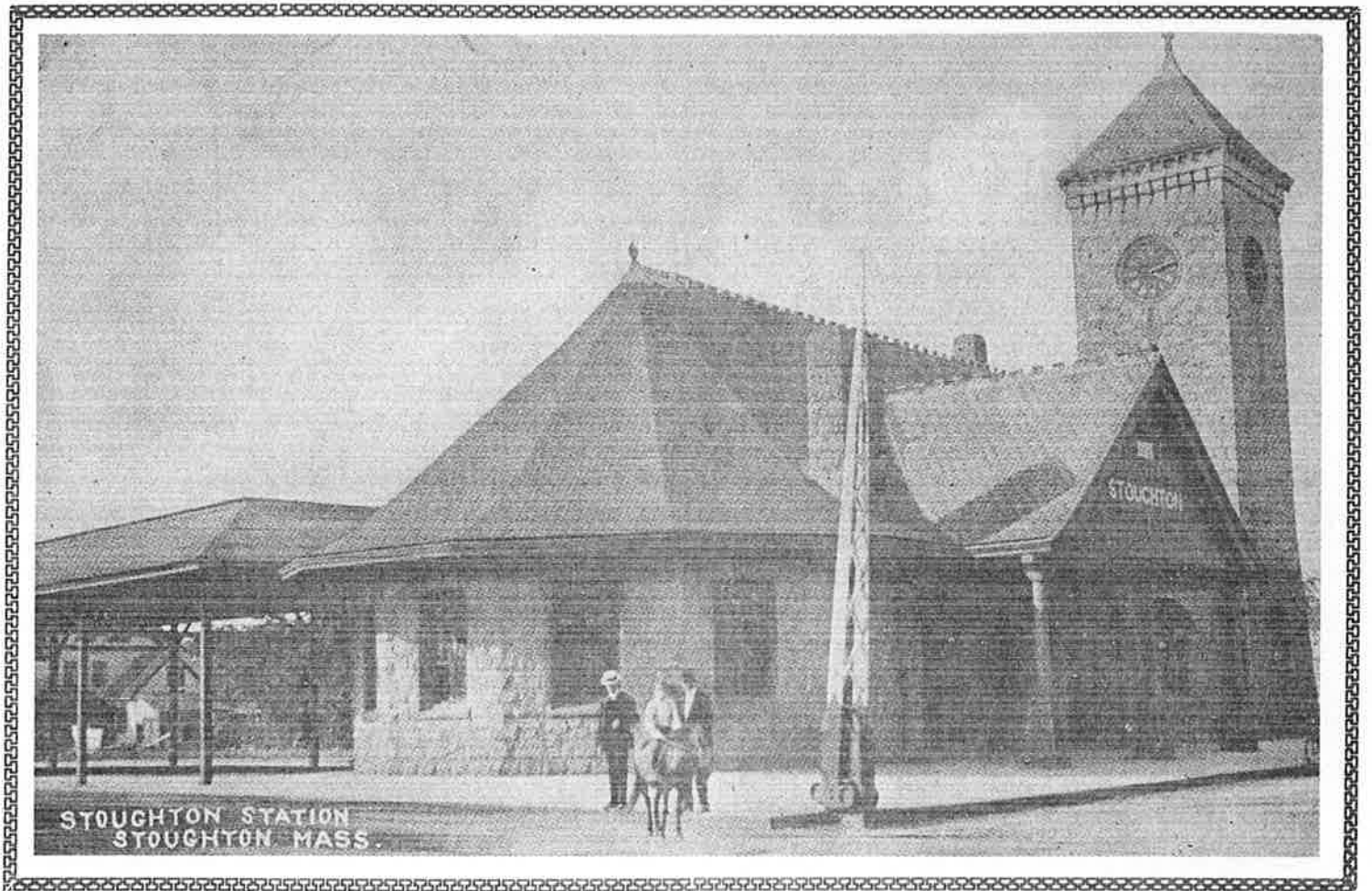


THE STOUGHTON RAILROAD STATION



1888

ONE HUNDREDTH ANNIVERSARY

1988

Stoughton Branch RAIL ROAD.

THE TRAINS WILL COMMENCE RUNNING ON
Monday, April 7th, 1845.

PASSENGER TRAINS,

Leave BOSTON at 8 $\frac{1}{4}$ A. M., 3 $\frac{1}{2}$ P. M., 6 $\frac{1}{2}$ P. M.

Leave STOUGHTON at 6 40 & 9 40 A. M. 5 10 P. M.

Stopping at Bird's, South Canton and Canton stations, and the regular Way Stations on the Boston and Providence Rail Road. Fare 50 cents. Commutation Tickets \$50 per annum; and \$35 per six months. Commutation tickets are not transferable.

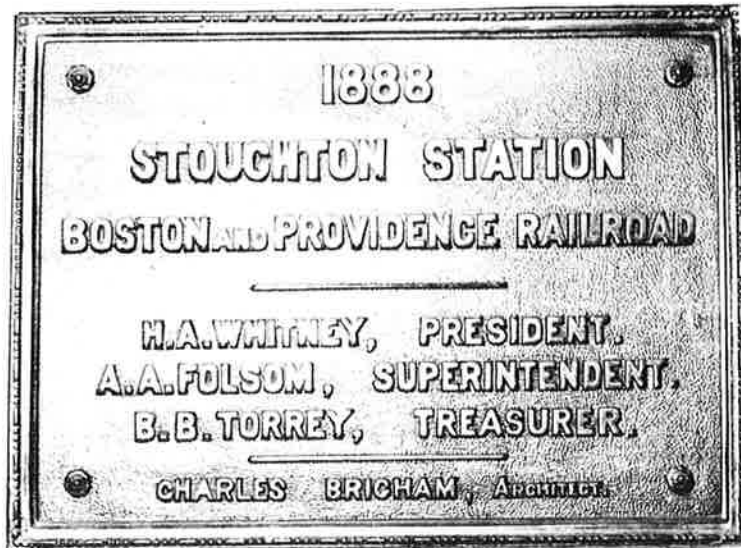
Passengers will be allowed the usual quantity (80 lbs.) of *personal* baggage, and will be charged for all packages of freight carried with them.

Arrangements have been made to carry a reasonable quantity of Boot and Shoe Cases in the Baggage Car of the Passenger Train, for which 10 cents each will be charged; and passengers will have the preference in this accommodation.

Freight Tariff.

Boston and Stoughton, or Bird's, - - -	6 cts. per 10
Boston and South Canton, - - - - -	5 cts. "
Boot and Shoe Cases,	8 cts. per

W, RAYMOND LEE,

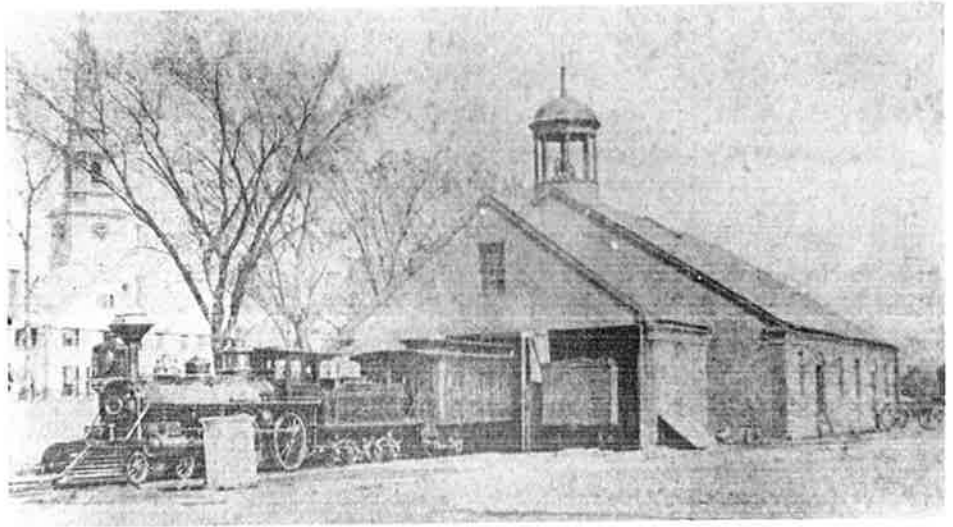


History of the Stoughton Railroad

On March 16, 1844, Messrs. Isaac Tisdale, Jr., Lyman Kinsley, and Martin Wales incorporated the Stoughton Branch Railroad. The line to be built was to run from Canton Junction through South Canton (now Canton Center) and by Springdale Mills, the West Stoughton Lumber Mills and to stop somewhere near the rear of the Congregational Meetinghouse on Washington St. The 3½ miles of tracks were to be laid on this route with funds raised by capital stock subscriptions up to \$50,000. The Stoughton Branch R.R. was mortgaged to the Boston & Providence R.R. for additional funds. However, before they could open the line as an independent company the Boston & Providence Railroad Co. took over full control of the Stoughton Branch Railroad and finished the project.

Railroad service first came to Stoughton in the spring of 1845 when the Stoughton Branch of the Boston and Providence Railroad extension was completed. The original station was wooden and stood at the end of Railroad Ave. This station burned down, its replacement blew down and the third station which was a combination engine house, freight house and station, was torn down after the present building was erected. The present structure built in 1887-1888 was designed by Charles Brigham and constructed of native granite from the Myron Gilbert Quarry on West St.

The principal users of the early railroad service were the lumber mills and cotton mills and the few merchants in the town who would receive hardware and farm tools for sale to local farmers. Later, the shoe industry brought increased use up until the Civil War. Passengers could ride the steam train to Canton and make a connection to Boston or Providence. Visitors to the town who came in on the train found several hotels nearby the station for food and lodging. More and more passengers were beginning to use the station and railroad service as opposed to just freight service. By 1886, plans were begun for a better building to serve as a terminal station, which required a clock tower. On April 9, 1887, the Stoughton Sentinel announced the design of the new railroad depot to be built on Wyman St.



Circa 1880 photo of steam engine pulling out of old station as viewed from Morton Square looking south. Congregational church is in background.

Dr. Daniel Rose's house, which sat on the site, was moved near the Daniel French Shoe Factory, and a new road connecting Porter and School Streets was named for Dr. Rose.

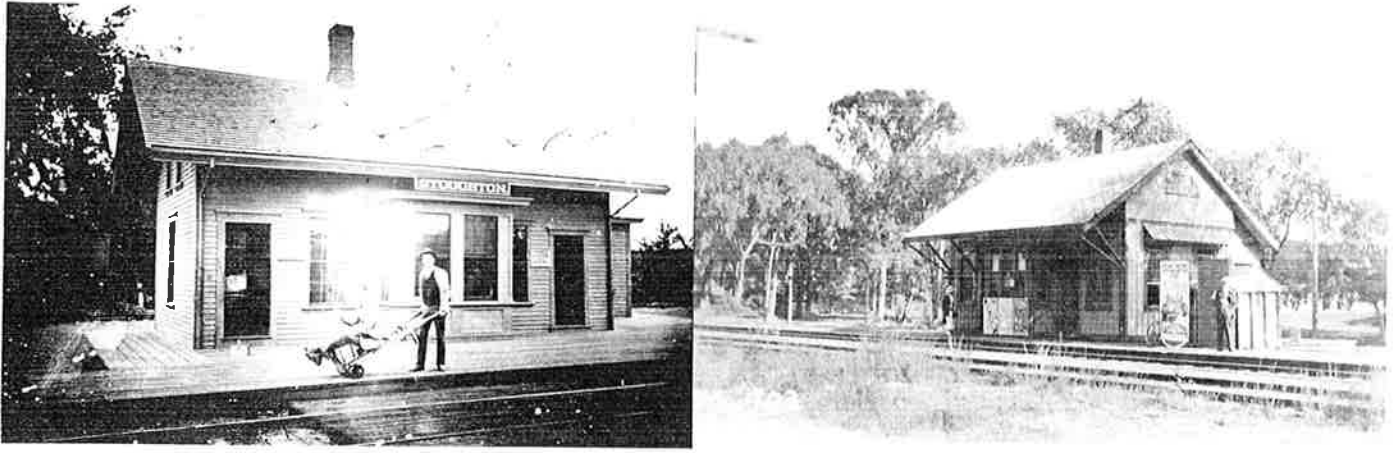
H. A. Whitney, President of the Boston & Providence Corporation, commissioned Boston architect Charles Brigham to design the finest station in the region for Stoughton. In 1886, Brigham had designed the Marlboro St., Boston home of Mr. Whitney. Brigham had been a partner of John Hubbard Sturgis, an architect educated in England. They designed many Boston buildings in the 1870's; among these was the Boston Museum of Fine Arts in 1871-79 (which was torn down in the early 1900's). They also designed houses in Boston for several well-known wealthy businessmen during this period. The style displayed by Brigham in the Stoughton station reflected the influence of Sturgis' English training, although they were no longer partners.

Later, Brigham took into partnership John Spofford, a draughtsman in his firm, who was from Maine. In the 1890's, Brigham designed the addition and renovation of the Massachusetts State House and several important buildings in Fairhaven. Brigham's best known commission was The Mother Church Extension in Boston, completed between 1905 and 1909. A native of Watertown, he built his own home there and served as a selectman, a library trustee, and designer of the town seal.

As indicated by the clock tower, Stoughton was originally a terminal station although service was later extended to North Easton and beyond. There were four other small stations in town at one time. The building is 88' long and 35½' wide. Its walls are 14' high and the height to the roof ridge is 32'. The clock tower is 62' high and houses the original E. Howard Tower Clock works. The original clock winding instructions were found framed and bolted to the tower wall and have been professionally preserved. The roof is slate with copper coping and the half-timbered porch over the front doors reflect an English influence. The porte-cochere to the right of the tower allowed commuters to enter the station or train protected from the elements.



Map of Stoughton Square, 1885, showing third railroad station and a notation that houses on Wyman Street are to be removed for a new depot.

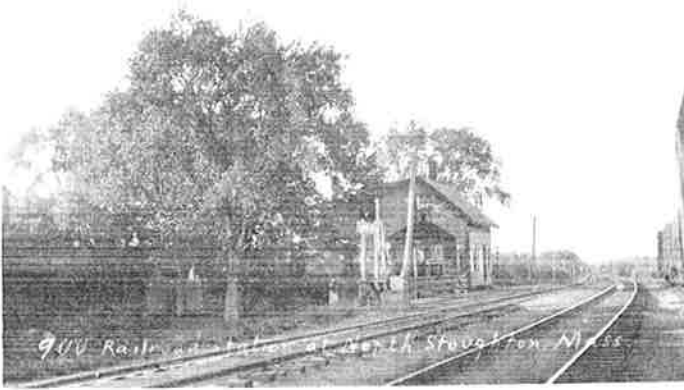


Two intermediate stops along the Stoughton Branch Railroad were West Stoughton, left, near Central Street, and Springdale, right, near the Canton Water Works building on Bailey Street allowed additional passenger and freight service.

The Women's Waiting Room on the west side of the building has a simple elegance created by arched timbering curving upward to a carved oculus and restated in the Romanesque arch above the tile fireplace. Connected by an arched passway the Men's Waiting Room, which is spacious and convenient, also allows access to the baggage, telegraph and tower areas. The ticket office is placed between both of the foregoing areas with ticket windows opening into both waiting rooms. To quote from an article in the Stoughton Sentinel of April 15, 1887, "The building's erection will give Stoughton a station which will be placed among the most beautiful and elegant in the state."

Commuter and freight service has remained constant although diminished at times during the 143 years since 1845. During the 30's and 40's decline in rail service brought with it severe deterioration of the building. In 1958 rail service to North Easton was discontinued and Stoughton again became a terminal station. The greatest threat to the station building presented itself in the form of an Urban Renewal Plan for Stoughton Center in the 1960's. A complete revamping of the business area called for the demolition of the station.

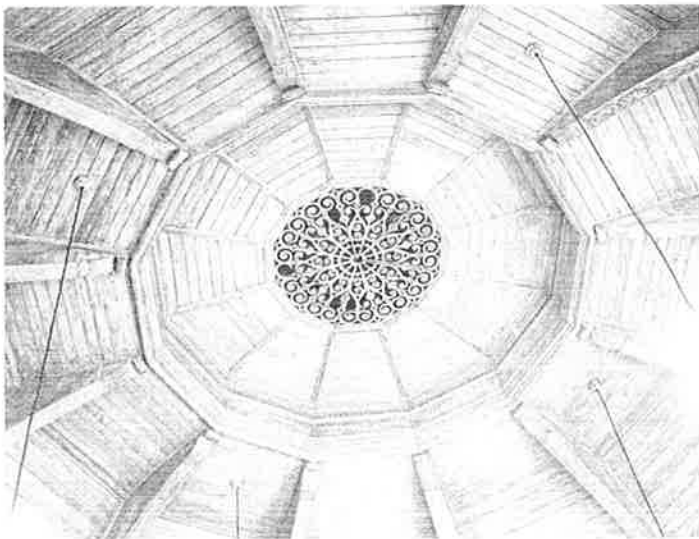
In an effort to save the building and document its historical importance the Stoughton Historical Society had an historical and architectural analysis prepared and published, requested and received listing in the Historic American Buildings Survey and recorded it with the Massachusetts Historical Commission as an historic property in danger of destruction. In 1973 the Stoughton Historical Commission researched, wrote and filed the application for National Register of Historic Places designation. On January 21, 1974 Stoughton Railroad Station was placed on the National Register providing national recognition of the importance of the station and assuring protective review of federal projects that might again in the future adversely affect this Victorian treasure. It is the most significant public building in town and the only remaining example of towered terminals in the area built in the late Nineteenth Century. It is an example of the Classical Revival in the late 1800's and one of Charles Brigham's finest works.



OTHER RAILROAD STATIONS IN STOUGHTON



In addition to the Old Colony and Boston & Providence Railroads, Stoughton at the peak of rail service, was also served by the Dighton and Somerset Railroad's Highland Branch (1865-1938) which ran from Stoughton Junction near the Easton-Stoughton boundary to Braintree. The North Stoughton Station was off Old Page Street. In South Stoughton you could catch a train near the station at Park Street.



The beautiful carved oculus at the center of the ceiling in the Women's Waiting Room adds a touch of Victorian elegance to the station's interior.

Train Arrangement, commencing May 5th, 1856.			
For New York, leave Boston at 5.30 P.M.			
B. & Prov. R. R.	Dedham Branch Rail-Road.	Easton & Stough.	
From Boston.	From Boston.	From Dedham.	From Boston.
7.10 A.M.	7.00 A.M.	6.00 A.M.	12.10 P.M.
11.00 A.M.	9.40 " "	6.50 " "	5.40 " "
4.10 P.M.	12.30 P.M.	8.10 " "	From Easton.
	2.45 " "	9.30 " "	8.40 A.M.
--- From ---	3.15 " "	11.10 " "	3.05 P.M.
Providence.	5.00 " "	2.20 P.M.	Fr. Stoughton.
7.20 A.M.	6.50 " "	4.40 " "	6.55 A.M.
11.00 A.M.	7.50 " "	6.20 " "	3.20 P.M.
4.20 P.M.	9.30 " "	8.30 " "	

(Over.)

(C. by D. C., May 29.)

BOSTON AND PROVIDENCE RAILROAD.

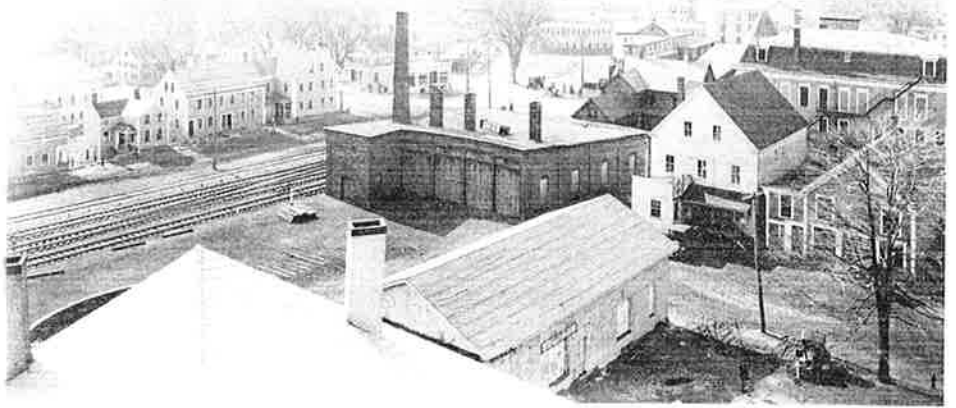
SEASON TICKETS ARE PAYABLE WHOLLY IN ADVANCE; they are not revocable, and cannot be transferred; no allowance made for absence. On and after this date, no ticket will be issued except with the understanding that *at or previous to maturity*, it must be returned to Superintendent's office, renewed or discontinued. Passengers who intend to discontinue for a longer or shorter time after expiration of ticket, must give notice of such intention at Superintendent's office; otherwise no subsequent ticket can be issued, except by dating back to previous ticket, and charging therefor according to the rule relating to unexpired tickets. To yearly passengers, if sick for three or more months, a dating from notice of same received at office with surrender of ticket, a pro rata proportion will be refunded. An intended discontinuance on expiration of term, or the sickness of a passenger, can be notified to Superintendent through any of the Conductors.

None of these provisions can be altered or set aside, except by act of the Directors.

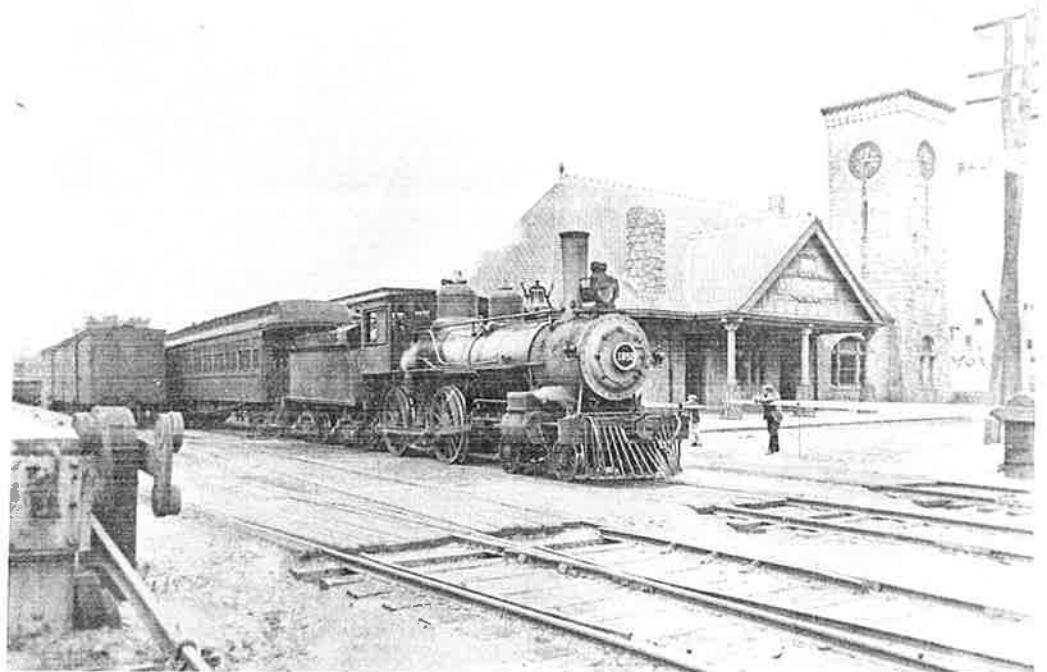
D. NASON, Sup't,

BOSTON, FEB. 9, 1856.

Tickets on the Boston & Providence Railroad provided a schedule on season tickets issued in 1856.



The old engine house at the end of Railroad Avenue as viewed from steeple of the Congregational Church in 1926. Note, turntable foundation at left. Roof ridge points to site of old railroad station.



Steam engine 1892 arrives at 3:40 p.m. from Boston in this famous photo taken in 1910.

MONK'S CASH STORE!

BOSTON PRICES.

Gilbert Dress Flannel,

FRAMES SAWED TO ORDER.

Yard at **MORTON SQ.**

STOUGHTON.

MAR 26

Robert Porter is reported to have resumed his accustomed cold spring morning baths on Tuesday last, with increased delight, having been deprived of the privilege by the amputation of a toe.

Middleboro brides have no slippers thrown after them. It would be too dangerous.

What an honorable period of service it is to be sure, 125 years of music. When the singers of the Musical Society, in Stoughton, began to sing they were under the rule of King George, and the Revolutionary War was not thought of. Stoughton can be justly proud of its ancient society, antedating any in the country, and to-day with a living existence remarkable for its hale and hearty work.

The horse owned by N. S. Atwood which was lost last week was found this week in the woods in North Stoughton. The animal ran away from the party who was driving him in Brockton and strayed about in the woods for over a week. He was none the worse for this camping out.

One lot of ladies corset covers all sizes at only 10 cts. apiece at Monk's Cash Store.

The storm of Wednesday evening was very violent in town and did considerable damage about town. Limbs were blown from trees and other damage done. The gilded cross on the Church of the Immaculate Conception was blown from its position and demolished. N. D. Atwood's billboard on the corner of Washington and Porter streets was blown down by the wind. It will be replaced on the land opposite Webster Smith's store.

Stoughton Around 1888

Although the development of a R. R. terminal in Stoughton in 1845 increased trade in the town, Stoughton retained much of its rural nature until the 1870's. There were no gas or electric facilities available until 1889, no telephone service until 1896. The horse was still a principle means of transportation and the bicycle was a popular vehicle for the gentlemen.

By the 1880's, Stoughton's industries had recovered from the effects of the Civil War and the Depression of 1873. By 1890 the population was 4,876. The leading industrial concerns were the shoe companies of L. & W. S. Belcher, J. & H. Fitzpatrick, Charles Tenney, Upham Bros., Daniel French, Reynolds Bros., John G. Phinney, and George Walker. French & Ward manufactured woolen goods, Myron Gilbert quarried granite; and the Stoughton Rubber Co. was thriving. Smith, Clapp & Gay were selling large quantities of their celebrated popcorn.

The *Sentinel* reported that "the question has been asked, "Is Stoughton booming?" If an active demand for real estate at first-rate prices, a yearly increase in valuation over \$100,000, and a steady growth and prosperity, can be termed a boom then Stoughton is booming. Seventy buildings were built new or partially rebuilt in 1887, these including one new factory. Perhaps the word boom is out of place, but Stoughton is certainly in a remarkably prosperous and healthy condition and whether you call it a boom or not it is a pleasant state to contemplate."

Several hotels and dining rooms were located in the Square and near the new Station. The Tisdale House, later the Stoughton House, was located on Railroad Ave. near the tracks; it changed hands many times and was burned down in 1903. During the Temperance Era, its owner tried running pipes through the walls to conceal his rum supply, without success — the vigilant local police caught on. The Milton House on Washington St., Robert Wood proprietor, served meals. The Parker House on Wyman St. boarded by the week or day. Its register during the month of October 1888 showed arrivals of 480. Mrs. White, at the Central Dining Rooms on Porter St., had weekly rates for meals, including 6 dinners for \$1.00.

The wealthy manufacturers chose to live near their factories, often building splendid homes. J. G. Phinney lived in a large home down the street

Warranted all wool, 40 inches wide, 29 cents per yard.

Also Novelties in

CHAMBRAY GINGHAMS

and Shirtings, all new goods, received this week.

GEO. MONK

Cor. Washington & Porter Streets. =

DR. M. GLENNON,

Office on Porter street, opposite Town House, Stoughton office hours 11:30 a. m. to 3 p. m. every day. Sundays excepted. Also Monday and Friday evenings from 7 to 10 o'clock.

The snow plows standing on the side-track near the station tell of the forethought of the officials, but they are as yet purely ornamental.

The clock in the new depot can truly be said to keep high old time.

For evading fares on the Old Colony Branch train, Thomas Herrick was arrested and will be tried.

We would advise the rumsellers of Stoughton that it would be a good policy for them to keep a little shady this year (1888). With such a man as Selectmen Clifford at the helm it might prove a little dangerous to "monkey with the liquor law."

Chauncy M. Depew says a Mugwump is a person who belongs to one party and votes with another. There are different degrees of wumpiness, though.

Canton has turned out the seven devils that were afflicting her and voted prohibition and law and order will once more rule in our next door neighbor's domain.

The old depot bell will cease its ringing with the opening of the new depot. For 43 years the old bell has rung out its call for the traveler to hasten his steps.

The old depot has seen six agents in charge. Col. Tisdale was the first, Jesse Holmes followed with a record of 21 years of service. Albert Pierce, next; Eugene Pierce, next; Mr. Whiting next and last of all, J. J. Rogers.