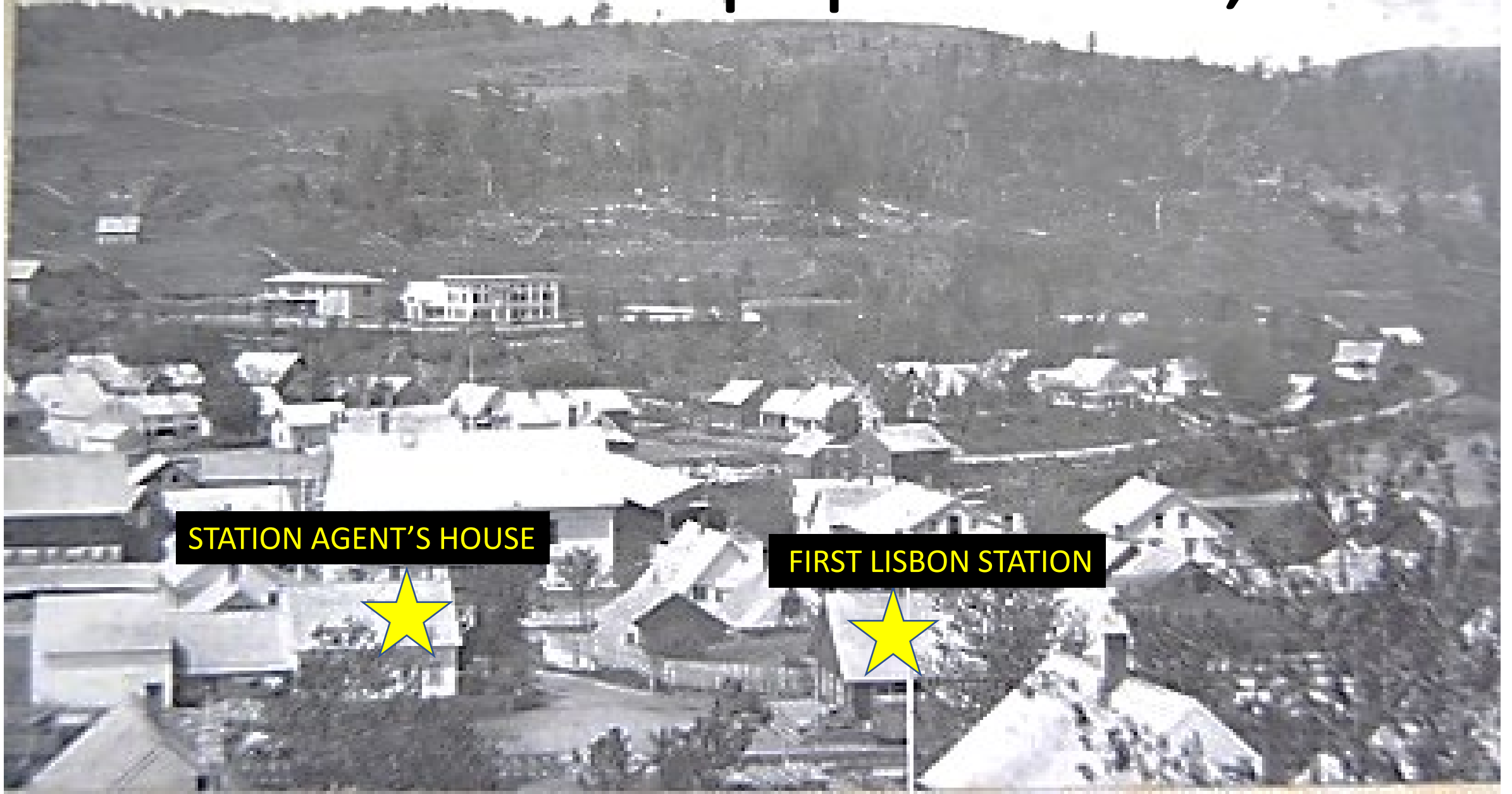


The Lisbon Historic Railroad Station & Museum



The first train came through Lisbon on July 4, 1853 and was probably a dignitary-filled inaugural train. Before 1860, the first railroad depot was built at the top of Depot Street beside the railroad tracks. The site of that first station is between the railroad bed and the Lisbon Area Historical Society Museum. The station agent's house was also built before 1860, is still standing, and is the last house at the end of Depot Street.

Lisbon c. 1865 – population 1,900





The present Lisbon Railroad Station was built c. 1870 on Central Street by the Boston, Concord, and Montreal Railroad. It is the only station of its kind with 6 dormers and a unique architectural design.

The old railroad station was then used as a freight house and later a baggage room. It was later moved behind the blocks on North Main Street and destroyed in the fire of July 1941.



NEW STATION SITE

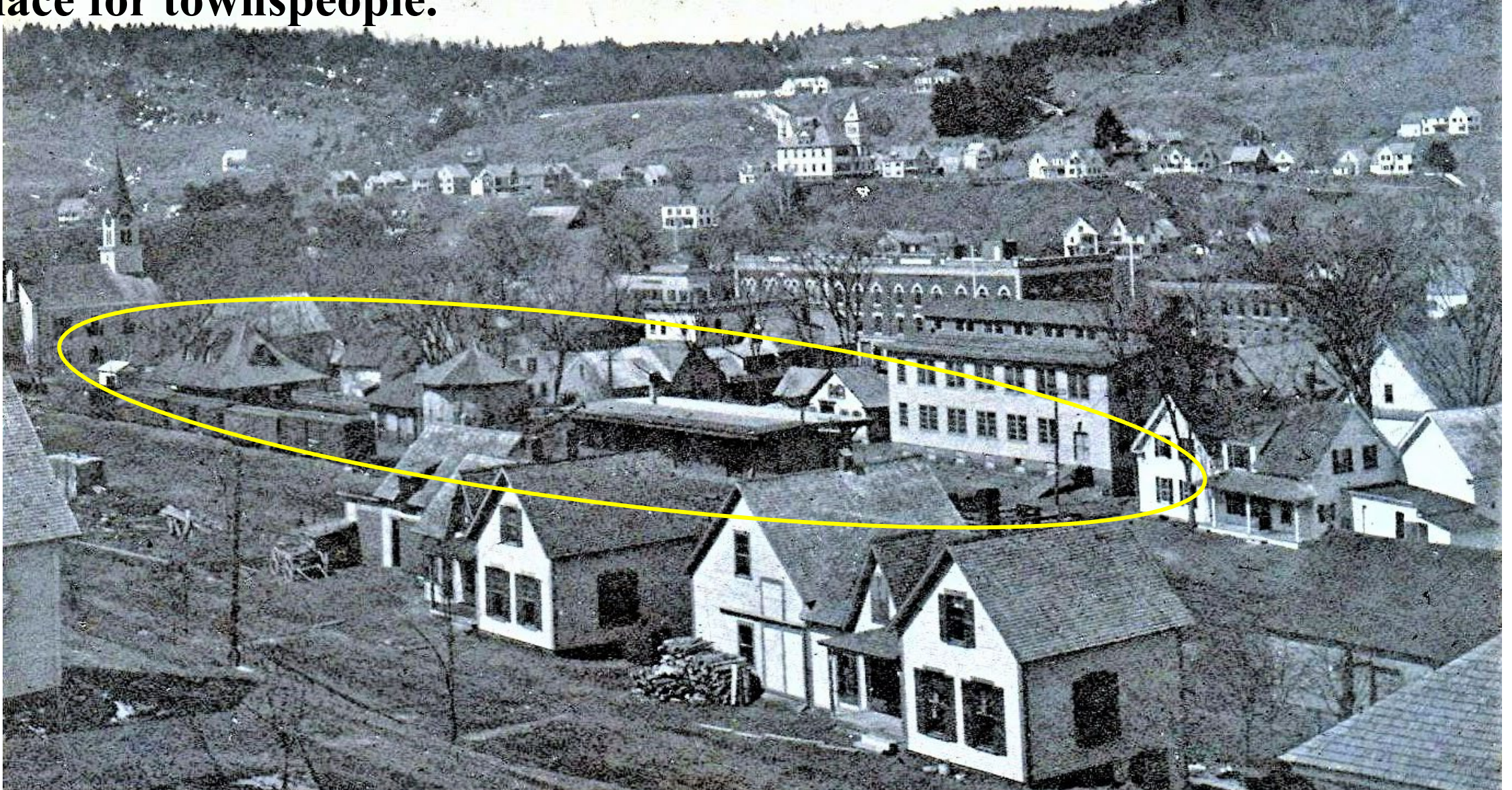
OLD STATION



**AN EARLY
IMAGE,
PROBABLY
c. 1890s OF
PASSENGERS
WAITING FOR
THE TRAIN AT
THE LISBON
DEPOT.**

**THERE WERE
SEPARATE
WAITING
ROOMS FOR
WOMEN
AND MEN
PASSENGERS.**

THE LISBON RAILROAD STATION NEIGHBORHOOD c. 1905, the busy hub of Lisbon Village that drove the local economy and provided a gathering place for townspeople.



Much of Lisbon's growth was because of the railroad. Factories were built along the railroad tracks going through Lisbon which allowed convenient delivery and shipping.

Auto dealerships (Lisbon had three at one time) that succeeded blacksmith shops and liveries received their inventory by train before the day of tractor-trailer car carriers. Farmers no longer had to make the long wagon or sleigh trip down to Boston or Portland to sell their goods, and there were no more long cattle drives to those destinations. Goods and animals were shipped by train. Farmers brought their raw milk to the milk house at the station or the creamery, and when their children were old enough, they delivered the milk on their way to school.

The railway express was the precursor to today's UPS. Tourists came for the summer, and horse-driven carriages were at the railroad station to carry them and their luggage to their paradise accommodations in the area hills and around the lakes. The train brought people into town and carried them out of town to shop or visit near or far, to take trips for business, pleasure, or to report to the military. Small children came and went alone on the train to visit grandparents or other relatives, and the conductor saw to it that they were delivered safely. Hobos rode the train and designed their own special markings to signal good places to jump off where hobos could work for a meal or do some chores to earn a little cash.

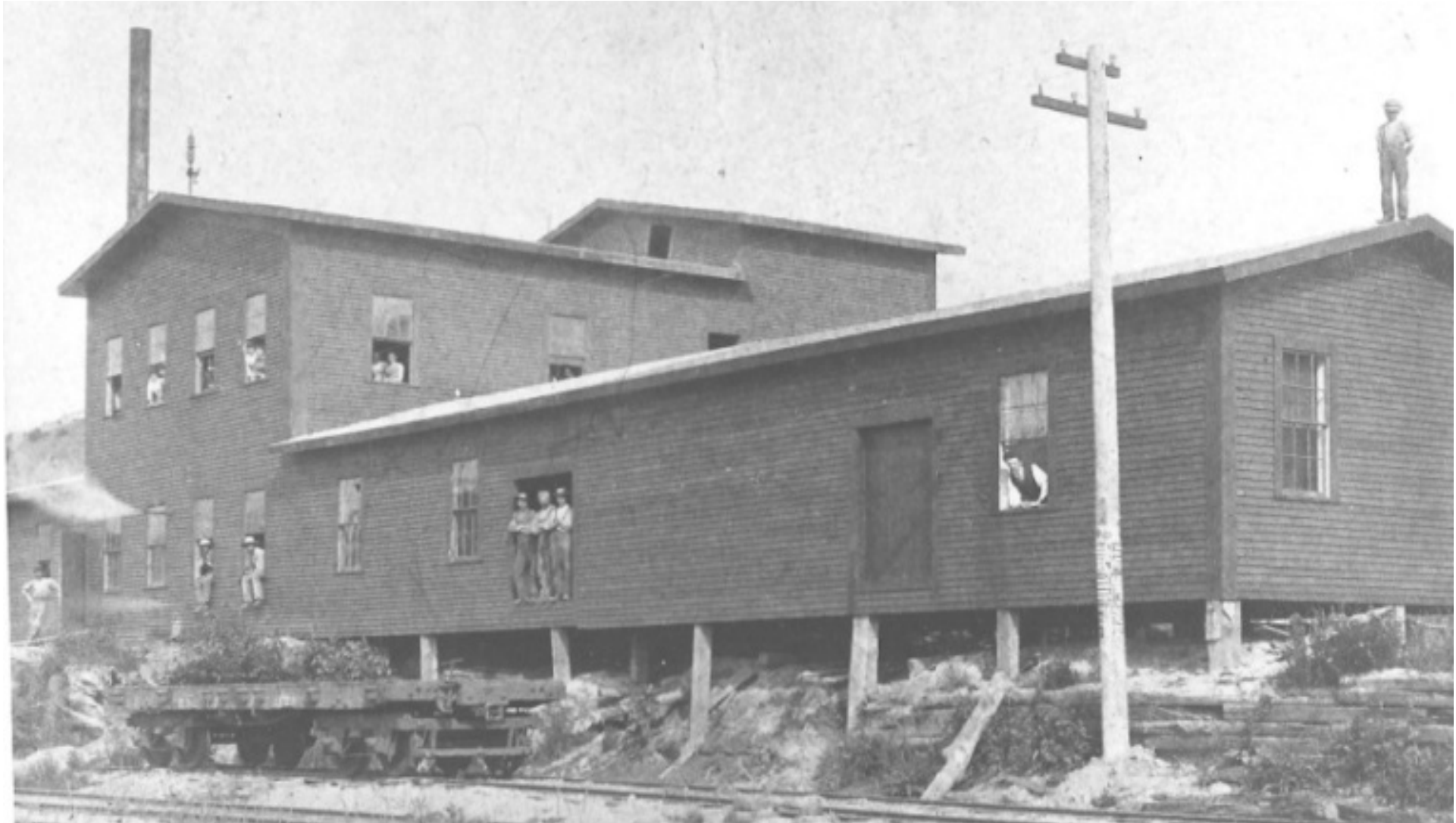
J. K. Atwood's bobbin mill was beside the railroad station at the corner of Central and Atwood Streets from 1870 until burning in 1904. It was the largest manufacturer of bobbins in the country.



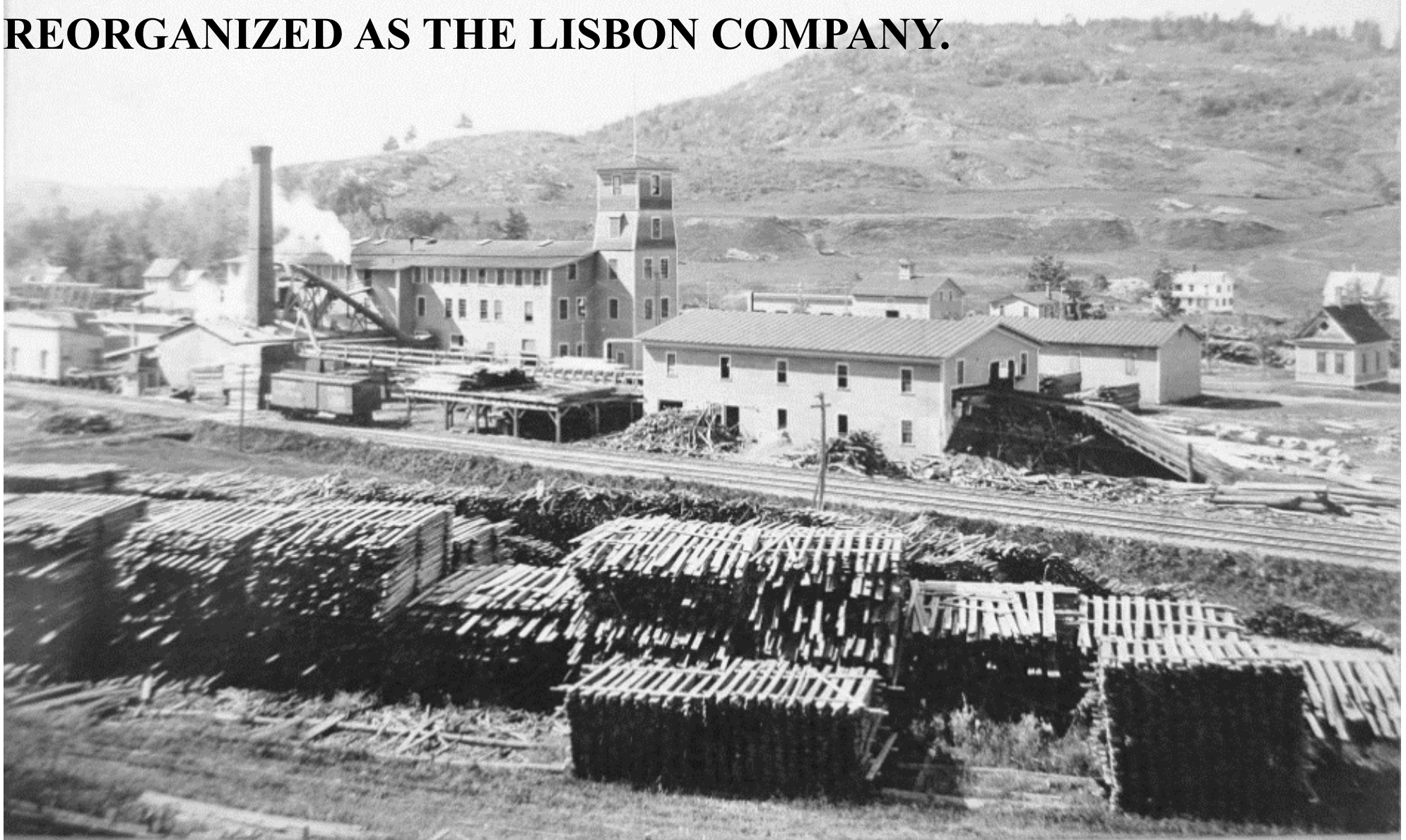
The Jamaica Glove Company factory along the tracks at the top of Whitcher Street was in business from 1913-1934. The c. 1901 building was originally Granite Wire Company. The freight house is pictured at far right. The glove factory building was later used as a shoe factory until 1995.

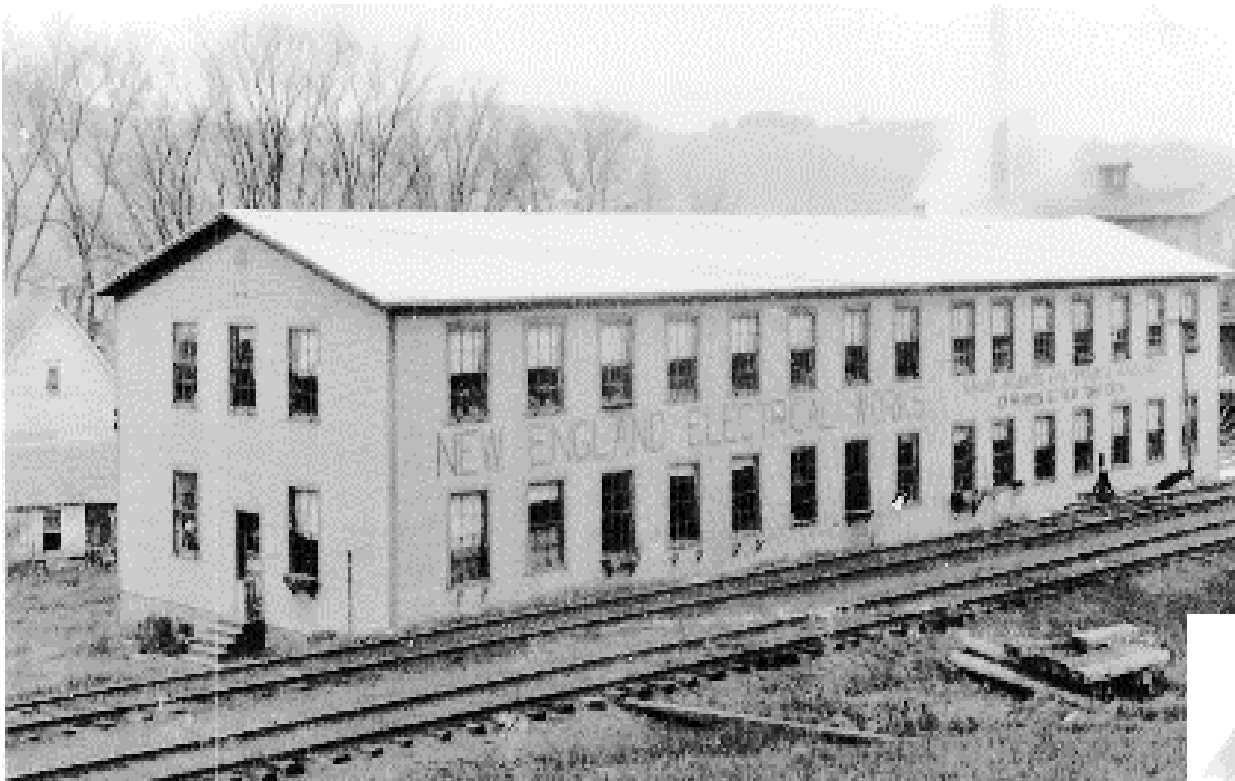


KARL MINDT'S SHOE PEG MILL WAS LOCATED ALONG THE TRACKS BETWEEN ATWOOD AND NORTH MAIN STREETS. THIS PICTURE WAS TAKEN IN 1889. THE BUILDING BURNED IN 1930.



PARKER YOUNG MANUFACTURING WAS LOCATED ON SOUTH MAIN STREET ALONG THE TRACKS FROM 1883 INTO THE 1920s and WAS THE WORLD'S LARGEST MANUFACTURER OF PIANO SOUNDING BOARDS. THE COMPANY WAS LATER REORGANIZED AS THE LISBON COMPANY.





NEW ENGLAND ELECTRICAL WORKS c. 1899, NORTH MAIN STREET, now NEW ENGLAND WIRE TECHNOLOGIES, the oldest Lisbon company.



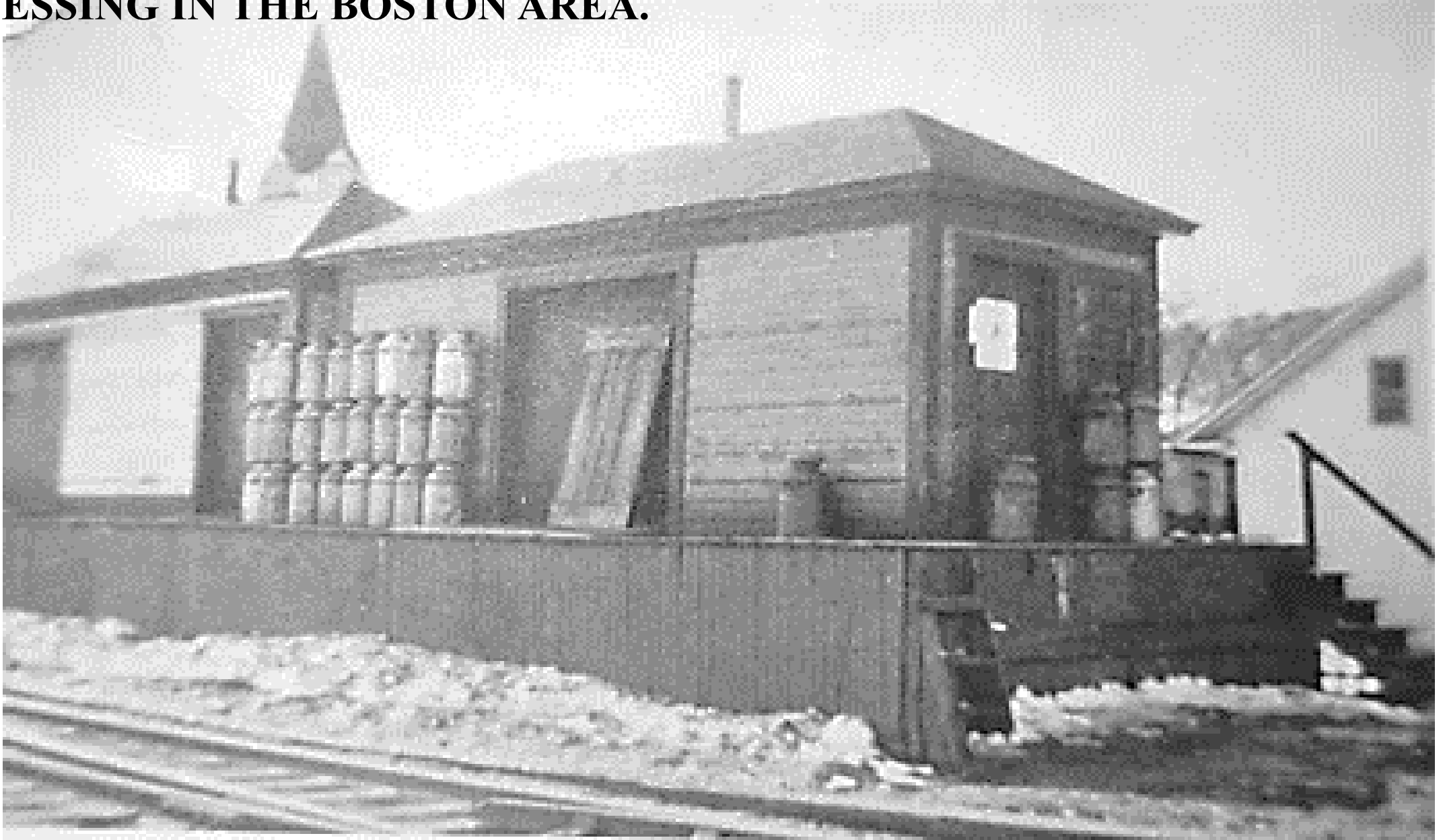
MOORE PEG MILL c. 1930 was built beside New England Electrical Works on North Main Street in 1897 and burned in 1946.



Lisbon Depot c. late 1800s, express station, freight house, water tank, and coal sheds farther up the tracks.



THE LISBON DEPOT MILK HOUSE WAS BETWEEN THE DEPOT AND CENTRAL STREET. FARMERS DROPPED THEIR MILK HERE FOR SHIPMENT AND PROCESSING IN THE BOSTON AREA.

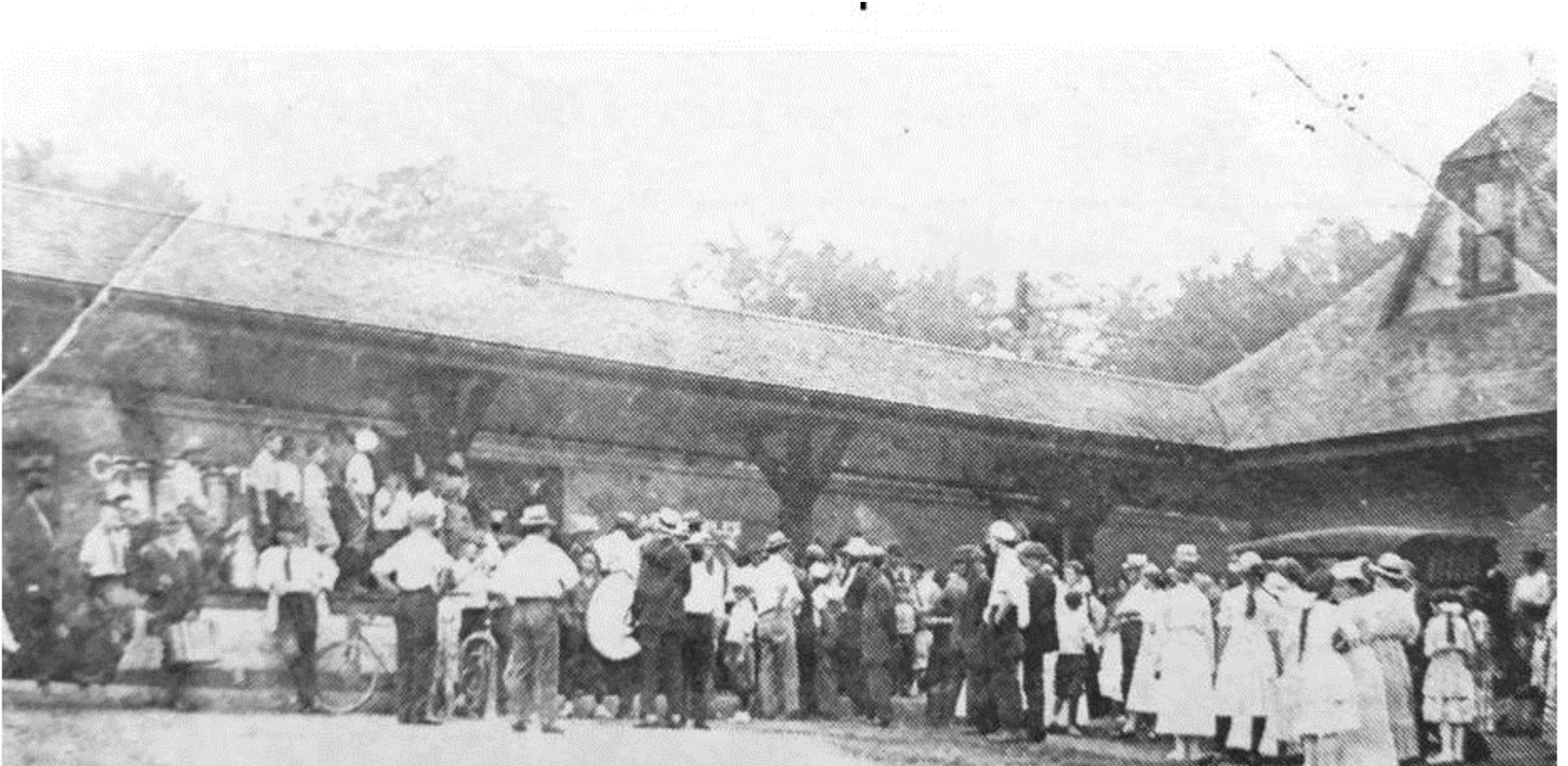


NEW ENGLAND DAIRIES c. 1930, was located at the top of Whitcher Street, received raw milk, processed it, and shipped it out.



The c. 1870 Lisbon depot was a gathering place and village hub. The first library is said to have been in the depot, the telegraph sent and received good and bad news, mail and packages were received, politics was discussed, and sports matches and other important broadcasts were listened to by those who congregated at the depot.

TOWNSPEOPLE FOLLOWED THE LISBON TOWN BAND UP TO THE DEPOT IN JUNE OF 1917 TO BID FAREWELL TO WWI ENLISTEES



07.11 2007.11
H. C. MARSTON,
PHARMACIST!

Prescriptions

Accurately compounded from
strictly pure materials.

Fancy Goods,
Fine Stationery,
Cigars,
Cold Soda.
End of the Bridge,
Lisbon, - - N. H.

**Concord & Montreal
RAILROAD.**

White Mountains Division.

TIME TABLE

IN EFFECT

Monday, June 30th,
+1890.+

Compliments of

H. C. MARSTON,
LISBON, N. H.

1890 TIME TABLE

Trains Leave

➤Lisbon Station,◀

GOING NORTH:

White Mt. Excursion,	7:17 A. M.
Paper Train, - -	10:47 A. M.
Burlington Express, -	2:55 P. M.
White Mt. Express,	3:14 P. M.
Mail, - - -	4:03 P. M.
Boston Express, -	6:49 P. M.
New York Express,	7:00 P. M.
Sunday Paper, - -	8:25 A. M.

Republic - Journal,

LITTLETON, N. H.

One Dollar a Year in Advance.

Has a larger circulation and contains more local news than any other paper in Northern N. H.

Trains Leave

➤Lisbon Station,◀

GOING SOUTH:

Mail, - - -	9:13 A. M.
New York Express, -	10:20 A. M.
Boston and Steamboat Express, - - -	10:42 A. M.
Burlington Express, -	2:10 P. M.
Boston Express, -	2:36 P. M.
White Mt. Excursion,	6:00 P. M.
Boston Night Express,	11:43 P. M.

Book and Job Printing

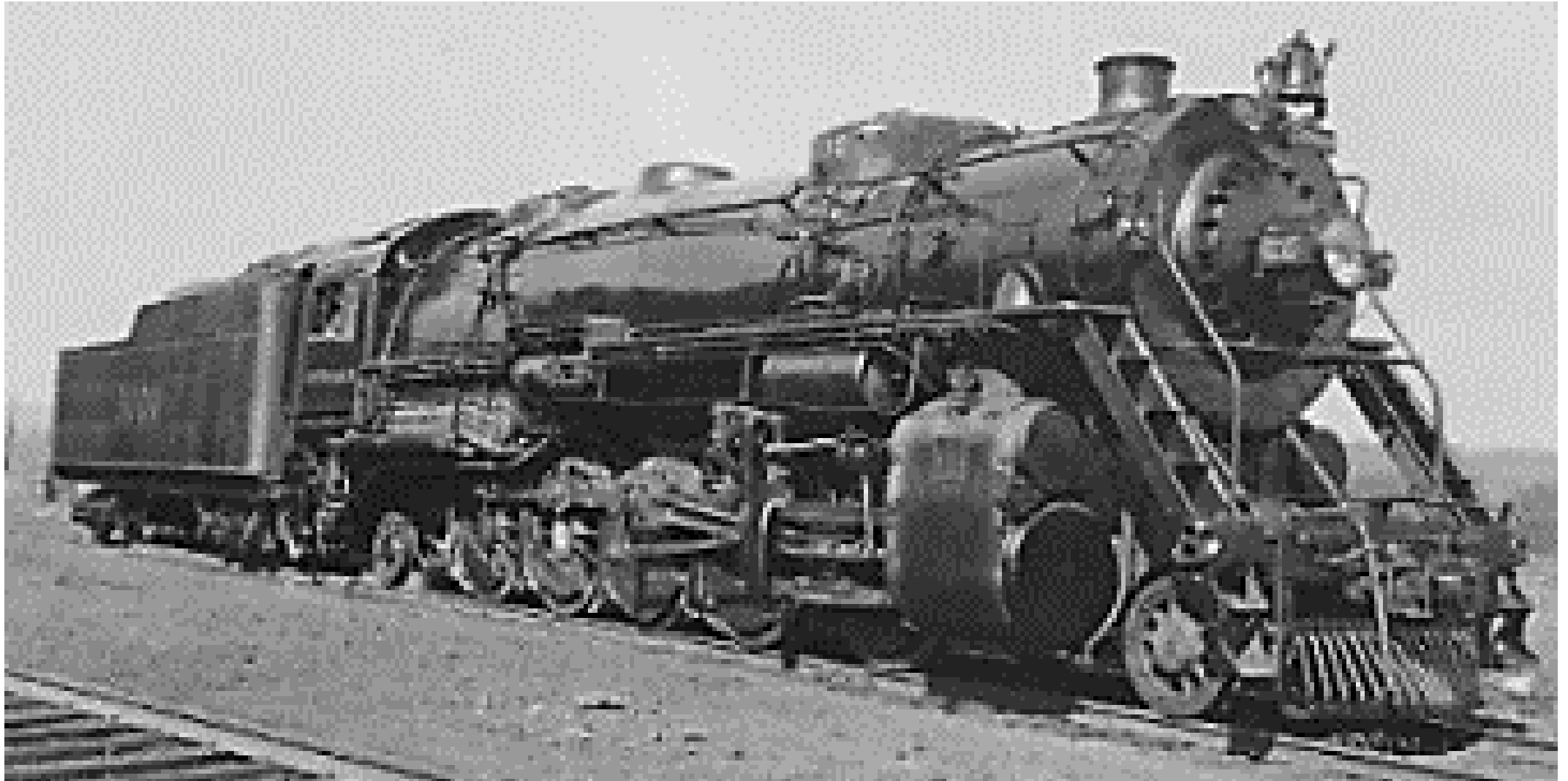
Of Every Description

Promptly done in the best manner in the Republic-Journal Job Department. Our facilities for such work are not equaled in Northern New Hampshire.

THE B & M SECTION HOUSE AT THE SAVAGEVILLE ROAD CROSSING IN THE 1950s.

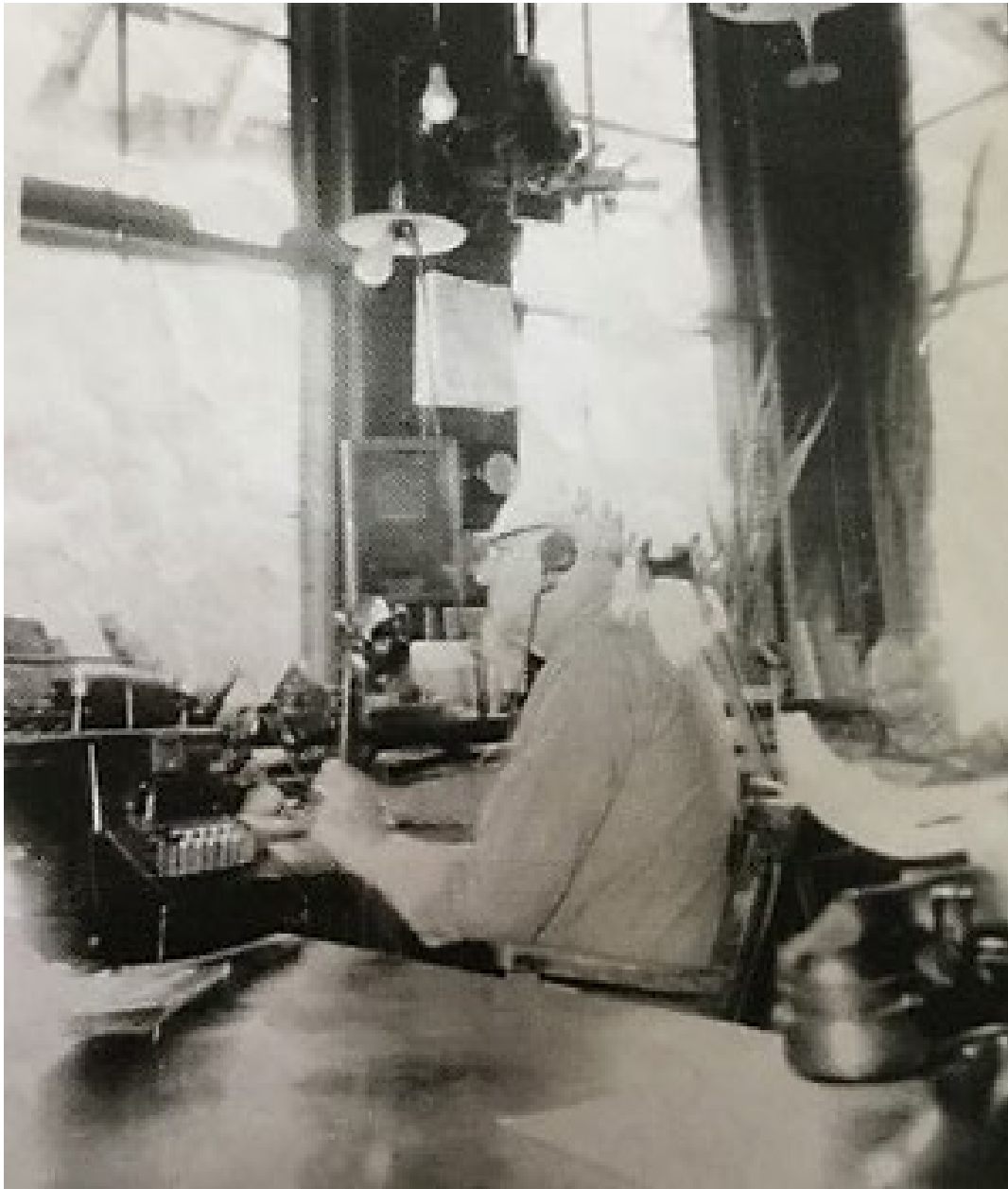


This 2-10-2 steam engine was the largest locomotive to come through Lisbon. It regularly came through pulling up to as many as 100 cars on its way to the mills in Berlin.



Agent Ed Lynch at left c. 1920s, with a view of the depot and surroundings looking toward Central Street.





Ray Welch was the Lisbon Station Agent from 1945-1969 and is pictured in the depot office in 1957, still using Morse Code. He was the last to serve in the position.

The last passenger train came through Lisbon in the early 1960s. The last freight train came through Lisbon on March 1, 1995 and was the NH/VT Railroad going from Woodsville to Whitefield with 17 cars. The track rails and ties were removed in June of 1995 and the railroad bed is now the Ammonoosuc Recreation Trail, part of the State of NH multi-use rail trail.

SO ENDED LISBON'S 142-YEAR RAILROAD ERA!

AFTER 1960, THE B & M RAILROAD SOLD MANY OF ITS STATIONS. LYLE McBURNEY PURCHASED THE LISBON STATION, AND USED IT AS A GARAGE FOR HIS TRUCKING AND SNOW PLOWING BUSINESS. The building was sold to a railroad collector who was going to move it to Vermont in 2002. The Town of Lisbon intervened and purchased the old station for \$59,000.



The rescue and restoration of the historic station was spearheaded by Roger Robar of Lisbon, railroad enthusiast and retired master carpenter. As the Clerk of the Works, Roger Robar put in an impressive 3,000-plus hours of volunteer labor during the five-year-long restoration. Many others volunteered their skills as well.

THE LISBON HISTORIC RAILROAD STATION AND MUSEUM
FROM 2003 TO COMPLETE RESTORATION IN 2011
A \$500,000 plus project funded by Federal and State grants.





