

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED APR 6 1976

DATE ENTERED MAY 13 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC *NR*
North Abington Depot

AND/OR COMMON
same

2 LOCATION

STREET & NUMBER
Railroad Street

NOT FOR PUBLICATION

CITY, TOWN

N. Abington

VICINITY OF

CONGRESSIONAL DISTRICT

11

STATE

Massachusetts

CODE
025

COUNTY
Plymouth

CODE
023

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER empty

4 OWNER OF PROPERTY

NAME
Massachusetts Bay Transportation Authority

STREET & NUMBER
500 Arborway

CITY, TOWN

Boston

VICINITY OF

STATE

Massachusetts 02130

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Registry of Deeds

STREET & NUMBER

Russell Street

CITY, TOWN

Plymouth

STATE

Massachusetts

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Inventory of the Historic Assets of the Commonwealth

DATE

1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Massachusetts Historical Commission

CITY, TOWN

Boston

STATE

Massachusetts

7 DESCRIPTION

CONDITION	
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED

CHECK ONE
<input checked="" type="checkbox"/> UNALTERED
<input checked="" type="checkbox"/> ALTERED

CHECK ONE
<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The North Abington Depot is located on an abandoned railroad right of way near the town center. The depot sits off by itself, with empty fields to the east, and a large park to the west of the building. It stands out as a striking visual landmark in a sparsely developed area.

The structure, built in 1893-94, measures approximately twenty-five feet by ninety-three feet, exclusive of the platforms, with the long axis running from north to south. Granite walls, composed of random length blocks in equal height courses, are trimmed at the windows and doors with brownstone of alternately long and short blocks. A band of brownstone encircles the building at the base and again just below the windows. Brownstone also trims the two story octagonal tower on the street side (west side) of the building. The structure is basically rectangular, broken midway on the west side by the tower and on the east side by a one story octagonal ticket office, and ending to the south in a half octagonal shape. A granite chimney rises above the southern wall and another protrudes from the northern side of the tower roof. A steeply pitched black slate roof covers the building and the 125 foot platform along the east side. The hipped roof and the octagonal tower roof are trimmed with copper on all ridges. Copper gutters are built into the roof and are concealed from view. Massive curved wooden brackets help support the overhang on the three sides of the building not covered by the platform roof. The columns supporting the platform are composed of six wooden posts spaced approximately fifteen feet apart, and are braced with curved brackets identical to the brackets which support the overhang of the main roof. The platform itself is composed of black topped concrete encircled by granite curbing.

Each of the building's four doors is four feet wide with nine panels of patterned glass in the upper sections. There is a stained glass fanlight above each door leading into the waiting room, and a large fanlight above the western window in the tower. Stained glass is also found in panels over each waiting room and ticket office window, in the arched restroom windows, and in the clerestory windows of the tower.

There have been a few alterations to the building since 1894, including the removal of the skylight panels in the roof over the waiting room and the slating of that section of the roof, the painting of the interior oak paneling and the addition of a black topped surface on the platform. There has also been considerable vandalism since the building was closed in 1959 and the building is now in a state of disrepair. The North Abington Depot Association has recently leased the building from the MBTA and is in the process of raising the money necessary to restore the building. Once restored, the building will be used as a community and crafts center, and headquarters for the depot association.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input checked="" type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1893-94

BUILDER/ARCHITECT Bradford Lee Gilbert

STATEMENT OF SIGNIFICANCE

The North Abington Depot is significant both for its architectural quality and for its connection with the famous Abington Riot. This riot resulted in a significant court case which is still quoted as a precedent in the field of jurisprudence.

The building was designed by Bradford Lee Gilbert and built in 1893-94. Gilbert was a medal winner at the Columbian Exposition of 1893, and was the supervising architect for the Cotton States and International Exposition of 1895, but he specialized in railroad stations and other public buildings. The depot is Richardsonian in style, and as Hitchcock points out in his book "Architecture of H. H. Richardson and His Times" many of Richardson's followers were more Richardsonian than Richardson himself. The North Abington Depot is small, and has deteriorated over the years, but it still retains its architectural quality and integrity.

The station was built as a peace offering to the town after the "North Abington Riot." The Riot was a confrontation between a large railroad company and the local streetcar line. The railroad had been owned by a local company, the Old Colony, for 48 years, but because of the depression of 1892-93, the Old Colony was forced to let its holdings in January of 1893 to the New York, New Haven & Hartford Railroad Company. The New Haven inherited a number of costly problems when it took over the Old Colony line, including a dangerous crossing in Brockton. As the result of a bad accident at the crossing involving a train and a streetcar, the New Haven voted in February of 1893 to spend \$1 million to rebuild the crossing on two levels, and more importantly, to refuse any other requests for streetcar tracks to cross their right-of-ways. This decision was brought to a legal test, however, on May 23, 1893, when the New Haven learned that the Abington Selectmen had granted the local streetcar line permission to lay its tracks along North Avenue and cross the railroad tracks at grade, in order to link the public transportation service between Brockton and Rockland via North Abington. The railroad company immediately protested and filed a bill in equity in the state supreme court asking for a restraining injunction. Supreme Court Justice Marcus Perrin Knowlton, at a hearing on June 21, dismissed the bill, saying that since the Selectmen had acted within their rights as representatives of the townspeople who owned the public highway and as the safety precautions required by law were being taken by the Rockland & Abington Street Railway Co., the Supreme Court had no reason to become involved.

At this point the railroad's counsel advised that, in his opinion, the decision of the single Justice was not binding. On the basis of this opinion and because the New Haven Co. misjudged the determination of the citizens of Abington, the railroad company decided to use a show of force to intimidate the townspeople. On August 16 the "riot" took place, and fifteen local men, twelve who had been

(continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Buckley, Thomas H., "The Riot", unpublshed manuscript, 1954, In Dyer Memorial Building Abington
 Coughlan, William D., "The North Abington Riot", The Abington Advertiser, August 19 and 28th.
 Gilbert, Bradford L., A Sketchbook of Railroad Stations and Kindred Subjects, 5th ed. R.R. Gazette, NYC, 1894

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

460

A 19 339430 4665720
 ZONE EASTING NORTHING
 C

B
 ZONE EASTING NORTHING
 D

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Christine Boulding, Preservation Planner, and Abington Historical Commission

ORGANIZATION

Massachusetts Historical Commission

DATE

March 1976

STREET & NUMBER

294 Washington Street

TELEPHONE

617-727-8470

CITY OR TOWN

Boston

STATE

Massachusetts 02108

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Elizabeth Reed Amedon

TITLE Executive Director, Massachusetts Historical Commission

DATE

3/31/76

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

5/13/96

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
 ATTEST:

DATE

5.12.76

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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APR 6 1976

DATE ENTERED MAY 13 1976

CONTINUATION SHEET 1

ITEM NUMBER 8

PAGE 2

#8:

specially sworn in as police for the occasion, used firehoses to withstand the onslaught of more than 200 railroad laborers armed with picks, shovels, and paving stones. Many men were injured, but the railroad officials did not call off the attack until they learned that the Superior Court had issued an injunction forbidding their interference with the streetcar company's work.

After the brawl the full bench of five Supreme Court Justices upheld the validity of the position taken by Justice Knowlton, and stated that any one of them was in a position to adequately interpret the law (161 Mass 416). This decision still stands and is quoted in similar cases in the field of jurisprudence. As a result of the riot high ranking officials of the New Haven Railroad Co. were sentenced and served time for provoking and directing a riot. This was a significant case for its time because of the feeling of many people that only the poor and powerless were brought to justice and the rich and powerful always escaped punishment. Judge Sherman, who handed down the sentence on the railroad officials, said in his summations of the case, "Officials must be taught that they also must observe and obey the law, and that justice must be administered impartially upon all offenders, without regard to class or distinction."

The North Abington Depot, the peace offering to the town of Abington from the New Haven Railroad Co., stands today as an interesting architectural monument and as a symbol of the sometimes forgotten fact that no corporation or individual, no matter how powerful, is above the law.



NORTH AVENUE
VIEW FROM THE NORTH
25 SEPTEMBER 1925

NORTH ABINGTON DEPOT
VIEW FROM THE NORTHWEST
26 SEPTEMBER 1975

North Abington Depot, Abington, MA
Douglas Ulwich, September 1975
Abington Historical Commission
Looking southeast at west facade
photo #1 of 1

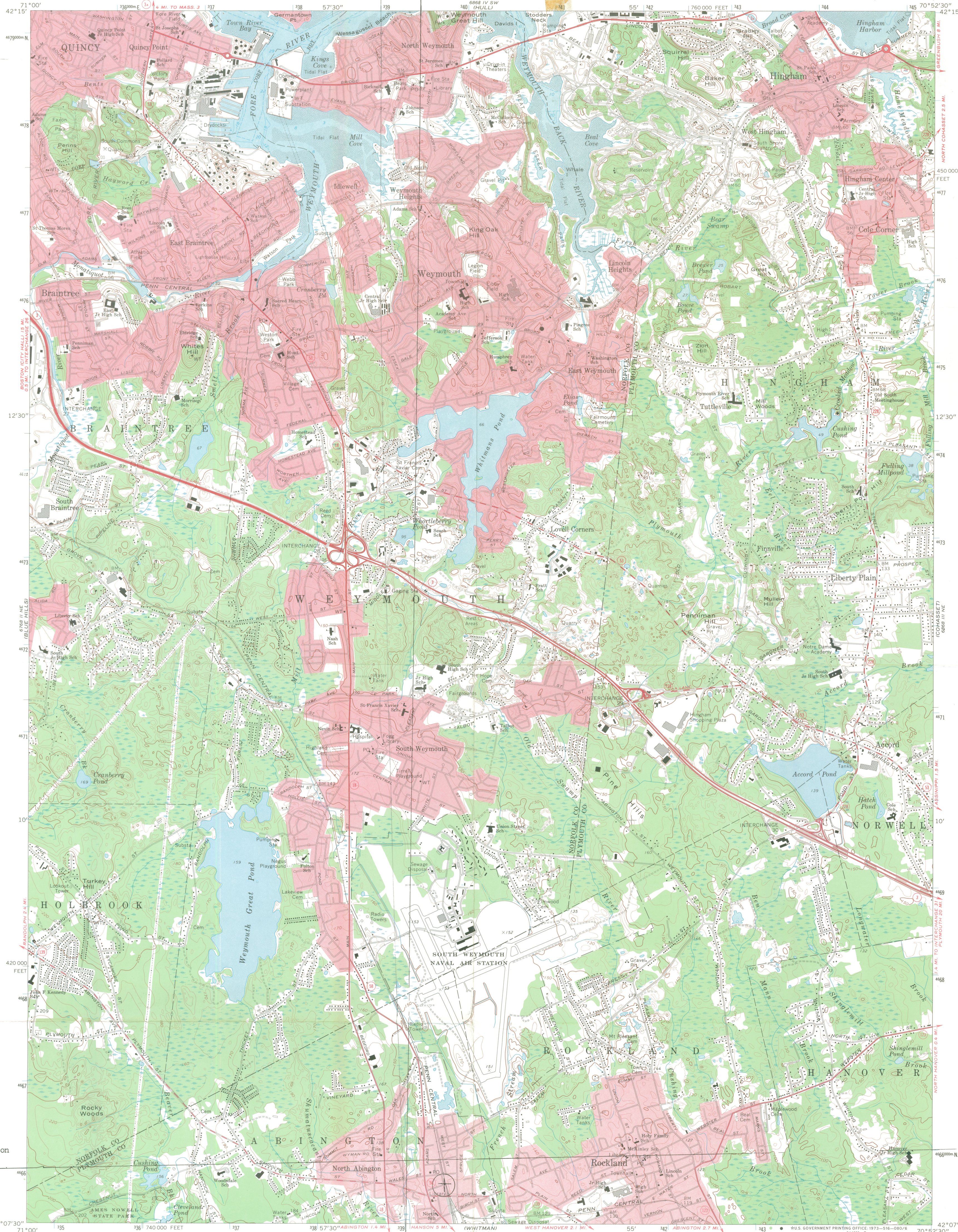
Plymouth County, Mass.

5/13/76

APR 6 1976

REPRINT PERMISSION:

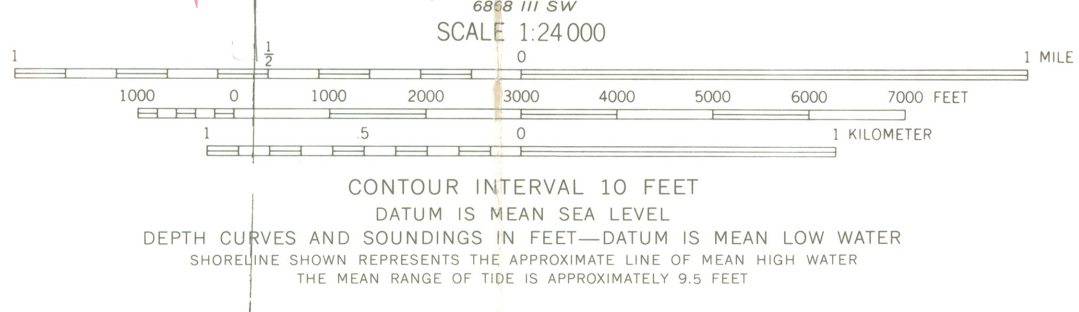
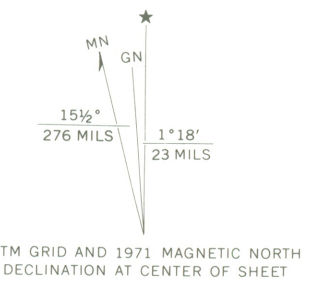
ABINGTON HISTORICAL COMMISSION
33 Randolph Street
Abington, Ma. 02351



Abington, North Abington
Depot
UTM references:
19/339430/4665720
460



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and Massachusetts Geodetic Survey
Planimetry by photogrammetric methods from aerial photographs
Topography by planetable surveys 1936. Revised from
aerial photographs taken 1969. Field checked 1971
Selected hydrographic data compiled from USC&GS Chart 246 (1971)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts coordinate system,
mainland zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only
landmark buildings are shown



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

WEYMOUTH, MASS.
N4207.5-W7052.5/7.5
1971
AMS 6868 III NW-SERIES V814

ENTRIES IN THE NATIONAL REGISTER

STATE MASSACHUSETTS

Date Entered MAY 13 1976

<u>Name</u>	<u>Location</u>
Durant, Capt. Edward, House	Newton Middlesex County
North Abington Depot	N. Abington Plymouth County
Eaton-Moulton Mill	Wellesley Norfolk County

Also Notified

Hon. Edward M. Kennedy
Hon. Edward W. Brooke
Hon. Robert F. Drinan
Hon. James A. Burke
Hon. Margaret M. Heckler
Regional Director, North Atlantic
Region

State Historic Preservation Officer
Mrs. Elizabeth R. Anadon
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108

571 NR Data Sheet

DATE: 4/16/76
Reviewer INITIALS: RCH

NR DOE

(5-13-76)

NAME AS IT APPEARS IN FEDERAL REGISTER: North Abington Depot
OTHER NAMES:

LOCATION:

STREET & NUMBER: Railroad St
CITY, TOWN: N. Abington
STATE: Mass
VICINITY OF:
CONGRESSIONAL DISTRICT: 11
COUNTY: Plymouth
code: 023

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline):
FEDERAL (AGENCY NAME):
NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST
SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

INTERIOR: Substantially intact-1, unknown-4, not applicable-7
EXTERIOR: Substantially intact-2, unknown-5, not applicable-8
ENVIRONS: Substantially intact-3, unknown-6, Not applicable-9

CONDITION - EXCELLENT, GOOD, FAIR, DETERIORATED, RUINS, UNEXPOSED, Unexcavated, UNALTERED, ALTERED, Reconstructed, Excavated, ORIGINAL SITE, MOVED, Unknown

ACCESS - Yes-restricted, Yes-unrestricted, No access, Unknown

historic district? YES, NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NO

WITHIN NATIONAL HISTORIC LANDMARK? YES, NO

ADAPTIVE USE: YES, NO, potentially, Saved? in process, YES, NO

FUNCTION(S): (use vocabulary words)
then- railroad station
now-

SIGNIFICANCE:

- ARCHEOLOGY-PREHISTORIC, CONSERVATION, ECONOMICS, EDUCATION, ENGINEERING, EXPLORATION, INDUSTRY, INVENTION, LANDSCAPE ARCHITECTURE, LAW/Gov't/politics, LITERATURE, MILITARY, MUSIC, PHILOSOPHY, POLITICS/GOVERNMENT, RELIGION, SCIENCE, SOCIAL/HUMANITARIAN, TRANSPORTATION, OTHER (SPECIFY), entertainment, health, recreation, settlement, socio/cultural, urban & commun planning

Claims

"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURAL STYLE: Richardsonian Romanesque

architect/~~m-builder~~ Bradford Lee Gilbert engineer:

landscape/garden designer:

artist/artisan:

interior decorator:

builder/contractor:

ETHNIC GROUP:

NAMES:

personal

(label role
&
appropriate date)

events North Abington Riot, 1893

institutional

DATES: DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1893-94

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE: (to nearest tenth of an acre) less than 1

COMMENTS: (include architectural information here)

Walls of random length dressed granite blocks with brown stone trim; one-story basically rectangular but broken midway on west side by octagonal, 2-story tower with clerestory windows; steeply pitched hipped roof; hipped roof of platform (attached) extends beyond length of building & supported by wooden columns w/ ~~and~~ curved brackets; curved wooden brackets support roof on other sides; granite chimney; stained glass fanlights int & ext. Richardsonian Romanesque.
SIGNIFICANCE: (maximum two sentences) Designed by an architect noted for his exposition & public buildings & railroad stations, the North Abington Depot is a fine example of the current Richardsonian mode. Moreover, it is significant as the peace-offering built for the town after the North Abington Riot, a confrontation between a large railroad company & the local street car line which resulted in a landmark judicial decision.

86

NATIONAL REGISTER DATA SHEET

KX

1 NAME as it appears on federal register: North Abington Depot
 2 OTHER NAMES:
 3 date of entry: 5-13-76
 4 county code: 023

5 LOCATION street & number: Railroad St.
 city / town: North Abington
 vicinity of:
 state: MA
 county: Plymouth
 6 NPS REGION: North Atlantic

7 OWNER: PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name)
 8 ADMINISTRATOR:

9 EXISTING SURVEYS: HABS HAER NHL
 10 FUNDED? YES NO
 11 CONGRESS. DISTRICT: 11
 12 SOURCE of NOMINATION: STATE FEDERAL
 if state who prepared form?

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? NO
 14 WITHIN NATIONAL HISTORIC LANDMARK? NO
 15 ACREAGE: 41
 LOCAL PRIVATE ORGANIZATION

16 CONDITION:
 excellent
 good
 fair
 deteriorated
 ruins
 unexposed
 unexcavated
 altered
 unaltered
 reconstructed
 excavated
 original site
 moved
 unknown
 17 features:
 INTERIOR: SUBSTANTIALLY INTACT-1
 NOT INTACT-0
 UNKNOWN-4
 NOT APPLICABLE-7
 EXTERIOR: SUBSTANTIALLY INTACT-2
 NOT INTACT-0
 UNKNOWN-5
 NOT APPLICABLE-8
 ENVIRONS: SUBSTANTIALLY INTACT-3
 NOT INTACT-0
 UNKNOWN-6
 NOT APPLICABLE-9

18 ACCESS: YES-Restricted YES-Unrestricted No Access Unknown
 19 ADAPTIVE USE: YES NO
 20 SAVED? YES
 IS PROPERTY A HISTORIC DISTRICT? yes no

21 AREAS OF SIGNIFICANCE:
 ARCHEOLOGY-prehistoric-2
 ARCHEOLOGY-historic-1
 AGRICULTURE-3
 ARCHITECTURE-4
 ART-5
 ENGINEERING-11
 ENTERTAINMENT-26
 EXPLORATION-12
 HEALTH-27
 INDUSTRY-13
 INVENTION-14
 LANDSCAPE ARCH.-15
 LAW-16
 LITERATURE-17
 MILITARY-18
 MUSIC-19
 PHILOSOPHY-20
 POLITICS/GOVT.-21
 RELIGION-22
 SCIENCE-23
 SOCIAL/HUMANITARIAN-24
 SOCIAL/CULTURAL-30
 TRANSPORTATION-25
 RECREATION-28
 SETTLEMENT-29
 URBAN PLANNING-31
 OTHER (SPECIFY)
 22 CLAIMS: explain
 'first'
 'oldest'
 'only'

23 functions:
 WHEN HISTORICALLY SIGNIFICANT: RR Station
 CURRENTLY: Not in Use
 24 dates of initial construction: 1843-99 -- 1894
 major alterations:
 historic events:
 25 ETHNIC GROUP ASSOCIATION

26 architectural style(s): Richardsonian Romanesque
 27 architect: 2 Bradford Lee Gilbert
 28 master builder:
 29 engineer:

30 landscape architect / garden designer:
 31 interior decorator:
 32 artist:
 33 artisan:
 34 builder/contractor:

35 NAMES give role & date
 PERSONAL: Bradford Lee Gilbert, Columbian Exposition medal winner (1893), supervising architect of the Cotton States and International Exposition (1895), architect.
 EVENTS: North Abington Riot, August 16, 1893
 INSTITUTIONAL:

36 NATIONAL REGISTER WRITE-UP: Rock-faced stone, 1 story, rectangular, hipped roof, interior chimneys, various entrances each with transom, 1 1/2-story polygonal tower with contrast banding, wide overhanging bracketed eaves, connected platform canopy; alterations. Richardsonian Romanesque.

~~Good example of Richardsonian school of architecture;~~ Built as peace offering to the Town after the 1893 "North Abington Riot," violent confrontation provoked by officials of the New York, New Haven and Hartford Railroad between their laborers and town-backed workers constructing a streetcar line; prison terms given railroad officials bolstered public confidence in fair administration of justice.