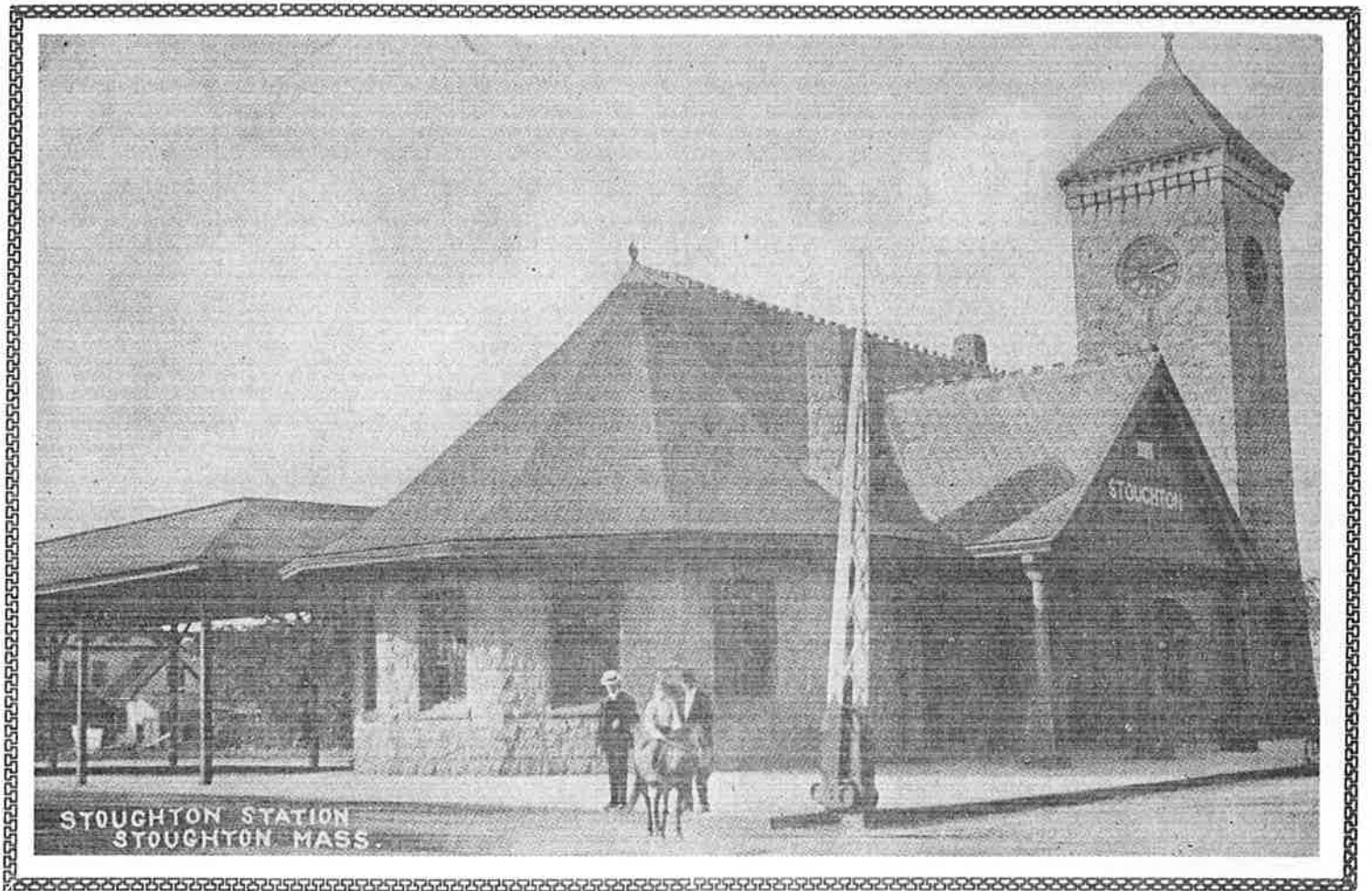


# THE STOUGHTON RAILROAD STATION



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 $\frac{1}{2}$  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.

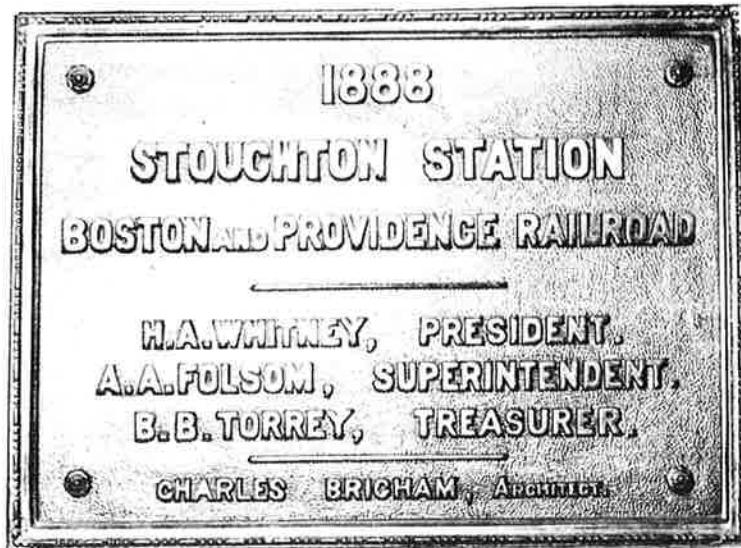
Passengers will be allowed the usual quantity (80 lbs.) of personal baggage, and will be charged for all packages of freight carried with them.

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

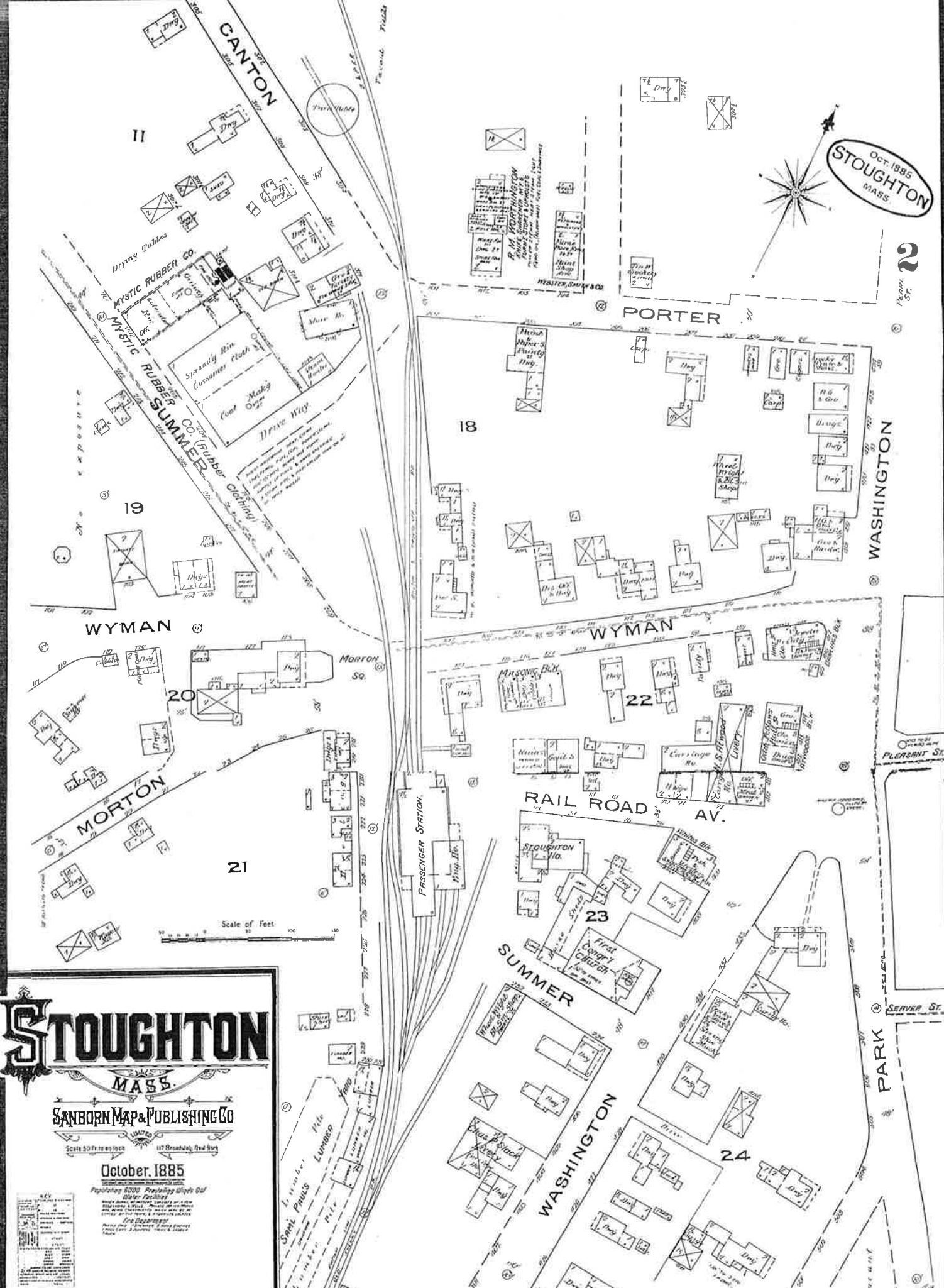
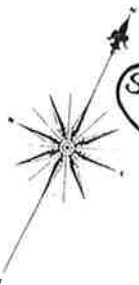
On March 16, 1844, Messrs. Isaac Tisdale, Jr., Lyman Kinsley, and Martin Wales incorporated the Stoughton Branch Railroad. The line to be built was to run from Canton Junction through South Canton (now Canton Center) and by Springdale Mills, the West Stoughton Lumber Mills and to stop somewhere near 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.

Oct. 1885  
**STOUGHTON**  
MASS.

2  
PARK ST.



# STOUGHTON

MASS.

## SANBORN MAP & PUBLISHING CO

Scale 50 Feet to an Inch 117 Broadway, New York

**October, 1885**

Population 8000. Population of Stoughton, Mass., 1880, 7000. Population of Stoughton, Mass., 1885, 8000. Population of Stoughton, Mass., 1890, 8000.

Map of Stoughton, Mass., showing streets, buildings, and other features. The map is published by Sanborn Map & Publishing Co., 117 Broadway, New York.



*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.

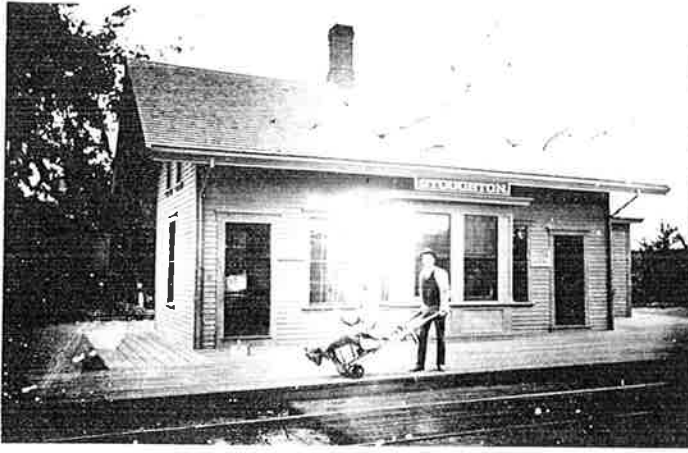
H. A. Whitney, President of the Boston & Providence Corporation, commissioned Boston architect Charles Brigham to design the finest station in the region for Stoughton. In 1886, Brigham had designed the Marlboro St., Boston home of Mr. Whitney. Brigham had been a partner of John Hubbard Sturgis, an architect 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.*

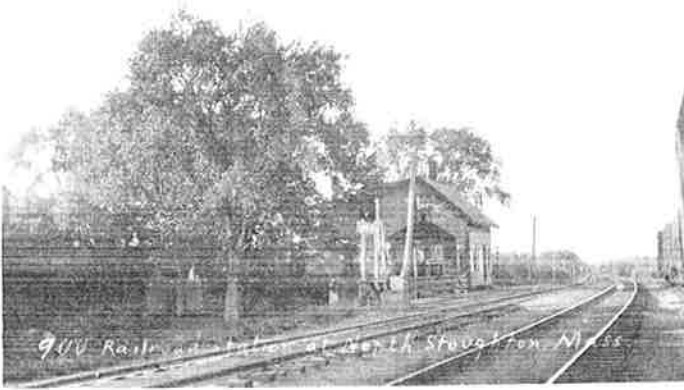


*Two intermediate stops along the Stoughton Branch Railroad were West Stoughton, left, near Central Street, and Springdale, right, near the Canton Water Works building on Bailey Street allowed additional passenger and freight service.*

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.

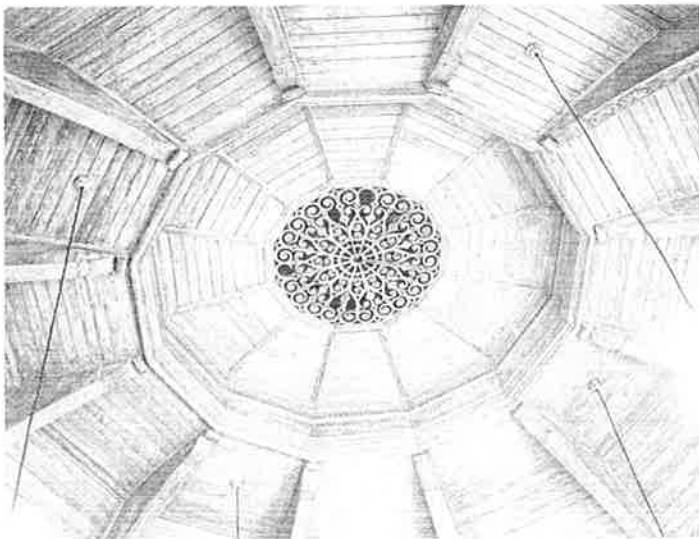
In an effort to save the building and document its historical importance the Stoughton Historical Society had an historical and architectural analysis prepared and published, requested and received listing in the Historic American Buildings Survey and recorded it with the Massachusetts Historical Commission 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.

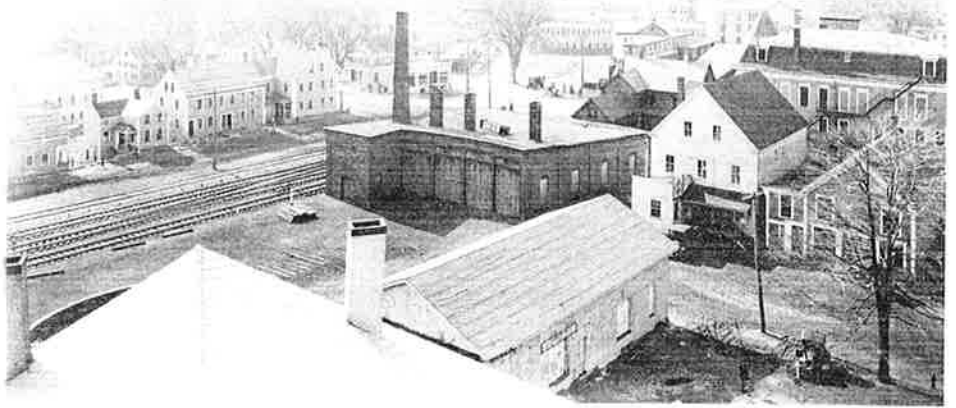
SEASON TICKETS ARE PAYABLE WHOLLY IN ADVANCE; they are not revocable, and cannot be transferred; no allowance made for absence. On and after this date, no ticket will be issued except with the understanding that at or previous to maturity, it must be returned to Superintendent's office, renewed or discontinued. 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.

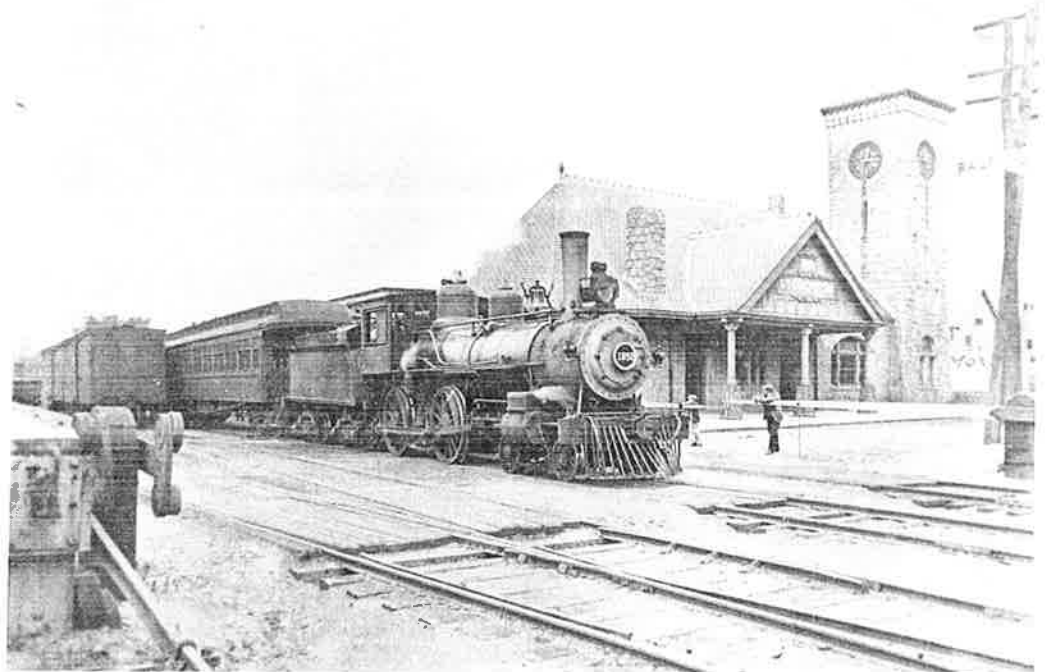
D. NASON, Sup't,

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.

# Old Colony.

## PROVIDENCE DIVISION.

On and after May 12, 1890, Trains leave Stoughton Central for

CANTON JUNCTION and Intermediate Stations 6:55, 7:55, 9:55, 11:55, a. m.; 12:55, 3:00, 4:05, 5:10, 7:30, 10:45, p. m.; Return, (Canton Junction) 8:15, 11:02, 11:25, a. m.; 12:56, 2:15, 4:25, 7:01, 8:25, 11:35, p. m.

Boston 6:55, 7:55, 9:55, 11:55, a. m.; 12:55, 3:00, 5:10, 7:30, 10:45, p. m.; Return, 7:45, 10:30, 11:00, a. m.; 12:05, 2:00, 4:00, 6:30, 6:20, 8:00, 11:05, p. m.

PROVIDENCE 6:55, 8:30, 9:55, a. m.; 12:55, 4:05, 5:10, 7:30, 10:45, p. m.; Return 7:00, 8:55, 10:50, a. m.; 2:00, 4:25, 6:25, 10:05, p. m.

J. R. KENDRICK, Gen. Man.  
GEO. L. CONNOR, Gen'l. Passenger Agent.

# Wind Mill

## FOR SALE.

A nearly new 14 foot Stover Wind Mill, in good working order, with 2 40-barrel tank, 4-inch siphon pump, and all the pipe to go with it. Will be sold cheap. Apply to

C. E. PARKER, at Phinney's Last Factory Stoughton.

The change in the time table of the Old Colony has produced some funny incidents at the station this week. It was interesting to note the different expressions on the faces of those who were so unfortunate as to be behind time.

The 6 o'clock morning train to Brockton averages to carry 200 passengers. It is said 126 dinner pails leave town every morning for employment elsewhere.

A man that systematically devotes his time to running down and belittling the community in which he lives is an enemy to that community. One jealous croaker will do more to hurt a community than 20 enterprising citizens can counteract.

## Stoughton Around 1888

from his Summer St. business. Henry Fitzpatrick lived in the Italianate home near the shoe factories built by James Hill. George Belcher's Victorian mansion on Seaver St. across from his last factory became a show place in the area. In 1889 the *Sentinel* noted that Alfred Upham's and H. L. Johnson's houses on Pleasant and Lincoln Streets were fast nearing completion, and that preparations were being made to remove the old Melcher house, corner of Park and Seaver Streets, to erect a handsome double house on its site.

Activities in Stoughton were not all industrial. Base Ball was already popular as the National game, and many factories sponsored their own teams. A Town Hall report in 1887 lists Town Hall rentals to the Base Ball Club, German Party, Grenadiers, Mask Party, and the Mikado Club. Manager N. D. Atwood's reputation for excellent entertainment received deserved reinforcement by the fine companies he brought to town. Local drama groups performed popular dramas like "The Coming Woman" and there was even a permit for a circus.

More sedate groups were the High School Association and the Improvement Society which bought trees for parties to set out along the highways. They also had a committee to repair concrete on the streets. The Stoughton Grenadiers held their annual Ball, although they were disbanded as a military organization in 1838. They still marched occasionally; the *Sentinel* remarks "That was undoubtedly a magnificent company, the pride of Stoughton. The perfection in drill and martial bearing given them has not been forgotten."

## MEADOWHAY

in bulk. Also have two cars of hay at the depot and must unload them. Call and see it and get prices, will show the best hay that has been in town for years.

J. M. DENNIE,

# Dennie's Express!

PAPERS AND ENVELOPES,  
LARGEST ASSORTMENT  
AND LOWEST PRICES  
IN TOWN AT

# H. E. WILKINS'

The sentiment of Stoughton seems to be almost unanimous in declaring the importance of taking action at the next annual meeting in the matter of the election of a board of assessors who shall make a complete revaluation of the town on the basis of actual value, without fear or favor. This is the most important duty before the town of Stoughton today. A lower tax rate is a necessity. (1888)

Messrs. Smith, Clapp and Gay are selling a large quantity of their celebrated product in pop corn. It is fast gaining in popularity.

Ladies knit shirts worth \$1.50 selling for \$1.00 at Monk's Cash Store.



The clock tower of the new railroad station beacons Wyman Street in this scene taken between 1888 and 1892. Darling's Block is at left and W.R. Swan's house and store at right.

CHAS. D. CAPEN,  
Civil Engineer, & Surveyor

Prospect St., Stoughton, Mass.  
Estimates carefully made for excavation  
and grading.

OFFICE OF O. A. MARDEN  
ESQ., FROM 7.30 TO 8, A. M.  
Ag 25, 1y.

HOUSE LOTS!  
FOR SALE

Choice lots on dry land located centrally between the B. & P. and Old Colony depots on street running from Park to Prospect streets. Address, Chas. D. Capen, Prospect St., Stoughton.

House and Lot for Sale.

The house now occupied by N. S. Atwood on Walnut street for sale. Most of purchase money can remain on mortgage if desired.  
N. S. ATWOOD, Stoughton.

PAINTING AND PAPER HANGINGS.

BREWSTER, ALTHEUS. Paints, Painter's Supplier, Paper Hangings, etc. Pleasant St.  
SMITH, J. T. C. Paints, Varnishes, Paper Hangings, etc. Porter street.

CLIFFORD, R. H. Wholesale and Retail Dealer in Bags, Paper Stock, Iron, Metals, and also keeps constantly on hand Second-Hand Stoves, Kettles, Furnels, Wagon Springs, Hinges, Bolts, Nuts, Washers, Chains, etc., etc.  
Pure Cider Vinegar for sale by the gallon or barrel. Keys fitted to locks. All orders promptly attended to.

Wednesday evening, two horses of John Dennie, attached to two express wagons ran through the square creating great excitement and doing little damage.

The rain deluged the cellars at Upham Bros. & Co.'s factory, also at P. M. Withington's furniture warehouses, Geo. Monk's store, and at the Wyman Street station of the Old Colony. At the latter place the pumps were kept vigorously at work all day Tuesday to keep the water below the fire-box in the steam heater. Taken all in all it was a very moist day.

Wilkins new time tables are as handy (handy) as a pocket in a shirt. Get one.

Business is reported as very good at Woodbury's new clothing store on Porter St. He has a fine line of overcoats which he is selling at bargains.

N. D. Atwood has got some good bargains in real estate. Call on him.

A progressive whist club was formed at Mrs. J. G. Phinney's Thursday evening, and was largely attended.

Stoughton Around 1888

The local newspaper noted that the Quincy Patriot issued a daily paper which was a model one. Canton was to have a new weekly paper and "Easton had another new one. Evidently there is a large and interesting field for the fool killer in this vicinity." Temperance was one of the big issues at this time. The *Sentinel* editorialized, "By the way, are we not to have some Temperance talk this spring on the part of the good people. It is hoped the public won't rest too hard on their oars on this important matter. We have a good temperance town, the sentiment of the community favors prohibition as carried out here."

On March 24, 1888, Stoughton's new Depot was to be opened. "The influence of this noble structure on the town and its growth can scarcely be overestimated. There it stands a monument of beauty, telling to the stranger who comes to our town of the beauty and development found here. It is representative of the new Stoughton which is rising out of the old homely form and is taking on beauty and attractiveness."

"The old depot (on Railroad Ave.) will be torn down. The history of the old depot would be interesting. It was burned once, blown down once, and rebuilt once."

The most important event of the year was the acquisition of the Boston & Providence Railroad. "One advantage of the change when the Old Colony Railroad takes control of the B & P will be that it will send its boat train through Stoughton and by this means many strangers will pass daily through our town and see some of its beauties."

A final quote from the local editor: "Electric lights will make Stoughton the most attractive town for residence in the country. Here are a few of the good points about Stoughton which it would be well to bear in mind when talking about your own town. It has the finest depot in the world, the best railroad facilities of any town within 50 miles of Boston. Good water works, beautiful location, an elegant town hall, law and order will be enforced, good streets, pleasant social life."



Nice Strawberries.

Fresh Every Day

— AT —

Louis Green's Fruit Stand

WASHINGTON STREET.

Also always on hand Pineapples, Coconuts, Bananas, Oranges, Figs and other fruits. Nice Summer Temperance Drinks. Cigars, Tobacco, Confectionery, Peanuts, Nuts, Dates.

Call and See Our Stock.

m10.4w

E. A. Perrin, D.D.S.

OFFICE HOURS, 8 to 1 and 2 to 10.

Gas and ether administered for extraction.

Dental Rooms, opposite Town Hall, Stoughton.



W. B. TENNEY, STOUGHTON, MASS.

William B. Tenney has moved into Drake & French's house on Pleasant St.

Alfred Upham's and H. L. Johnson's houses on Pleasant and Lincoln streets are fast nearing completion. The painters are busy on them at present.

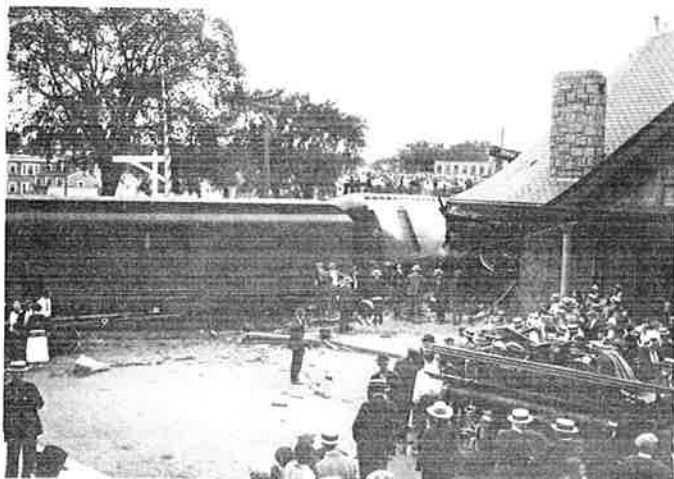
Preparations are being made to remove the old Melcher house, corner of Park and Seaver streets, (now 15 Seaver St.) and on the site a handsome double house will be erected by N. S. Atwood.

The date for the annual Grenadier Ball has been set for February 15th.

Conductor Knights is enjoying a two weeks' vacation. Wm. Osborne is taking his place.

The ice harvest stands in imminent danger of spoiling.

The Old Colony managers seem to be famous for making little changes in the time table, just enough to make people lose their trains, as has been seen this week.



*Derailed baggage car blocks Wyman Street crossing.*

## The Great Train Wreck

Late Monday afternoon, August 4, 1924, the Newport train #3166 running express from Taunton to Boston, left the tracks, ploughing up 200' of roadbed, plunging through the stone and brick wall of the Stoughton station into the Women's Waiting Room and stopping just short of the Ladies Rest Room door as it overturned. It destroyed everything that lay in its path, leaving behind a mass of wreckage and creating one of the most spectacular wrecks ever seen in the area.

Two baggage cars and the engine tender were across the tracks blocking all traffic. The five passenger coaches with about 200 people aboard did not leave the tracks and there were no injuries. The engineer, Frederick P. Stuche, Jamaica Plain and Jeremiah Brown, fireman, Foxboro, stuck to their posts, and although severely injured, miraculously escaped. Both crossing tenders, Michael Lyons and Florian Robicheau, were cut and bruised but were not seriously injured.

Four little girls, Antoinette Barbato, 11, Philomena Barbato, 10, Mary Barbato, 8 and Annie Golasso, 8, all of Stoughton were in the lavatory at the time. Nellie Badeau, 18, was in the Waiting Room, while her friend Mildred Leach was in the lavatory. In a hurry to leave,

## NEWPORT EXPRESS DERAILED PLUNGES THROUGH STATION TO CELLAR AND OVERTURNS

**LOCAL LADS  
CAUSE OF WRECK**  
Boys Confess to Express Train  
Wreck--Quick Work of Local  
Authorities Aided by Sec-  
tion Foreman Gurien of  
New Haven Lands  
Lads in Net

Narrow Escape of Passenger  
and Others--Engineer and  
Fireman Cut and Bleeding  
Rushed to Dr. Doherty's  
Office in Daniel J.  
Falvey's Auto

### WORK OF CLEARING WRECKAGE

As the result of an investigation into the cause of the wreck of the 4:40 Newport-Boston train at Stoughton, Monday, Chief of Police Richard Vanston issued a statement Wednesday that two juveniles have confessed to placing four large spikes, two on each rail in lengthwise position, twenty minutes before the express was due. The culprits

Stoughton was the scene Monday evening of a peculiar and unusual accident when the Newport train No. 3166 express from Taunton to Boston, due at Stoughton at 4:40 left the tracks, ploughed the roadbed for approximately 200 feet and plunged through the stone and brick wall of the railroad station into the waiting room, through the floor, tore every-

Jamaica Plain, and Jeremiah Brown, fireman, of Foxboro, had a miraculous escape from death. The engineer, who stuck to his post in the face of almost certain death, suffered multiple injuries with fractured kneecap, shoulder and several gaslies about the face and head. The fireman was also severely injured with internal injuries and laceration

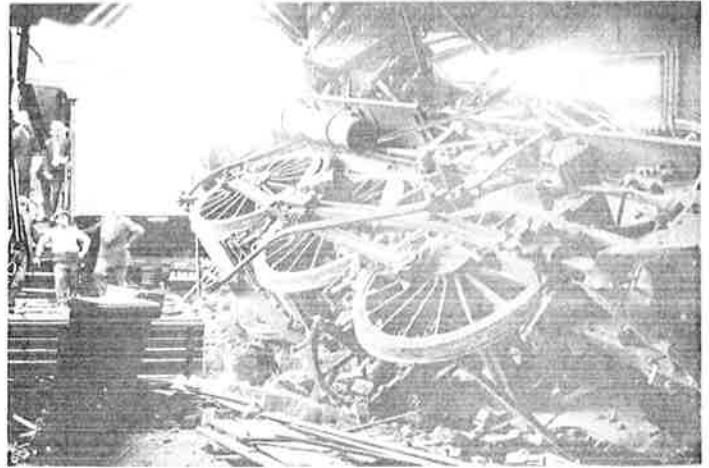
Nellie went into the lavatory for her friend minutes before the train came to rest against the door between the rooms. Steam and smoke filled the Waiting Room blocking the way out. The window of the lavatory was smashed and the occupants escaped with minor cuts through the broken window.

A change of schedule effective during the summer months had left the station empty of passengers, the Stoughton to Boston leaving 10 minutes before the express was due. Had the regular schedule been in effect, many people would have been in the waiting rooms. Station Agent Timothy Roach assured everyone that there were no casualties in the station and no loss of life from the accident. Emergency services were called and newspapermen, cameramen and hundreds of bystanders quickly gathered at the scene.

The train made up of the big mogul engine, tender, two steel baggage cars and five coaches, struck the granite wall of the station, buckled the train, but the two steel baggage cars saved the coaches. Not a window was broken in the cars and not one of the passen-



*Police Chief Richard Vanston examines wreckage.*

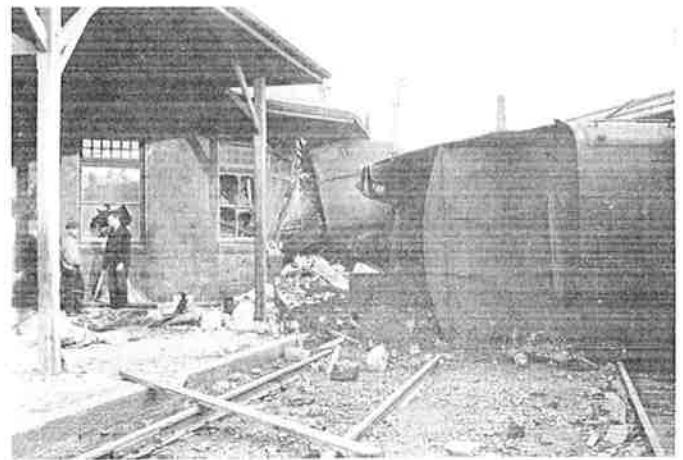


*The huge engine comes to rest in Women's waiting room.*

gers was injured, although several fainted when they realized their narrow escape. Engineer Stuche related that he first realized the train was derailed when he heard a crash and bumping behind him leading him to believe that the baggage car was the first to leave the rails. Bounding along from tie to tie and caroming back and forth against the rails, the engine and baggage cars tore on until they hit the station. Just south of Wyman Street crossing the outer rail gave way. Deep furrows along the road bed for the remainder of the distance to the station showed that part of the train, at least, was completely off the tracks at this point.

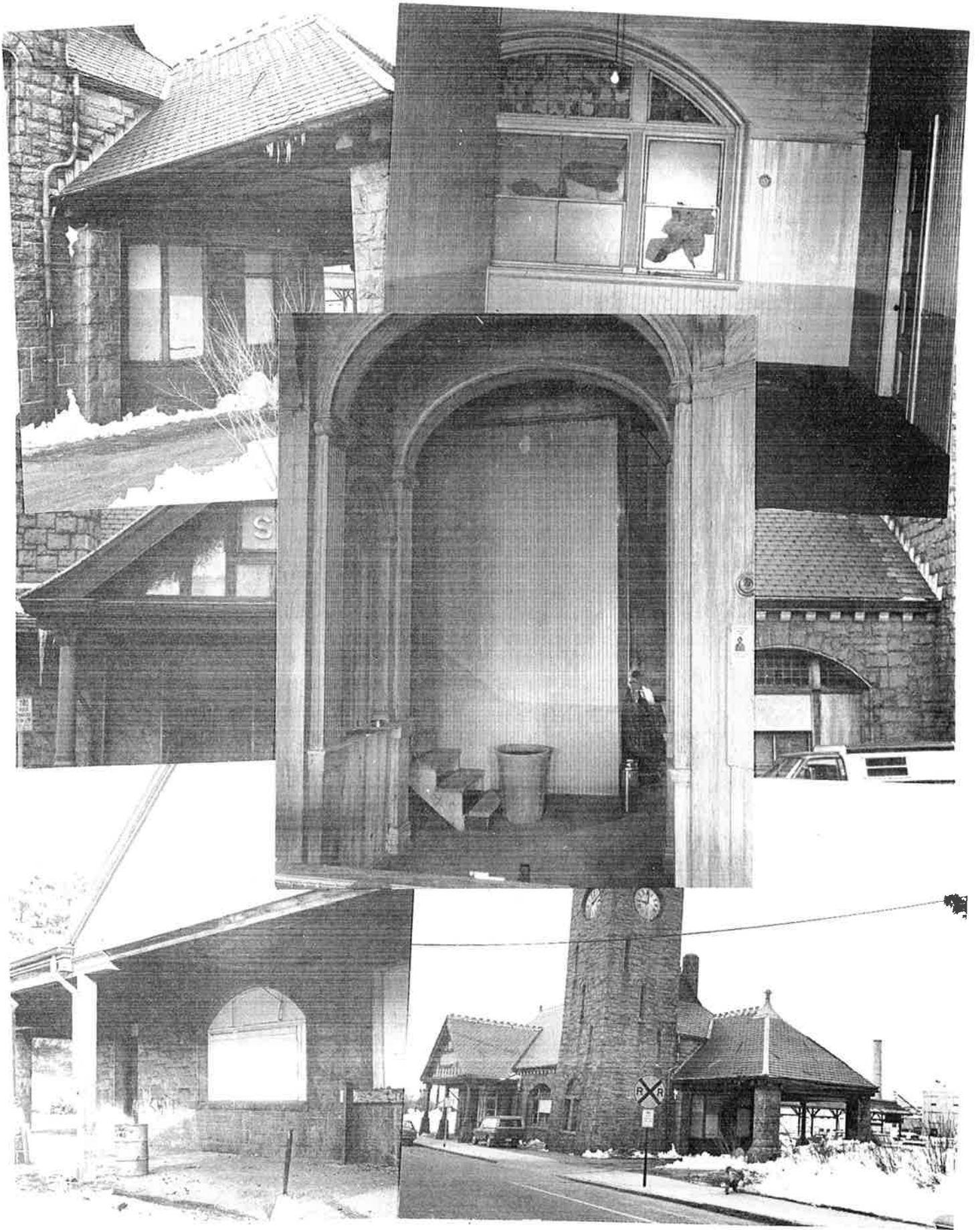
An investigation into the wreck was immediately started and on Wednesday, two days following the wreck, Chief of Police Richard Vanston announced that two juveniles had confessed to laying two large railroad spikes in a lengthwise position on both rails 20 minutes before the express was due. On Tuesday, the day after the accident, the section foreman H. Guerin said he saw a young man with spikes in his hands on the tracks. The two boys were later questioned by police and confessed. They had never seen a real train wreck, only in the movies where they found them so exciting they planned and created one of their own. According to the *Stoughton News-Sentinel* of August 8, 1924, "they were delighted with their first appearance as train wreckers and did not seem to realize the seriousness of what they had done nor the ruin and suffering that it had caused".

Looking at the pictures of the wreck, it is hard to believe that there was no loss of life and that no visible scars remain on the interior or exterior of the station building despite the devastation.

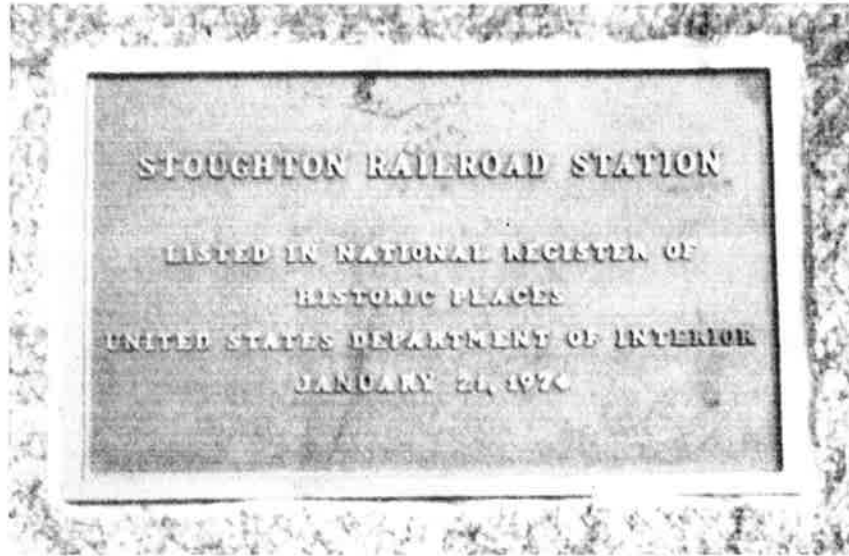


*Stranded passengers view wreckage, above, from the platform on the north side of station.*





# National Register Plaque



On February 11, 1974 the Stoughton Historical Commission was notified by the Secretary of the Commonwealth, John F. X. Davoren, that the Stoughton Railroad Station had been added to the National Register of Historic Places on January 21, 1974 according to notification received from the National Park Service.

This official notification marked the culmination of the efforts of many members of both the Stoughton Historical Society and Stoughton Historical Commission to obtain national recognition and limited protection with National Register designation. National Register recognition is a rare honor; it is the Federal Government's official list of historic properties worthy of preservation and national recognition.

On September 25, 1974 an unveiling and dedication ceremony was held at the station attended by state and local officials, representatives of surrounding towns and railroad organizations and Stoughton residents, followed by a reception in the station building.



*The deteriorating condition of both the interior and exterior of the station shown in these early 1970's photos presented a tremendous challenge to the Restoration Committee.*





# The Restoration Story — 1974-1988

★ Bicentennial ★ Town of Stoughton 250th ★ Restore ★ Preserve ★ Heritage ★ All exciting words and phrases during a time of great national celebration, 1974-1976. As part of the Cultural and Historical Committee of the Bicentennial, a sub-committee was formed to study ways and means of restoring the historic Stoughton Railroad Station, designated a National Register of Historic Places property on January 21, 1974. Members of the committee were George Giddings, Chairman, Anne Petterson, Dorothy Woodward and Alice Petruzzo.

1974 Committee attends Massachusetts Historical Commission to learn steps necessary to apply for Grant money.

Approval and lease sought from MBTA, owner of station.

1975 \$500 Bird & Son grant received to start exterior restoration work.

Selectmen express willingness to help especially by use of CETA labor.

August — CETA labor starts, put on hold by MBTA until a lease agreement reached.

1976 March — MHC awards \$5700 Grant to Railroad Station project for "development".

1977 February — Copy of first lease signed by MBTA and Town of Stoughton.

April — Town Meeting, Article 35, UNANIMOUSLY VOTED to raise and appropriate \$11,400 for the restoration of the Stoughton Railroad Station, one-half of the amount appropriated to be reimbursed by the Federal Government through the Massachusetts Historical Commission on satisfactory completion of the work and that a followup committee of five members be appointed by the Town Manager to continue this project.

1977 May — Anne Petterson, Dorothy Woodward, Alice Petruzzo, Earl McMann and Marilyn Hoffman appointed by Town Manager to serve on committee. Alice Petruzzo elected Chairman at first meeting on June 6.

July — First full CETA crew starts work "scraping, wirebrushing all exterior wood and metal surfaces".

1978 May — Town Meeting UNANIMOUSLY VOTED to match \$12,000 additional MHC Grant money.

February — Permission given Committee by MBTA to remove interior Railway Express freight room, an alteration to the original building.

April — First Open House, MBTA sends SPV 2000 Budd car for free rides to and from Canton Junction. BAT provides new buses for free tours of Stoughton.

1979 March — CETA crew starts work of handscraping interior.

November — Preservation Partnership selected by Committee to serve as Architectural/Preservation Consultants for MHC Grant work.

1980 March — Committee votes to form non profit fund raising Corporation as grant money becomes scarce.

March — Grant contract between MHC and Town of Stoughton is signed.

April — Contract for roof repairs awarded to Roofs by Pemberton, Inc. of Quincy.

September — Arts and Humanities mini grants awarded to preserve RR artifacts (original 1885 posters and clock winding instructions)



*Comprehensive Employment and Training Act (CETA) crews begin the long, meticulous task of scraping paint from the woodwork and ceiling of the Men's Waiting Room in 1975, revealing the rich, original ash panelling that finishes the entire interior.*

- 1981 March — First Coffee Shop opened at station by Linda Esterline as a private enterprise.  
May — Committee receives 1981 Preservation Award from MHC for Station restoration work.
- 1982 April — All broken windows replaced; lexan protective coverings affixed over all windows.  
August — All gutters removed; anodized aluminum fascias installed completing roof work.
- 1983 May — Remove damaged panelling above fireplace and install new custom milled panelling. Partial funding, Arts Lottery Grant.  
July — Ladies Room fireplace chimney repaired and repointed.
- 1984 June — Tower clock repair work started. Partial funding, Arts Lottery Grant.  
November — Restore panelling, sash and molding on rear wall and window. Partial funding, Arts Lottery Grant.
- 1985 June — Custom milled panelling and installation. Partial funding, Arts Lottery Grant.  
November — Continuation of panelling work. Partial funding, Arts Lottery Grant.
- 1986 March — Station rewired; outlets installed, lighting fixtures and shades of the period. Partial funding, Arts Lottery Grant.  
November — Labor and materials for fabrication of 4 new clock faces. Partial funding, Arts Lottery Grant.
- 1987 February — Station lease renewed for 5 years with 5 year renewal option.  
March — Custom milled doors installed on Wyman St. side. Partial funding, Arts Lottery Grant.  
April — MBTA/BAT work begun on parking lots and exterior of station. Funded by Federal Grant.  
September — New clock faces installed. MBTA/BAT exterior work completed.  
December — Clock works refurbished, repaired and reassembled. Partial funding, Arts Lottery Grant.

*Fine carvings on the exterior trim were revealed during restoration work. A fine example of the work of nineteenth century craftsmen, which was added to architecture of that period.*



- 1988 June — New platform for clock works constructed. Lights and outlets installed in 62' clock tower.  
July — Movement, motion works and clock hands installed. Protective glass and wood covering constructed and placed over works. Partial funding, Arts Lottery Grant.  
September — Water stained areas on all interior wood ceilings and walls bleached. Three coats of urethane applied to interior of two main rooms, bathrooms, offices and storage rooms. Partial funding, Arts Lottery Grant.



Stoughton Railroad Station Restoration, Inc., a non-profit fund raising organization has funded all restoration work except for partial funding so noted.

The Restoration Committee gratefully acknowledges the cooperation and support of Town Managers Albert Gray, David Flora, Patrick Hyland and Philip Farrington, Boards of Selectmen, Finance Committee, Public Works Department, Engineering Department and Police Department.

*Photos for this book have been provided by the Stoughton Historical Society, the Stoughton Railroad Station Restoration Committee and anonymous friends.*



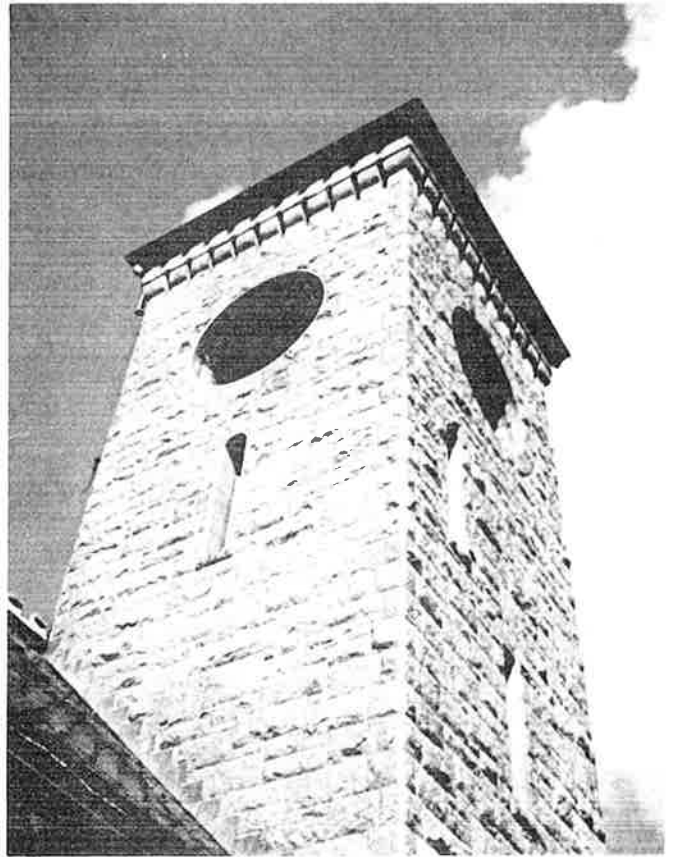
# The E. Howard Tower Clock

The tower, a distinctive element of late 19th Century architecture, was used almost exclusively on important terminal railroad station locations. Rising above all other surrounding buildings, the impressive four sided clock marked the passing of time in 1888 Stoughton. Among the many duties of the station agent was the winding of the clock mechanism as instructed by the Howard Company's "Winding Instruction Sheet" attached to the clock tower wall. The decline of railroad service and use, bankruptcy of railroad companies and the inevitable lack of maintenance and repair stopped many of the timepieces and was the deathknell for most of the buildings and towers that housed them.

In 1977 the Stoughton Railroad Station Restoration Committee accepted the offer of Elliot W. Hansen to work on the restoration of the station clock as a volunteer, the Committee funding the purchase of all materials. Four Arts Lottery Grants for clock restoration work together with monies raised by Friends of the Restoration have funded the restoration and installation of the works by Hockstrasser Clock Service of Whitman. Elliott Hansen of Manchester, New Hampshire constructed the four new clock dials in their original black finish with gold numerals.

During the month of September 1987 the old clock faces were removed and two weeks later the new faces hoisted into position and secured to the applause of the many spectators the event drew. In late spring of 1988 the refurbished movement, motion works and hands were installed on a new platform and are now protected by a glass and wood enclosure.

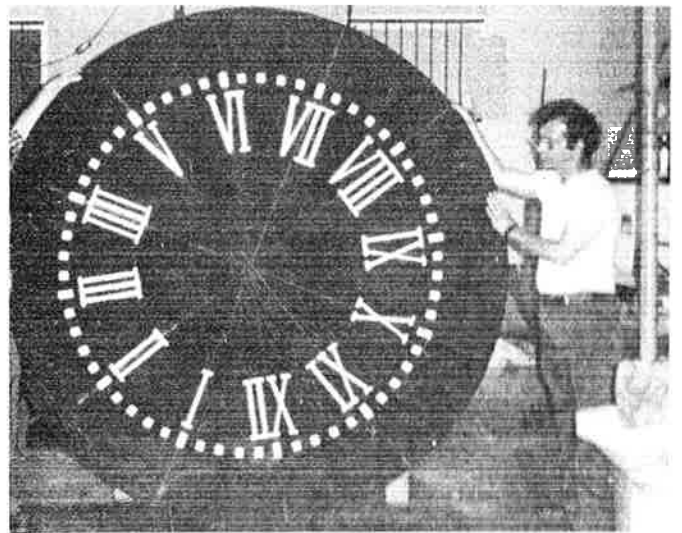
A new weight box and pendulum box were constructed and lighting fixtures placed in the attic and tower. To answer the question most often asked during the restoration project, "Will the clock run again?" — look to the station tower where once again time marches on.



*The clock tower awaiting the installation of the new clock faces.*



*Workmen insert new faces into the clock tower, September 1987.*



*A new clockface being rolled aside in preparation for work to be completed on remaining three faces.*

# Stoughton Railroad Station Restoration, Inc.

In February of 1980 sources of funding for restoration/preservation projects were severely cut or dried up altogether. The Committee voted to form a non-profit organization, incorporated under Massachusetts law for the sole purpose of raising money to support the restoration effort. On March 20, 1980 it came into existence. An ambitious program of activities was planned and a group of "Friends" organized to carry out a varied assortment of projects. During the past 8 years 7 Flea Markets, 3 with Auctions, 8 Model RR Shows, 6 Christmas Shows, 4 Open Houses, 3 Truck Shows, Rock 'n Roll Dance, Fashion Show, Craft Show, Quilt Show and Coffee House have been held.

Money making items for sale at each event have included "spike art" by Freeman Fogg, Station tote bags, 100th Anniversary Tee-shirts, "Creative Cookery" prepared by the "Station Creative Cookers" and refreshments at each show, particularly the now famous "station hotdogs" and "station punch".

The Board of Directors gratefully acknowledges the "Friends" whose help and support made it possible to run 4 or 5 major fund raisers each year. To the business community whose donation of goods or services made it possible to carry out some of the bigger projects, thank you. To all of you who made a monetary donation, large or small, our appreciation. To the townspeople who have taken the time to write, say a word of encouragement and comment on the work to date, your interest and appreciation are music to our ears.

The Stoughton Railroad Station is a historic and architectural Victorian treasure and a lasting testimony to volunteer effort at its best.

Alice M. Petruzzo, President  
Dorothy M. Woodward, Secretary  
Anne Petterson, Treasurer

## Board of Directors

Edwin Lyons, Jr., Director  
Frank Guertin, Director  
Robert Bellay, Director



*Scenes from "A Victorian Christmas" December 1982*

# ONE HUNDREDTH BIRTHDAY CELEBRATION

Stoughton Railroad Station

*Sponsored by the Friends of the Restoration*

**Saturday, October 1, 1988**

Seven o'clock

Buffet Dinner at Congregational Church

"The Grace Notes"      Hand Bell Ringers  
Edward Ivaldi, Director

Master of Ceremonies, Alice M. Petruzzo

★ ★ ★ ★

**Sunday, October 2, 1988**

Two to Four o'clock

Open House at the Railroad Station

Stoughton Grenadiers

100th Anniversary Balloon Lift-off

Building Rededication      Reception

★ ★ ★ ★

## CELEBRATION COMMITTEE

Robert Bellay	Alice Petruzzo
Freeman Fogg	Anne Petterson
Juliann Gitto	Delores Rogers
Emily Guertin	Charlie Warren
Frank Guertin	Luella Warren
Edwin Lyons, Jr.	Dorothy Woodward

# BOSTON & PROVIDENCE RAILROAD

## LOCAL PASSENGER TARIFF,

To take effect January 1st, 1887.

A DISCOUNT OF TEN CENTS

From these Rates will be made to Passengers purchasing Tickets at the Ticket Offices, or taking the Cars at Stations where Tickets are not sold.

Children under 5 years of age, free. Over 5 and under 12 years of age, half price.

**NO STOP-OVER CHECKS ISSUED.**

Passengers should purchase Tickets to their first destination only.

Boston,	.18	Boston.	.18
Chickering,	.18	Chickering.	.18
Roxbury,	.18	Roxbury	.18
Heath,	.18	Heath.	.18
Boylston,	.18	Boylston.	.18
Jamaica Plain,	.18	Jamaica Plain.	.18
Forest Hills,	.18	Forest Hills.	.18
Mount Hope,	.18	Mount Hope.	.18
Clarendon Hills,	.18	Clarendon Hills.	.18
Hazelwood,	.18	Hazelwood.	.18
Hyde Park,	.18	Hyde Park.	.18
Readville,	.18	Readville.	.18
Green Lodge,	.18	Green Lodge.	.18
Dedham Road,	.18	Dedham Road.	.18
Canton Junction,	.20	Canton Junction.	.20
Sharon,	.20	Sharon.	.20
Sharon Heights,	.20	Sharon Heights.	.20
East Foxboro,	.20	East Foxboro.	.20
Mansfield,	.22	Mansfield.	.22
West Mansfield,	.22	West Mansfield.	.22
Attleboro',	.30	Attleboro'.	.30
Dodgeville,	.40	Dodgeville.	.40
Hebronville,	.40	Hebronville.	.40
Pleasant View,	.40	Pleasant View.	.40
Pawtucket,	.40	Pawtucket.	.40
Providence,	.40	Providence.	.40
Perrin's,	.40	Perrin's.	.40
Rumford,	.40	Rumford.	.40
India Point,	.40	India Point.	.40
Farmers,	.40	Farmers.	.40
Falls Village,	.40	Falls Village.	.40
North Attleboro.,	.40	North Attleboro.	.40
Canton,	.40	Canton.	.40
Springdale,	.40	Springdale.	.40
West Stoughton,	.40	West Stoughton.	.40
Roslindale,	.40	Roslindale.	.40
Central,	.40	Central.	.40
Highland,	.40	Highland.	.40
West Roxbury,	.40	West Roxbury.	.40
Spring Street,	.40	Spring Street.	.40
Dedham,	.40	Dedham.	.40

JAMES DAILY, General Ticket Agent.

A. A. FOLSOM, Superintendent.

Source: January 1, 1887.

U. S. PATENT OFFICE