

## **"Railroad Station Being Razed", The Sun Chronicle, June 15, 1940**

The Plainville station of the N. Y. N. H. & H. Railway which has been closed for the past few years, is being razed and within a few days will be no more. Nothing really big ever happened at the station but the dreamer can close his eyes and see pictures of perhaps a young girl coming from a foreign land to meet her promised husband and to make her home in Plainville, or it may be a young Plainvillite who bids his parents goodbye at the station and take the train to destinies unknown to make a mark for himself in life and possibly never to return.

Others who have made less dramatic arrivals and departures have gone away only to return again in later years.

The station was opened on February 10, 1892, according to Fred W. Northup, Plainville's historian. Mr. Northup purchased the first ticket, which was to North Attleboro. The second ticket was sold to George Caldwell and was to Boston. The third ticket, one for passage to Providence, was purchased by Gardner Warren. Chet Reed, the first conductor, lived in Plainville for many years and was known by many of the older citizens.

Several trains ran through in each direction every day during the early days of the Wrentham Branch and several of these trains were put up in Plainville each night. A large roundhouse, which still stands just south of the West Bacon Street railroad bridge, housed the engines for these trains. On one occasion an engine crashed through the back wall of the roundhouse and buried itself to the whistle dome in the bank in the rear of the roundhouse.

Two freight trains crashed in a head-on collision at one time nearly in front of the station and caused a good deal of excitement for several hours. Until the automobile and bus transportation became so popular, the Plainville station was a busy spot at the leaving and arriving times of the trains.