRESERVATION  
HALL OF RECORDS  
DOVER, DELAWARE 19901  
(302) 678-5314



Form CRS-1  
FOR OFFICE USE ONLY

CRS # \_\_\_\_\_  
Quad \_\_\_\_\_  
SPO map # \_\_\_\_\_  
Hundred \_\_\_\_\_  
DOCUMENT 20-06/78/04/6

1. ADDRESS OF STRUCTURE : RAILROAD AVE FELTON DELAWARE

2. DESCRIBE THE STRUCTURE AS COMPLETELY AS POSSIBLE:

a) Overall shape  
stories ONE  
bays Bay window REAR of Building  
wings

b) Structural system

c) Foundation BRICK  
materials  
basement NONE

d) Exterior walls BRICK  
materials  
color(s) RED

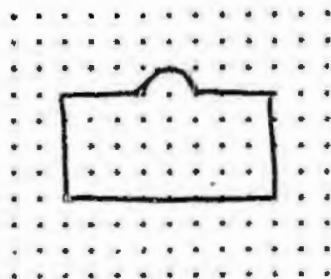
e) Roof  
shape  
cornice  
dormers  
chimney location(s)

f) Windows  
spacing 12 LITE WITH FAN WINDOWS AT TOP  
type  
trim  
shutters

g) Door FOUR DOUBLE DOORS WITH FAN WINDOWS TOP  
spacing  
type  
trim

h) Porches  
location(s)  
materials  
supports  
trim

i) Interior details (if accessible) BACK



SKETCH PLAN

USE BLACK INK ONLY

3. CONDITION: good \_\_\_\_\_ deteriorated x

remarks: TABLET FALLEN IN PROCESS OF RESTORING ESTABLISHMENT OF BUILDING

4. INTEGRITY: a) original site x b) moved \_\_\_\_\_  
c) if moved, when and from where \_\_\_\_\_  
d) list major alterations and dates (if known) \_\_\_\_\_

Roof overhang cut back

5. DATE OF INITIAL CONSTRUCTION: 1880

6. ARCHITECT/BUILDER: DELAWARE RAIL ROAD

7. RELATED OUTBUILDINGS:

a) barn \_\_\_\_\_ b) carriage house \_\_\_\_\_ c) garage \_\_\_\_\_ d) privy \_\_\_\_\_

e) shed \_\_\_\_\_ f) greenhouse \_\_\_\_\_ g) shop \_\_\_\_\_ h) gardens \_\_\_\_\_

i) icehouse \_\_\_\_\_ j) springhouse \_\_\_\_\_ k) other \_\_\_\_\_

describe: \_\_\_\_\_

NONE

8. BRIEFLY DISCUSS THE ORIGINAL AND SUBSEQUENT USES OF THE STRUCTURE. NOTE ANY ASSOCIATIONS WITH HISTORIC EVENTS OR PERSONS:

Building originally constructed as passenger for Delaware Railroad Power Central used building as passenger station for a short time last known use of building was maintenance shop for Power Central Rail Road.

9. PRIMARY REFERENCES: (include location of reference)

10. SURVEYOR: \_\_\_\_\_ DATE OF FORM: \_\_\_\_\_

USE BLACK INK ONLY

HISTORY  
OF  
THE DELAWARE RAILROAD  
AND  
ITS CONNECTIONS,

BY

M. HAYES, SECRETARY AND TREASURER.

---

WILMINGTON, DEL.:  
ALDINE PUBLISHING & ENGRAVING COMPANY.  
1882.

ble they would be sold for the benefit of their Stockholders or Bondholders at a period more or less remote "and in order that the Directors might have authority to acquire, by purchase, such roads if their acquisition was desired by the Board," at the Stockholders Meeting January 8th 1874 full power was given the Directors to negotiate and complete the purchase of any such roads, and to arrange a mode of paying for the same without further action of the Stockholders, but with the consent of the Lessee of this road"

#### RENEWAL OF LEASE.

It may be proper here to state that notice was duly given by the Lessee of the road, that in accordance with the provisions of the original contract they had "elected to renew the lease of the Delaware Railroad for twenty one years longer, at the expiration of the first term, May 4th 1876."

#### IMPROVEMENTS ON THE LINE OF THE ROAD.

The aspect of the country near the Delaware Railroad had undergone many important changes in the twenty years since the opening at Seaford. During that period, and more especially in the years of active business prosperity that succeeded the war, and before the financial disasters of 1873 overtook the country and paralyzed business, improvements were everywhere to be seen springing up in town and country on the line of the road. Well cultivated farms had succeeded to the dense forests and jungle that stretched for miles together on the borders of the roadway when it was first opened. New villages had grown up at Clayton, Wyoming, Felton, Harrington, Farmington and other principal stations. Tasteful residences, public schools, academies and churches in the larger towns presented inducements to people seeking new homes, and brought many settlers to their neighborhood. The substantial and attractive appearance of the new brick Passenger Depots and grounds, ornamented with plants and flowers, which were now to be seen at many of the stations, showed the traveler that the managers of the railroad were performing a commendable part in thus educating, cultivating and refining the tastes of the people. In all the plans for improving the Delaware Road, the Presidents of the two Companies were in full accord, and Superintendent Kenny's instructions were promptly and ably carried out by the General

Agent, Mr. Mills, and the employees of the Company.

#### FRUIT TRAFFIC.

The plantations of small fruits as well as of peaches, which everywhere abounded, proved to be a great blessing to the people of the Peninsula in the period of the "Hard times." The ready money returned from their sale in the cities was distributed largely for labor among all classes in the country, and the operations of numerous fruit canning, and evaporating establishments, gave employment to many hundreds of women and children.

The quantity of fruit shipped by railroad from year to year varied greatly; the crop of peaches, especially, was subject to disaster, by frost and other climatic influences, as well as from the attacks of curculio. Sometimes the fruit was only destroyed in certain sections of the country, leaving enough unharmed at other places to supply the markets; at other times, perhaps, but half a crop was left; and if it so extended throughout the peach growing region, the returns from sales would prove more satisfactory than from a full crop by which the markets would have been glutted with inferior fruit and the prices consequently low. The heaviest crop of peaches ever grown on the Peninsula or shipped over the Delaware Railroad was in 1875. Conferences were held between committees appointed by the fruit growers, and the railroad authorities, to arrange for the shipment and distribution of so large a crop, estimated at five or six millions of baskets.

The schedule of freight charges, embraced all the large cities within the distance to Chicago and Cincinnati in the West, and to Boston at the East. The extent of the shipments will be shown by the following items from President Felton's report of 1876.

"The total number of baskets of peaches sent to market over the Delaware Railroad was 4,536,751, and of car loads, 9,072. The highest number of baskets shipped in one day 209,000, and of loaded cars, 418;" beside peaches, 905 car loads of berries and other fruits were sent to market in this prolific year.

The season for fruit shipments was short; for peaches, not exceeding six weeks; the moving of this crop requiring the use of an unusually large number of cars, as those sent to distant places could not be unloaded



# Great American Railroad Stations



Janet Greenstein Potter

*Foreword by Senator Daniel Patrick Moynihan*

# Delaware

Delaware's principal municipality, Wilmington, lies virtually centered between New York and Washington on the highly traveled Northeast Corridor. Train service was historically dominated by the Pennsylvania Railroad, headquartered in nearby Philadelphia. Other than a fairly large station in Wilmington and a mid-size one in Newark (home of the University of Delaware), the remaining stations are—and were—in rural settings.

## CLAYTON

### CLAYTON RAILROAD STATION

Bassett Street

c. 1855

The Italianate-style Clayton depot is the best Delaware example of a very early standardized design. A smaller version stands at Felton (NR District), but the roof has been altered. United States Secretary of State John M. Clayton initiated the original charter of the line, known as the Delaware Railroad (financially controlled

by the Philadelphia, Wilmington & Baltimore and later the Pennsylvania Railroad). The Clayton station was built of brick and, unlike Felton, lacked an agent's bay. Its double doors and small-paned windows were all topped with molded arches and fanlights. Pierced by two ridge chimneys with decorative tops, the roof had wide eaves supported by brackets. Inside, the floor was brick. By 1868, the depot was surrounded by a freight house, an express office, an eating saloon, a hotel, and several stores. After 1885, Clayton became a division headquarters and one of the Delmarva Peninsula's



Early postcard view of the Clayton station shows two chimneys on the depot and a platform canopy (to the right), all now gone.

largest railroad centers, although the general area remained agricultural. Passenger service ended in the 1950s. NR. [Privately owned. Antiques store—for sale.]

## DOVER

### DOVER RAILROAD STATION

West end of Lookerman Street  
c. 1856, 1911

The Philadelphia, Wilmington & Baltimore first reached the state capital at Dover in 1856. Traffic generated by abundant peach crops and by the Civil War contributed to the line's prosperity. In 1911, the Pennsylvania Railroad (PW&B successor) expanded and remodeled the Dover station into a more elaborate Georgian Revival style. Enlarged again in the 1950s, it was altered two decades later for justice of the peace offices. The state is considering a commuter service between Wilmington and Dover, with the old depot as a new multi-modal center. NR District. [State of Delaware. Magisterial courtrooms and offices.]

## MONTCHANIN

### MONTCHANIN RAILROAD STATION AND POST OFFICE

Montchanin Road (State Route 100) at  
Rockland Road  
1889

Wilmington and the surrounding estate area (known locally as "chateau country") has been the domain of the French-born du Pont family since the early 1800s. Montchanin was one of four stations on the Wilmington & Northern Railroad (later the Reading system) that were named after places in France or for family members. Colonel Henry A. du Pont was the president and general manager of the Wilmington & Northern, a line useful for moving black powder and anthracite between the Du Pont Company's mills in Wilmington and coal mines in Pennsylvania. Montchanin, originally called Du Pont Station, was also the local post office. A two-story frame structure with a terne-metal roof and a porte-cochere, the Montchanin depot sits today along a freight line, in a setting little changed over the years.



Dover station after its 1911 expansion.

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**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 Felton Railroad Station

and/or common

**2. Location**

street & number E. Railroad Avenue \_\_\_ not for publication

city, town Felton \_\_\_ vicinity of congressional district One

state Delaware code 10 county Kent code 001

**3. Classification**

|   |  |   |  |
|---|--|---|--|
| <b>Category</b>                                 | <b>Ownership</b>                           | <b>Status</b>                                       | <b>Present Use</b>   |
| <input type="checkbox"/> district               | <input checked="" type="checkbox"/> public | <input type="checkbox"/> occupied                   | <input type="checkbox"/> agriculture <span style="float: right;"><input type="checkbox"/> museum</span>            |
| <input checked="" type="checkbox"/> building(s) | <input type="checkbox"/> private           | <input type="checkbox"/> unoccupied                 | <input type="checkbox"/> commercial <span style="float: right;"><input type="checkbox"/> park</span>               |
| <input type="checkbox"/> structure              | <input type="checkbox"/> both              | <input type="checkbox"/> work in progress           | <input type="checkbox"/> educational <span style="float: right;"><input type="checkbox"/> private residence</span> |
| <input type="checkbox"/> site                   | <b>Public Acquisition</b>                  | <b>Accessible</b>                                   | <input type="checkbox"/> entertainment <span style="float: right;"><input type="checkbox"/> religious</span>       |
| <input type="checkbox"/> object                 | <input type="checkbox"/> in process        | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government <span style="float: right;"><input type="checkbox"/> scientific</span>         |
|   | <input type="checkbox"/> being considered  | <input type="checkbox"/> yes: unrestricted          | <input type="checkbox"/> industrial <span style="float: right;"><input type="checkbox"/> transportation</span>     |
|   |  | <input type="checkbox"/> no                         | <input checked="" type="checkbox"/> other: <u>Proposed as</u><br><span style="float: right;">Town Office</span>    |

**4. Owner of Property**

name Town of Felton

street & number Box 329

city, town Felton \_\_\_ vicinity of state Delaware 19943

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Kent County Courthouse

street & number The Green

city, town Dover state Delaware 19901

**6. Representation in Existing Surveys**

title Delaware Cultural Resource Survey: (K-335) has this property been determined eligible?  yes  no

date 1980  federal  state  county  local

depository for survey records Old State House, The Green, P.O. Box 1401

city, town Dover state Delaware

## 7. Description

|  |                                       |   |   |
|--|---------------------------------------|---|---|
| <b>Condition</b>                         |                                       | <b>Check one</b>                            | <b>Check one</b>                                  |
| <input 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 checked="" type="checkbox"/> fair | <input type="checkbox"/> unexposed    |   |   |

### Describe the present and original (if known) physical appearance

The Felton Railroad Station is a one-sided type, single level, brick passenger depot constructed in 1868 by the Delaware Railroad Company in the southern Kent County town of Felton. It supplanted an earlier frame depot plotted in Beer's Atlas of Delaware, Felton map, (1868) at the center of town where Main Street crossed the railway. The present building is located three blocks north of the site of the first depot, on Railroad Avenue East directly by the tracks between Sewell Street and High Street.

Best described as "truncated" Italianate, the low mass of the 1-story brick building is offset by a regular placement of round-headed doorways and windows defining three principal chambers aligned with its rectangular plan. The coursing of the exterior brickwork varies, with 6, 7 and 8-course common bond segments present on each wall. The most distinctive architectural feature is the projecting double row of header bricks defining the heads of the doorways and windows. The present low-hipped composition shingled roof with shallow, bracketless eaves, a replacement of unknown vintage, is very similar to the original standing seam sheet metal-clad hipped roof with deep eaves apparent in a late-nineteenth-century photograph of the station. The central bay of the building, defined on the facade by a projecting bow-front window, housed the ticket office, telegraph station and business office. The other two chambers which flank the office were used as waiting rooms (perhaps, at first, segregated by gender), each with a round-headed double door on both facade and rear elevations as a means of access. The northernmost waiting room was later converted into a baggage room, with the facade doorway widened and reinforced with heavy plank jambs and a beam lintel to accommodate a hand-car operating on a short run of rail going through the doorway to the edge of railway to facilitate baggage handling. The single surviving original door, on the north exterior wall of the baggage room, features four slightly raised, square shouldered panels with heavy, applied Grecian ogee moulding. The windows are now temporarily covered by plywood as rehabilitation continues for eventual use as town offices. Originally, they housed tall, two-over-two pane sash windows.

## 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/                   |
| <input type="checkbox"/> 1700-1799            | <input type="checkbox"/> art                     | <input type="checkbox"/> engineering            | <input type="checkbox"/> music                  | <input type="checkbox"/> humanitarian              |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce                | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy             | <input type="checkbox"/> theater                   |
| <input type="checkbox"/> 1900-                | <input type="checkbox"/> communications          | <input type="checkbox"/> industry               | <input type="checkbox"/> politics/government    | <input checked="" type="checkbox"/> transportation |
|   |  | <input type="checkbox"/> invention              |   | <input type="checkbox"/> other (specify)           |

Specific dates 1868

Builder/Architect

### Statement of Significance (in one paragraph)

The Felton Railroad Station is a significant architectural symbol of the central role of the Delaware Railroad in the post-Civil War economic development of Delaware as a means of rapid and efficient transfer of passengers, goods and produce throughout the Delmarva Peninsula.

The Delaware Railroad, connecting the agricultural hinterlands of Delaware and portions of the Eastern Shore of Maryland to northern markets by way of Wilmington and Philadelphia, represented a regional culmination of the railroad building mania sweeping America in the mid-nineteenth century. Envisioned as a link between existing northern and southern railways, the Delaware Railroad operated the length of the state by 1859, and by 1866 was extended to the town of Crisfield, Maryland, on the Chesapeake Bay.

Prior to the construction of the railroad, Felton consisted of a few frame buildings scattered along Main Street, a transpeninsular road connecting the early-nineteenth-century town of Frederica, Delaware, on the Murderkill River, with Choptank Bridge some 25 miles to the west in Maryland.

The economic and commercial optimism generated by the railroad brought into being a new community in Felton. A 1868 map of the town in Beer's Atlas of Delaware, portrays the town's plan for future development along a gridded street plan centered on a new town square several blocks to the north of Main Street. The Felton Railroad Station, built in 1868 just as the Atlas of Delaware was published, was conspicuously sited as a focal point to encourage planned growth in the undeveloped area of town that filled in during the later decades of the century. The town was named for Samuel N. Felton of Philadelphia, elected president of the Delaware Railroad Company in 1865 and a member of its board for over 35 years.

In similar fashion, other towns springing up along the route of the railroad at this time were named for other railroad officials.

Manlove Hayes, a director of the Delaware Railroad Company, accurately appraised the social and economic benefits arising from the railway in his History of the Delaware Railroad (1888):

"Well cultivated farms had succeeded to the dense forests and jungles that stretched for miles together on the borders of the railway when it was first opened. New villages had grown up at Clayton, Wyoming, Felton, Harrington, Farmington and the other principal stations. Tasteful residences, public schools, academies and churches in the larger towns presented inducements to people seeking new homes and brought many settlers to the neighborhood. The substantial and effective appearance of the new brick Passenger Depots and grounds, ornamented with plants and flowers, which were to be seen at many of the stations, showed the travelers that the managers of the railroad were performing a commendable part in their educating, cultivating, and refining the tastes of a people."

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

**ACREAGE NOT VERIFIED**

Acreeage of nominated property Less than 1/4 Acre

Quadrangle name Wyoming

**UTM NOT VERIFIED**

Quadrangle scale 7.5 minute

UMT References

A 18 450100 4347900  
 Zone Easting Northing

B                 
 Zone Easting Northing

C               

D               

E               

F               

G               

H               

## Verbal boundary description and justification

The nominated property includes only the building itself. The dimensions are approximately 50 X 24 feet.

## 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 Dean E. Nelson, Historian

organization Bureau of Archaeology & Hist. Preservation date May 22, 1980

street & number Old State House, The Green, P.O. Box 140 telephone (302)-736-5685

city or town Dover state 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 Heritage Conservation and Recreation Service.

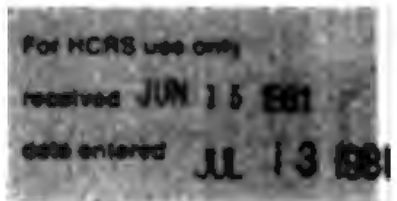
Deputy State Historic Preservation Officer signature *Samuel R. [Signature]*

title      date June 9, 1981

|  |                     |
|--|---------------------|
| For NCRS use only  |                     |
| I hereby certify that this property is included in the National Register |                     |
| <u><i>Samuel R. [Signature]</i></u>                                      | date <u>7/13/81</u> |
| Keeper of the National Register  |                     |
| Attest <u><i>Camille [Signature]</i></u>                                 | date <u>7-13-81</u> |
| Chief of Registration  |                     |

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet # 1

Item number 8

Page 2

The country passenger depots built by the Delaware Railroad Company throughout the state during the second half of the nineteenth century came from plan books whose basic tenants were later codified by railroad architect Walter Gilman Berg in his treatise Buildings and Structures of American Railroads (1893).

Discussing the particulars of smaller facilities, he wrote:

"Where standard designs or 'class depots' are adapted, stress should be laid on having the designs modified in minor details, so as to avoid a monotonous sameness of similar structures along the road. This can be easily accomplished by making modifications in the details of the exterior finish, gables, dormer windows, ridge cresting, finials, roof brackets, chimneys, etc., without in reality changing the ground plan or the frame or walls of the buildings."

The Felton Railroad Station, considered as an element in a unified network of Delaware Railroad stations surviving from the second half of the nineteenth century, is a good example of the architectural percepts governing much of the railroad depot construction of the time. Its architectural and historical qualities are paralleled in the stations of Middletown and Seaford, both listed in the National Register for their association with Delaware railroading. In addition, nominations are currently being developed for the Milford Railroad Station and Wyoming Railroad Station to document their respective and collective significances in Delaware's heritage.

Since the primary significance of the site is as an architectural symbol, the nominated property includes only the building itself. The immediately surrounding ground is not considered to have any particular significance, although the relationship of the structure to the surrounding town of course does. This same reasoning was used to determine the boundary for a sibling structure, the Wyoming Railroad Station, which was entered in the National Register December 4, 1980.



|                          |
|--------------------------|
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| RECEIVED NOV 3 1981      |
| DATE ENTERED JUL 13 1981 |

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FELTON RAILROAD STATION

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

- Beers, D. G. Atlas of the State of Delaware. Philadelphia, Pomeroy & Beers, 1868.
- Berg, Walter Gilman. Buildings and Structures of American Railroads; A Reference Book For Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students. New York: J. Wiley and Sons, 1893.
- Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder, Colorado: Pruett Publishing Company, 1979.
- Meeks, Carroll Louis Vanderslice. The Railroad Station: An Architectural History. New Haven: Yale University Press, 1956.
- Mitchell, Jon Clayton. "Railroad Building in Delaware," unpublished, M. A. Thesis, University of Delaware, 1948.
- Scharf, J. Thomas. History of Delaware: 1609-1888. Reprint ed., Port Washington, New York: Kennikat Press, 1972.
- Delaware Railroad Company, Annual Reports 1852-1901, at the Hugh Morris Library, University of Delaware, Newark, Delaware.
- Hayes, Manlove. History of the Delaware Railroad and Its Connections. Wilmington, DE: Aldine Publishing & Engraving Company, 1882.

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS Use Only

received JUN 15 1981

Data entered JUL 13 1981

Continuation sheet

Item number Revisions

Page

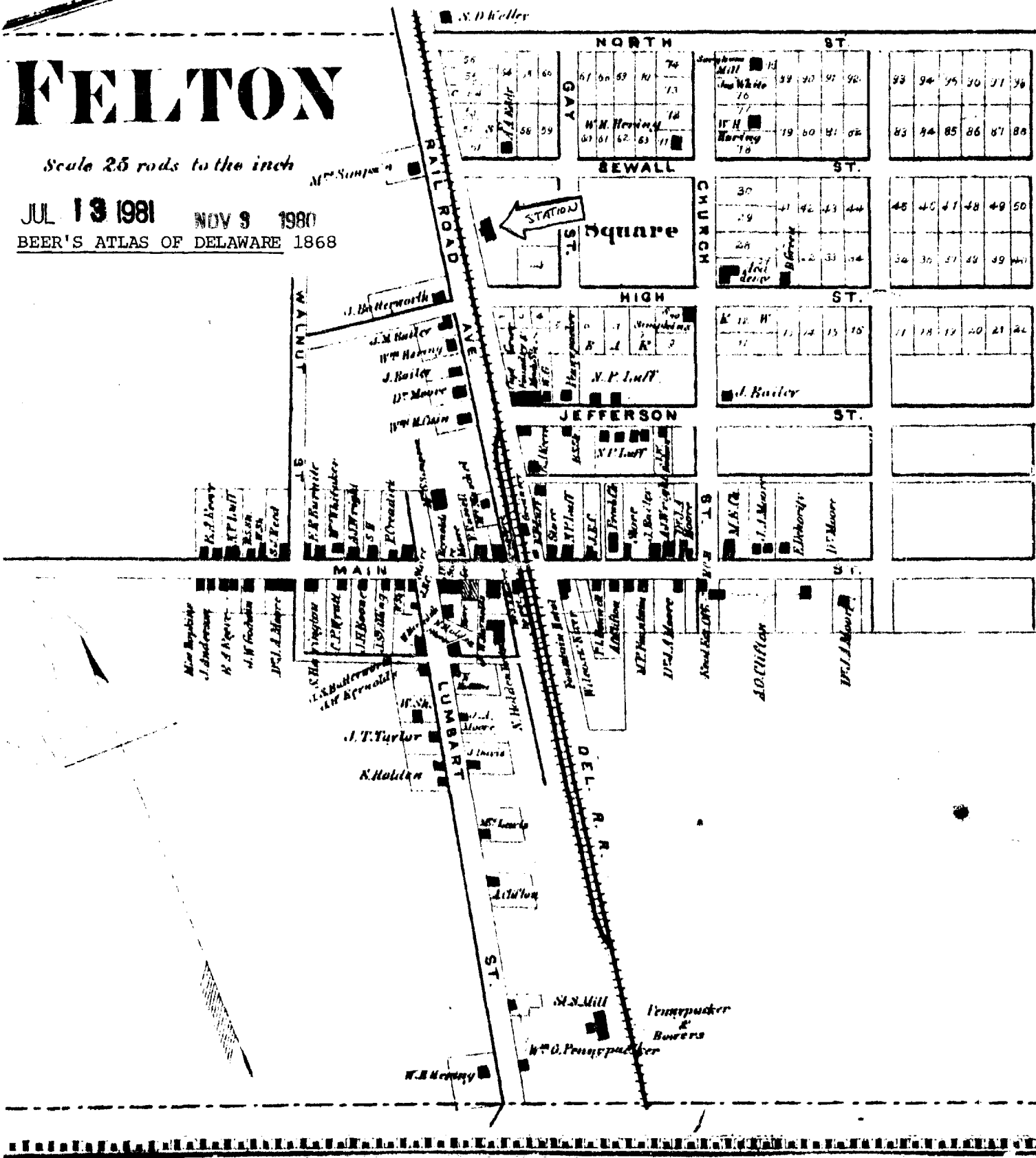
Felton Railroad Station, Kent County, Delaware  
Revisions and Clarifications requested 12/80

7. The appearance of the station has not and will not be altered under present plans. These plans involve simple repair of existing exterior features rather than alteration of any of them. Such original interior fabric as remains will also be retained in the course of conversion to town offices. The repair work is proceeding on an ad hoc basis using local, donated labor, and no formal rehabilitation proposal exists. Current photographs are enclosed to document these statements.
8. See re-typed form. The first four paragraphs were inadvertently omitted from the original form. The final paragraph contains a boundary justification.
10. See re-typed form.

# FELTON

Scale 25 rods to the inch

JUL 13 1981 NOV 9 1980  
 BEER'S ATLAS OF DELAWARE 1868





Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Historical & Cultural Affairs,  
B/A&HP, Old State House, The Green, Dover, Del. 19901

Description: facade and north wall

*Lent County*

Photograph Number: 1 of 8

NOV 3 1980

JUL 13 1981



Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,  
B/ASHP, Old State House, The Green, Dover, Del. 19901

Description: facade (west elevation)

*Kent County*

Photograph Number: 2 of 8

NOV 3 1980

JUL 13 1981





Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,  
B/ASHP, Old State House, The Green, Dover, Del. 19901

Description: rear elevation and south wall

*Kent County*

Photograph Number: 3 of 8

NOV 3 1980

JUL 13 1981



Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,  
B/AsHP, Old State House, The Green, Dover, Del. 19901

Description: facade elevation and south wall

*Kent County*

Photograph Number: 4 of 8

NOV 3 1980

JUL 13 1981

A black and white photograph of a brick wall. In the center, there is a wooden door set within a brick archway. The door is weathered and has a small, rectangular sign on it that reads "KEEP OUT" in bold, white, capital letters. The sign is mounted on a dark background. The brickwork is uniform and covers the entire background of the image.

**KEEP OUT**

Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,  
B/A&HP, Old State House, The Green, Dover, Del. 19901

Description: window detail

*Kent County*

Photograph Number: 5 of 8

NOV 3 1980

JUL 13 1981



Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,  
B/A&HP, Old State House, The Green, Dover, Del. 19901

Description: north elevation

*Kent County*

Photograph Number: 6 of 8

NOV 3 1980

JUL 13 1981





Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Dean E. Nelson

Date: 4/80

Location of Negative: Div. of Hist. & Cultural Affairs,

B/ASHP, Old State House, The Green, Dover, Del. 19901

Description:

south wall doorway

Photograph Number: 7 of 8

NOV 3 1980  
JUL 13 1981

*Kent County*



Name: Felton Railroad Station

Location: Felton, Delaware

Photographer: Harold Short

Date: Unknown

Location of Negative: Div. of Historical & Cultural Affairs,

B/A&MR, Hall of Records, Dover, Del. 19901

Description:

station c. 1890

*Kent County*

Photograph Number: 8 of 8

**JUL 13 1981**

**NOV 3 1980**

*Felton Train Station*

CREDIT:  
DIV. HIST. & CULT. AFF.  
DOVER, DEL.  
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PHOTO NO. RR/4

FELTON



Name: Felton Railroad Station

JUN 15 1981

Location: Felton, Kent County, Delaware

JUL 13 1981

Photographer: Patricia Wright

Date: 4/81

Location of Negative: Bureau of Archaeology & Hist. Pres.  
Old State House, The Green, Dover, DE 19901

Description: view from southeast

Photograph Number: supplementary photograph #2 of 2



FELTON

FELTO

Name: Felton Railroad Station

Location: Felton, Kent County, Delaware

JUN 15 1981

Photographer: Patricia Wright

Date: 4/81

JUL 13 1981

Location of Negative: Bureau of Archaeology & Hist. Pres.

Old State House, The Green, Dover, DE 19901

Description: view from northwest

Photograph Number: supplementary photograph #1 of 2