

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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DATE ENTERED

**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

Grand Trunk Railroad Station

AND/OR COMMON

2 LOCATION

ME 115

STREET & NUMBER

CITY, TOWN

Yarmouth

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

First

STATE

Maine

VICINITY OF

CODE

23

COUNTY

Cumberland

CODE

005

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Yarmouth Village Improvement Society

STREET & NUMBER

CITY, TOWN

Yarmouth,

VICINITY OF

STATE

Maine

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Cumberland County Registry of Deeds

STREET & NUMBER

142 Federal Street

CITY, TOWN

Portland,

STATE

Maine

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Yarmouth Historic Resources Survey

DATE

1974

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Maine Historic Preservation Commission

CITY, TOWN

Augusta,

STATE

Maine

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Yarmouth Railroad Station of Yarmouth, Maine built in 1906, is a charming and very well preserved example of its type.

The building is of frame construction with hipped roof, two ornate brick chimneys, and granite block walls rising some five feet above grade. The station is basically rectangular in plan, oriented north-south, but its northern end is apsidal in form. Central bays project from the east and west walls, and a small ell, nearly square in plan, extends from the south end.

The most conspicuous decorative elements are the delicate wooden brackets which support the extensive roof overhang typical of this class of building. Fenestration is generally 1/1.

The Yarmouth Railroad Station stands out as a well-designed specimen of a building type which is rapidly disappearing from the Maine landscape.

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 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" 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

1906

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In Maine, where passenger service has almost totally ceased, railroad stations are among the most endangered species of buildings. Fortunately, the Grand Trunk Station in Yarmouth, now owned by the Village Improvement Society, has been handsomely restored and has new life thanks to adaptive re-use as a florist shop. This is particularly fortunate in view of the fact that this neat little station is architecturally unique in the state and is located on a historically important railroad route.

Differing from the traditional Stick Style-Italianate stations which predominated during the last two decades of the 19th century, this building, although retaining in modified form the large brackets supporting the extended roof overhang, has a much more steeply pitched hip roof, the north end of which descends to cover a curved apsidal form not found in other existing Maine stations. The high rising granite block wall base also lends the structure a stylish distinction not found in earlier small stations.

Chartered in 1845, the Atlantic and St. Lawrence Railroad from Portland to Montreal was the brainchild of John Alfred Poor, Maine's visionary railroad pioneer. Basically Poor contemplated the construction of this route for the purpose of diverting the commerce of Canada and the Great Lakes country away from the St. Lawrence, which was frozen part of the year, to the port of Portland. Finally completed in July of 1853, the road was leased the following month to the Grand Trunk Railway of Canada for 999 years. Although Portland was the actual terminus of the railroad in the United States, Yarmouth was the point at which the Grand Trunk, at an important junction, crossed the Maine Central Railroad and took up its northwesterly course over the Appalachians west of Rumford and into Canada.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Chase, Edward E., Maine Railroads. Portland, 1926.

Corliss, Carleton J., Railway Developments in Maine. Ms. in Maine State Library, 1953.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/4

UTM REFERENCES

A

1	9					
4	0	4	1	8	0	
4	8	5	0	3	3	0
ZONE		EASTING			NORTHING	

B

ZONE		EASTING			NORTHING	

VERBAL BOUNDARY DESCRIPTION

Map U-7, Lot 17.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Frank A. Beard, Historian/Robert L. Bradley, Architectural Historian

ORGANIZATION

Maine Historic Preservation Commission

DATE

April, 1979

STREET & NUMBER

242 State Street

TELEPHONE

207/289-2133

CITY OR TOWN

Augusta,

STATE

Maine

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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

Earle S. Fetterworth

TITLE

S.H.P.O.

DATE

5/18/79

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

[Signature]

DATE

7/10/78

ATTEST:

[Signature]

DATE

7/6/79

KEEPER OF THE NATIONAL REGISTER