

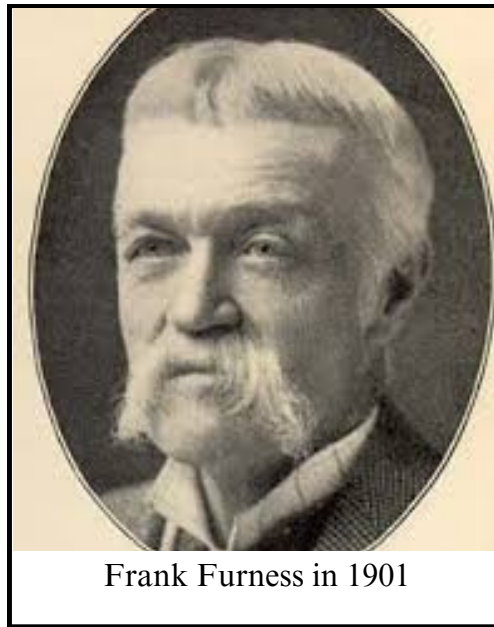
# B&O TRAIN STATION

**The B&O (Baltimore and Ohio) Train Station was designed by renowned architect Frank Furness in 1885. The station played an important role in Aberdeen's growth and economy, connecting Aberdeen to major cities such as Baltimore, Philadelphia, and New York. The B&O station facilitated both freight and passenger travel, fueling the city's expansion and serving as a vital hub for the emerging canning industry during the late 1800s. Today, the Aberdeen Station stands as one of only two surviving stations designed by Mr. Furness, a reminder of Aberdeen's rich history.**

Aberdeen's landscape shifted in 1917 when the federal government bought farmland for the Aberdeen Proving Ground, dealing a blow to the local canning industry. Despite this setback, the station adapted to wartime demands, transporting troops, supplies, and workers during both World Wars. It also transported local passengers, hosting the luxury Royal Blue Line trains between Washington, D.C., New York, St. Louis, and Chicago. As trains became larger and faster, the eaves of the train station were sliced off to allow more clearance.

However, the glory days of the station ended in 1958 when the B&O railroad suspended all passenger service north of Baltimore. As the apparent need for the rails diminished, the station's function and infrastructure underwent significant changes. From then on, the station became a freight and maintenance operations shop until the early 1990s, at which time the railroad boarded up the building, leaving it to the elements.

In December of 2014, the station was moved 50 feet back from its original position, in order to move it away from the tracks and begin restoration efforts. Such efforts are being spearheaded by the Friends of the Aberdeen B&O Train Station, which have included the installation of new roofing, replacement of doors and windows, and much more. For more information on the station, click [here](#) to visit their website.



Frank Furness in 1901



*Courtesy: Baltimore B&O Museum*

Circa 1915



Note the 3 tracks.



Early 1960s: Removal of Coal Shed



Circa early 1960s, after removal of 2 tracks.



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PHOTOS TAKEN IN 1952 THE DURING THE KOREAN CONFLICT



Sept. 27, 1950, three months after the outbreak of the Korean War, troops prepare to leave from Aberdeen's B&O Station.



Ceremony for troops as family members look on and train awaits to depart.



The couple hugging in the middle of the photo are the parents of County Executive Bob Cassily.



Soldiers leaving on a Pullman car as loved ones wave goodbye





At the left of the photo, a group of shivering on-leave servicemen welcomes the arrival of the eastbound Capitol Limited at Aberdeen, Maryland, December 1953.

*Photo by N. D. Clark, Royal Blue Line book.*



This 1967 Photograph shows how the eaves of the Station were cut to accommodate the growing size of trains.

*Photo courtesy Royal Blue Line book.*



Photo of remodeled station in progress. The light-colored wood on the track-side eaves is part of the remodeling efforts, filling in the section that had been previously cut off.

Photo taken in 2024.



In 2014, the Station was moved back 50 feet (in a southwest direction) from its original location alongside the tracks.