

56-809

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Canadian Pacific Railway Depot, Greenville Junction, Maine

Other names/site number: Greenville Junction Depot

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 0.2 mi N of the intersection of Rockwood Road & Pritham Ave (Rte. 15/6)

City or town: Moosehead Junction Township State: Maine County: Piscataquis

Not For Publication: N/A Vicinity: N/A

## 3. State/Federal Agency Certification

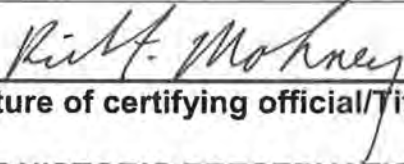
As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

	<u>2/10/2017</u>
Signature of certifying official/Title:	Date
<b>MAINE HISTORIC PRESERVATION COMMISSION</b>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property  meets  does not meet the National Register criteria.

Signature of commenting official:	Date
Title	State or Federal agency/bureau or Tribal Government

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION, MAINE

PISCATAQUIS COUNTY, MAINE

Name of Property

County and State

#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

*Joe Edson H. Beall*  
Signature of the Keeper

3-27-17  
Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only one box.)

- Building(s)
- District
- Site
- Structure
- Object

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION, MAINE

PISCATAQUIS COUNTY, MAINE

Name of Property

County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1 _____	0 _____	buildings
0 _____	0 _____	sites
0 _____	0 _____	structures
0 _____	0 _____	objects
1 _____	0 _____	Total

Number of contributing resources previously listed in the National Register 0 \_\_\_\_\_

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/ rail-related

- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

WORK IN PROGRESS

- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION, MAINE

PISCATAQUIS COUNTY, MAINE

Name of Property

County and State

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Queen Anne

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### Materials: (enter categories from instructions.)

Principal exterior materials of the property:

foundation: CONCRETE

WOOD

STEEL

walls: WOOD/weatherboard

WOOD

roof: SYNTHETICS/rubber

other: WOOD (braces)

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary Paragraph

Greenville Junction, in Piscataquis County Maine, is a small rural community located west of the rural town of Greenville on the southern skirt of Moosehead Lake.<sup>1</sup> Greenville Junction, first known as West Cove or Little Squaw, is located along Route 15/6 and consists of newer commercial buildings and several residential buildings. The depot is situated on a triangular gravel lot flanked by a singular railroad track to the immediate east and a railroad spur to the

<sup>1</sup> Greenville Junction does not have its own government body. On the tax maps for Greenville, the Junction is split by Greenville and Little Squaw Township which has recently been renamed to Moosehead Junction Township. Moosehead Junction Township is considered an unorganized territory in the State of Maine and therefore, the Maine State Legislature plus the Piscataquis County Government is the governing body over the township.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

PISCATAQUIS COUNTY,  
MAINE

Name of Property

County and State

west. The Canadian Pacific Railway Depot, Greenville Junction is a late-19<sup>th</sup> century Queen Anne style, wood frame, one-story building. The depot is a combined passenger station and freight shed. The entire structure sits on a concrete/ wood pier, steel and wood beam foundation. The northern passenger station portion of the building features a broad, overhanging roof supported with decorative roof brackets, and two types of exterior wall cladding, clapboards and board and batten. While the southern freight shed and its addition are more simplistic in design compared to the northern half of the depot. The roof is clad in a temporary rubber roof. The interior of the building retains most of the original floor plan from the 1911 alteration including the original wall mounted benches in the ladies' waiting room, ticket room and window, operator's built-in desk, the general waiting room and various other spaces. Built by the Canadian Pacific Railway (CPR) in 1889, the depot retains a high degree of all seven aspects of integrity even with the limited alteration of materials per the temporary rubber roof and new foundation system.

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## Narrative Description

### Site

At one time, the depot property featured an 1889 oil shed, 1890 coal shed, 1911 pump house, and 1912 water tank. The only surviving historic structure or building is the depot. The depot has an apsidal footprint with the roof line oriented north-to-south. To the east lies the track for the CPR, now owned and operated by Central Maine and Quebec Railway. To the west is an abandoned spur, assumed to be the remnants of the Bangor & Piscataquis (eventually bought by Bangor and Aroostook) Railroad that made the junction here with the Canadian Pacific.

### Exterior

Although the depot is one continuous structure, the two functions, passenger station and freight shed can be interpreted by the difference in architectural details of the building, both exterior and interior. The entire structure has a foundation constructed of a concrete pier, steel and wood beam system. The hipped roof with its conical north end is currently wrapped in a rubber membrane material. The half of the structure utilized as the passenger station features eaves which overhang the side walls by approximately six feet and provide a measure of shelter around the ladies waiting room, operator's office bay and general waiting room. The half of the building used for freight shed, southern half, is wider by four feet on each side than the station or northern half resulting in eaves overhanging the southern part of the building by approximately two feet. Most of the fascia boards and boxed cornices on the northern half of the depot have been restored; however, these same elements on the southern half are in deteriorated condition and have yet to be repaired. Decorative and functional wooden braces support the north conical roof as well as the large eaves on the northern passenger station portion of the depot. Each bracket is attached to the building via a vertical post anchored to the wall, an upper horizontal element, and a semi-arched brace connecting the post to the horizontal element. Seventeen in total of these brackets exist on the northern half of the depot.

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

Through use of various wooden siding materials, the exterior walls of the northern portion of the depot are divided into two horizontal sections. At the foundation level, a two board thick belt course borders the sill system and leads into an approximately two foot high board and batten section topped with another belt course followed by clapboard siding for the top section of the passenger portion of the depot. The southern half is sheathed in clapboard.

The primary elevation faces east and is divided into a total of nine bays: four unequal bays on the passenger station portion (northern half) with another five unequal bays on the freight shed (southern half). At the central south end of the elevation the passenger station unites with the freight shed, and the building footprint expands under the eaves to create the freight shed and its addition. From the conical north end of the building known as the ladies waiting room, there is a recessed entry door to this area followed by a rectangular bay for the operator's office, followed by another recessed door for the general waiting room area and then a group of three windows prior to transition to the freight shed. All windows of the northern half of the depot have the same ornamentation. The one-over-one wooden double-hung windows are grouped together in threes accompanied by a fixed multi-pane, twenty light sash above the one-over-one windows. Several of these multi-pane windows are boarded over on the eastern windows of the ladies waiting room.

The freight shed, southern half of the depot, was extended thirty feet in 1911, the same year the conical roof lady's waiting room was added. The east elevation of the freight shed has five bays. The first and fourth bays consist of fixed six-pane ribbon windows that are situated under the cornice line of the freight shed. Underneath the ribbon window of the first bay is a two-pane casement window. The second bay is a wooden sliding door that allows a pair of tracks to enter the building. The third bay has a six-pane ribbon window transom over double wooden doors hinged to open to the exterior, and the southern, fifth bay, is a wooden sliding door. The south elevation of the depot is one bay with a sliding wood door flanked by fixed six-pane wood ribbon windows.

The west elevation of the freight shed has sliding doors in bays one and four from south to north. Fixed six-pane ribbon windows are situated under the cornice line in bays two, three, and five. The existing freight shed doors are not original to the building, though it is unknown when the change in the doors may have occurred. A photograph from circa 1912 (see Figure 1 below) illustrates a lighter color scheme existing as well as more decorative doors.

The west elevation of the passenger portion of the depot has three bays prior to starting the conical north elevation. The bay abutting the freight shed is a group of three one-over-one wooden double-hung windows accompanied by fixed multi-pane twenty-light sash above the one-over-one windows. A single one-over-one wooden double-hung window sits in the middle bay followed by paired one-over-one wooden double-hung windows again accompanied by fixed multi-pane twenty-light sash above the one-over-one windows.

The north elevation of the depot has a curved wall with a conical roof dubbed "The Witch's Hat" by the locals. Three bays of triple grouped one-over-one wooden double-hung

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

windows topped by fixed multi-pane twenty-light sash dominate this elevation. The window panes are curved to fit the rounded nature of the elevation.



Figure 1 Greenville Junction Depot c.1911<sup>2</sup>

### Interior

The interior of the depot has remained mostly untouched since the station was abandoned in 1965. Prior to the abandonment, the interior floor plan had been modified throughout the years.<sup>3</sup> Currently, the passenger station is divided into three rooms and one bathroom. The north end of the station consists of the ladies' waiting room complete with a one person bathroom in its northwest corner. The ladies' waiting room features plastered walls with wood picture molding three quarters of the way up the wall between the groups of windows and a built-in curved bench located on the exterior curved wall. A small window is located in the south wall of the ladies' waiting room which serves as a ticket window.

The ticket room is located south of the ladies' waiting room. The south wall of this room features a larger ticket window to the general waiting room. Underneath this window are two sets of built-in drawers and shelving. To the east of the ticket window, the wall has a doorway with decorative trim and rosettes that leads to the general waiting room. The built-in operator's desk is located under a grouping of windows on the east wall of the ticket room. Plaster crown molding is featured at the wall-ceiling joint around the entire room. Connecting to the ticket room to the south is the general waiting room which follows suit with the ladies' waiting room and ticket room with plastered walls and wood trim around the windows. A decorative plaster crown molding is present at the wall-ceiling joint on all four walls. Unlike the ladies' waiting room, the general waiting room is missing its built-in benches. The interior flooring has been replaced within the past six years; however, a small

<sup>2</sup> Gartley & Dorsky and 2A Architects, "Conditions Assessment and Building Survey: Greenville Junction Depot," (Issued 18 November 2010) 4.

<sup>3</sup> The building assessment completed by A2 Architects indicates that a timeline for interior changes was difficult to assign due to the lack of documentation. Since the initial completion of the A2 Architects Condition Assessment of the building, the Depot's floor layout has been restored to part of its historic layout.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

portion of original tongue-and-groove maple flooring exists beneath the ticket window in the general waiting room.

Moving south into the freight shed with its 1911 addition, the northern end of the freight shed has one room partitioned off on the west side sharing a wall with the south wall of the general waiting room. This small room served as the mechanical room. To the west of this room, the interior of the freight shed is a large open area complete with plank flooring. In the second northern most bay on the east wall of the freight shed, the plank floor has a rectangular opening which allows for a small section of rail to enter the building beneath the sliding freight shed door. The interior of the freight shed to the south of the rail bay is a large open floor plan with the walls sheathed in horizontal flush wood boards. The framing system of the freight shed consists of five wooden pitched king rod trusses with two diagonal posts which support the wooden rafter system for the roof. This system is exposed to view from the interior of the freight shed. Compared to the passenger portion of the depot, the freight shed is largely void of any decoration or architectural embellishments. All interior sliding door hardware appears to be original to the date of construction.

No original plans exist for this station although similarities between this building and CPR plans for Station No. 11 give a general sense of how the building may have been originally laid out prior to its 1911 additions.

In the spring of 2015, the building was stabilized and leveled via a new concrete pier, steel and wood beam system. The original foundation was a large timber sill with wooden beams sitting on top of the partially buried sill. Due to the poor condition and settling of the building, the foundation was replaced with the current system. During the stabilization of the depot, the semaphore was removed from its concrete pedestal and the void in the roof line where the semaphore once protruded was patched. Once the restoration of the depot is complete, the semaphore will be restored to its original location.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION  
Name of Property

PISCATAQUIS COUNTY,  
MAINE  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

**Areas of Significance** (Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

SOCIAL HISTORY

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1889-1965

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1889

1911

\_\_\_\_\_

**Significant Person** (Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

unknown

\_\_\_\_\_  
\_\_\_\_\_

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

### Statement of Significance Summary Paragraph

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.) (Refer to photographs)

The Canadian Pacific Railway Depot in Greenville Junction, Piscataquis County Maine is a well preserved example of a type of railroad building that was once common in Maine. Erected in 1889 by Canadian Pacific Railway (CPR), the Queen Anne style depot is located alongside the tracks of the CPR which is now owned and operated by Central Maine and Quebec Railroad. This depot once served as a junction between the Bangor and Piscataquis Railroad (B&P) and the CPR. The depot is locally significant under Criteria A, as a transportation facility associated with the Eastern Division of the CPR and for its association with social history regarding gender separation during the Victorian era. Both transportation and social history significance are associated with tourism and growth of the Greenville area. The depot is also significant under Criteria C for its architecture which embodies distinctive characteristics of the Queen Anne style architecture and railroad building forms. The period of significance is 1889- 1965 which is the time frame the depot was in use as a passenger depot. Two significant dates within the period of significance are 1889, the date of construction, and 1911, the date that alterations were made to the building.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

#### Criteria A: Transportation

During the early 1800s, citizens of Greenville relied on the stagecoach as the primary means of long distance travel to and from the town. Greenville, during this period, largely based its economy on the logging industry and the establishment of the paper industry in Maine. During the mid-1840s, the first pleasure boat trip to Mt. Kineo was made with an offseason logging boat. These excursions paved the way for wider recreational use of various parts of the lake and the establishment of shoreline sporting camps. With this growth in outdoor tourism and recreation, the first passenger steamboat was constructed in 1849 which drew larger crowds of visitors to the Greenville area.<sup>4</sup> Even with all this growth, travel to Greenville before 1884 was difficult. The only way to reach Greenville was by the Boston & Maine Railway to Newport then Dexter then gain passage on a postal service stagecoach to the town.<sup>5</sup>

Prior to Canadian Pacific's arrival to West Cove, the Bangor and Piscataquis (B&P) Railroad made its entrance into town in 1884 with two stations not far from where the former Canadian Pacific station is located. From the pages of *Greenville Maine, 1836-2011, 175<sup>th</sup>*

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<sup>4</sup> Ralph S. Johnson, *Greenville Maine, 1836-2011, 175<sup>th</sup> Celebration; August 20-28, 2011*, (Lexington, KY: Printer Unknown, 2011), 50.

<sup>5</sup> "Mount Kineo House Pamphlet, 1880," <https://www.mainememory.net/media/pdf/80001.pdf>, Accessed 10 November 2016.

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

*Celebration* by Ralph S. Johnson, "...and perhaps most important for the present day economy, the final push of the Bangor and Piscataquis (later Bangor and Aroostook, B&A) railway from Bangor to Greenville Junction in 1884. The B&A became the lifeblood of the Moosehead region in the pre-1900 era because it brought thousands of "sports" to the area, along with thousands of tons of freight and mail."<sup>6</sup> Not only did the B&A bring tourists, freight, and mail north into the area, the CPR's short line which joined the B&P in Greenville in 1888 allowed these same resources to move east and west from Canada across Maine to the Atlantic Coast. These connected transportation routes caused the growth of the Moosehead Lake Region.

Canadian Pacific Railway (CPR), chartered in 1881, "did not provide for a continuation of the transcontinental railway eastward from Montreal to an Atlantic port."<sup>7</sup> Thus, the company acquired Atlantic & North-West railway Company's charter in 1883 which had the provisions in its charter to not only build a rail line to some Atlantic Coast port but the power to build or acquire lines across the State of Maine. CPR started to buy various rail lines in order to extend its line across the State of Maine to the Atlantic. In 1886, CPR gained yet another rail line, this time the International Railway of Maine and by the end of that year track had been laid from the boundary with Canada to Gulf Stream in Holeb, Maine.<sup>8</sup> With the final survey completed, CPR established that 128 miles of track were needed to bring the rail line from Holeb to Mattawamkeag, using the Bangor and Piscataquis Rail line at Greenville as a construction access point. The rail line construction between Megantic, Quebec and Greenville, Maine was completed on September 11, 1888.<sup>9</sup> On October 29, 1888, eighty-four miles of track providing a mixed train service between Megantic and Greenville was inaugurated.<sup>10</sup>

Regular service was established the following year which is the same year the Greenville Junction Depot was constructed. The point where the two railroads, CPR and B&P, intersected became known as Greenville Junction. Not only did the junction of the two railroads serve as a construction access point for the CPR lines, it also connected the CPR which ran east to west with a line that ran north to south allowing freight and passengers direct access to various points across the state of Maine. These three stations serviced all of Greenville proper and the surrounding towns. Most importantly from here, after the 27-30 hour trip from Baltimore, Washington D.C, Philadelphia or New York, a passenger could stroll down to the wharf to board the *Katahdin* to Mt. Kineo resort.<sup>11</sup>

Large tracts of land were acquired by Hollingsworth and Whitney Company in 1895, increasing the work force from four hundred to a thousand loggers a year. This brought tremendous growth to the region including a hospital, YMCA and a veneer mill. This growth

<sup>6</sup> Ibid. 50.

<sup>7</sup> Oscar, C.V. Lavallee, *Canadian Pacific to the East: The International of Maine Railway*, 103.

<sup>8</sup> Ibid. 105.

<sup>9</sup> Ibid. 111.

<sup>10</sup> Ibid. 161.

<sup>11</sup> Kirk Mohney, *Along the Rails: A Survey of Maine's Historic Railroad Buildings*, (Portland, Maine: Maine Preservation, 2000). Mt. Kineo Resort was under Maine Central Railroad management in 1911. MEC brought in Hiram Ricker Hotel Company to run the resort. By 1938, MEC started to lose money due to the increased use of the automobile and closed the resort shortly after.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

was generated by the two railroads in Greenville Junction. The veneer mill became the major in-town industry. The importance and close association between industry and the railroad is illustrated by the CPR building a spur line to the mill located on the east cove. In the early 1900s, the town still growing from tourism and industry, gained electricity from a dam on Wilson Stream. The power generated from the dam powered thousands of street lights, half dozen machines and over "two hundred miles of telephone lines connecting Canada, the woods operations and Greenville to the southern part of Maine."<sup>12</sup>

Passenger service started to decline in the 1950s due to several factors. As outlined in *Canadian Pacific to the East: The International of Maine Division*:

*"This decline was due to three factors: the first was higher income levels and a better standard of living that put automobiles within the reach of virtually every wage-earner; the second was the governments' response to this trend with massive investment in highway improvements and the burgeoning construction of super highway networks in the high-density population areas of Ontario and Quebec. The third factor was the development of improved scheduled inter-city and transcontinental air services that appealed principally to the business traveler."<sup>13</sup>*

Although limited passenger service on CPR's short line carried on into the 1980s, Greenville Junction Depot ceased to serve as a passenger station for CPR in 1965.<sup>14</sup> The Greenville Junction Depot continues to represent the evolution of rail transport in Greenville and the surrounding area.

#### Criteria A: Social History

The depot's floor plan demonstrates the history of separation of gender in Victorian Era America. As McCall stated in his thesis, "Every Thing In Its Place: Gender and Space on America's Railroad, 1830-1899", "Victorian understandings of respectability and gender roles and view of the world as being ordered and hierarchical strongly shaped how railroad treated their passengers."<sup>15</sup> In the late 19<sup>th</sup> and early 20<sup>th</sup> century, women were starting to emerge from their domesticity of a housewife in order to accompany their families during travel. The Victorian perceptions of womanhood and gentility not only applied to how the railroads design interiors of railcars or passenger stations, it also applied to how the women were treated by railroad staff.<sup>16</sup> McCall goes on to state, "Respectable women formed the largest group of female passengers; most railroad practices and regulations focused on them. The ultra-

<sup>12</sup> Johnson 50.

<sup>13</sup> Lavallee 232.

<sup>14</sup> At this point passenger service was being run by "The Scoot" between Holeb and Brownville Junction Station. Passenger service continued into the early 1990s by VIA Railway but the Greenville Junction Station was not in use as a place for passengers to seek shelter.

<sup>15</sup> R. David McCall, "Every Thing In Its Place": Gender and Space on America's Railroads, 1830-1899, (Virginia Polytechnic Institute and State University, Master of Arts in History Thesis, 1999) ii.

<sup>16</sup> Ibid. 9.

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

respectable or genteel ladies were given special accommodations. They were also sequestered to protect them from those passengers the railroads considered less-than-respectable."<sup>17</sup> Even though constructed twenty-one years after the original construction, the addition of the ladies' waiting room and separation of ladies from the general waiting room comes at a time when Mt.Kineo House and general tourism to the Moosehead Lake Region started to boom. In 1911, Mt.Kineo House was under ownership of the Maine Central Railroad which contracted management of the resort to Hiram Ricker Hotel Company. Hiram Ricker Hotel Company was also responsible for managing Poland Springs Resort in Poland Springs, Maine and the SamOset located in Rockland, Maine. Hiram Ricker Hotel Company was the most premier resort company in Maine during the late-1800s and early-1900s. Within the first year under new management, Mt. Kineo House was expanded and improved to cater to a high class of clientele.<sup>18</sup> The addition of the separate waiting room to the Greenville Junction Station coincides with the increased numbers of socialites travelling to Greenville in order to vacation at Hiram Ricker's newest hotel resort. Moosehead Lake Region gained many travelers via the two railroads that intersected on the west side of town. From the wharf, not too distant from either the B&P or CPR stations, one could pay to board the *Katahdin* bound for Mt. Kineo Resort or take a coach to a nearby sporting camp. It seems clear that the increased volume of diverse travelers caused the CPR to remodel the station according to prevailing social norms of the period.

#### Criteria C: Architecture

The Maine section of the CPR Short Line railway stretched across Maine from the western Canada-Maine Boundary to the eastern boundary at Vanceboro, Maine with a total of eighteen stations, sub stations or flag stops. Of these eighteen stations, less than five remain in existence.<sup>19</sup> When CPR reached Greenville Junction in 1889, the company constructed the original depot, which closely matches, the exterior plans of CPR Standard Station No.11. Twenty-two years later, the CPR expanded the freight shed and added the conical addition to the north end of the passenger station.<sup>20</sup> In addition to the standard station plans, CPR also had standard plans for lettering, standard colors, and architectural details including windows, doors, the built-in operator's desk and ticket window shelving. Having these standards, CPR created not only an efficient way to build their railroad assets but a universal plan set that could be applied to the entire CPR line. Although the ladies' waiting room deviates from the standard guidelines CPR set out for all of its stations, the addition does not detract from the overall appearance or precedent set by other CPR stations.<sup>21</sup> The architectural details outlined in the

<sup>17</sup> Ibid. 9.

<sup>18</sup> Bradley Peters, *Grand Resorts of Maine, 1906: The SamOset, Mount Kineo House, Poland Spring House*, (Rockland, Maine: Custom Museum Publishing, LLC, 2006) 18.

<sup>19</sup> Preparer used Google Maps along with the map of the Short line and historic photographs to pinpoint the various stops along the line. Due to some areas not having Street View, it was difficult to ascertain if buildings located at Vanceboro, Danforth, and Lowellville were in fact remaining stations.

<sup>20</sup> A page from the CPR archives outlines the dates for the buildings constructed on the site. The date of the freight shed addition is listed but no date is listed for the expansion or the alteration of the passenger portion of the depot. Preparer assumes that the addition probably happened at the time of the freight shed addition.

<sup>21</sup> No other CPR stations or plans for stations had a conical end or a ladies waiting room detailed on the drawings.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

CPR standard plans fit the Queen Anne style which was popular at the time that CPR was not only chartered but the period when CPR was building the Short Line across Maine.

The Greenville Depot's difference in architectural details from the northern half of the building to the southern half of the building, demonstrates how architectural design correlates to the functions of the building. The northern portion which served as the passenger station of the depot embodies the distinctive characteristics of the Queen Anne style ornamentation: decorative cornice brackets, multi-light fixed pane windows, various types of wall cladding, the conical north end with its curved grouped windows, and the compound roofline. Even the interior in the northern half harkens to the stylistic details of Queen Anne with the picture molding, crown molding, and wood work. Since the public entered these spaces, the space contains more architectural details and is pleasing to the eye compared to the simplistic functional style of the southern portion that served as the freight shed which lacks ornamentation both on the exterior and interior.

The Greenville Junction Depot is the only one of its kind in existence along the tracks of the Canadian Pacific Railway in the State of Maine.<sup>22</sup> The details on the exterior of the depot include the decorative cornice brackets, various types of wall claddings and conical north end of the depot housing the ladies' waiting room exemplify the Queen Anne style. The interior of the depot still retains the operator's built-in desk, the built-in ticket counter area and the curved built-in bench in the ladies' waiting room. The building's significance rests in its Queen Anne style, its historic function, and its association with the CPR. It is likely the last remaining example of this type and period in the Moosehead Lake Region.

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**Developmental history/additional historic context information (If appropriate.)**

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## **9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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<sup>22</sup> This statement is made by the preparer due to the research completed in order to write the nomination. In the various books about the Short Line and the CPR, no other station along the line looks exactly like the depot at Greenville Junction. It is the only one with a conical addition.



CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION  
Name of Property

PISCATAQUIS COUNTY,  
MAINE  
County and State

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McCall, R. David. *"Every Thing In Its Place": Gender and Space on America's Railroads, 1830-1899*. Virginia Polytechnic Institute and State University, Master of Arts in History Thesis, 1999.

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CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION  
Name of Property

PISCATAQUIS COUNTY,  
MAINE  
County and State

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State of Maine Board of Railroad Commissioners. *Fifty-Third Annual Report of the Railroad Commissioners of the State of Maine, 1911*. Waterville, Maine: Sentinel Publishing Company, 1911.

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Greenville Junction Depot Friends

**Historic Resources Survey Number (if assigned):** 182-0006

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**10. Geographical Data**

**Acreage of Property** 0.33 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84:

(enter coordinates to 6 decimal places)

1. Latitude:

Longitude:

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION

Name of Property

PISCATAQUIS COUNTY,  
MAINE

County and State

- |              |            |
|--------------|------------|
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

**UTM References**

Datum (indicated on USGS map):

- NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 19 | Easting: 451322 | Northing: 5034568 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting:        | Northing:         |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The former Canadian Pacific Railroad Depot in Greenville Junction, Maine is located on a one-third of an acre parcel of land in Moosehead Junction Township. This parcel, as drawn on the May 13, 2015 lease agreement between the Greenville Junction Depot Friends and the Central Maine and Quebec Railway, contains the nominated structure and the immediate surrounding land.

The nominated property is bounded on the north by the storage building owned by Central Maine and Quebec Railway, on the east by the active railroad tracks, on the south by the cell communications tower, and on the west by the railroad siding.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary is drawn to include the physical limits of the depot and its immediate grounds. The cell tower and associated mechanical shed to the south and the storage building to the north were not associated with the operating depot and are not eligible for listing in the National Register.

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION  
Name of Property

PISCATAQUIS COUNTY,  
MAINE  
County and State

### 11. Form Prepared By

name/title: Megan M. Hopkin, Architectural Historian  
organization: \_\_\_\_\_  
street & number: 12 Oak Street  
city or town: Farmingdale state: Maine zip code: 04344  
e-mail: Megan.Mariehp@gmail.com  
telephone: (724) 518-9079  
date: 1 November 2016

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Canadian Pacific Railway Depot- Greenville Junction

City or Vicinity: Greenville Junction

County: Piscataquis State: ME

CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION  
Name of Property

PISCATAQUIS COUNTY,  
MAINE  
County and State

Photographer: Megan M. Hopkin

Date Photographed: June 10, 2016; October 29, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera:

*All digital images are labeled as follows:*

*ME\_Piscataquis County\_Canadian Pacific Railway Depot Greenville Junction\_#.TIFF*

0001. Looking south at the north elevation of the depot.

0002. Looking east at the west elevation of the depot with the abandoned rail spur in the foreground.

0003. Looking southwest at the east elevation of the depot with the former CPR main line tracks in the foreground.

0004. Looking north at the south elevation of the depot.

0005. Looking northeast in the general waiting room at the ticket window and door to the operator's office.

0006. Looking northeast in the freight shed toward the former mechanical room illustrating the open floor plan and the interior framing system.

0007. Looking north at the interior of the ladies' waiting room.

0008. Looking southeast at the built-in drawers of the ticket window. To the east, the built-in operator's desk.

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



**CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION**  
Name of Property

**PISCATAQUIS COUNTY,  
MAINE**  
County and State



**CANADIAN PACIFIC RAILWAY DEPOT,  
GREENVILLE JUNCTION, PISCATAQUIS COUNTY, MAINE  
JANUARY 17, 2017**

**UTMs NAD 83 19 / 451322 / 5034568**

1000 0 1000 2000 3000 4000 ft



**CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION**

**PISCATAQUIS COUNTY,  
MAINE**

Name of Property

County and State

Exhibit A. Property Boundaries from Lease Agreement with CMQ  
Railway.



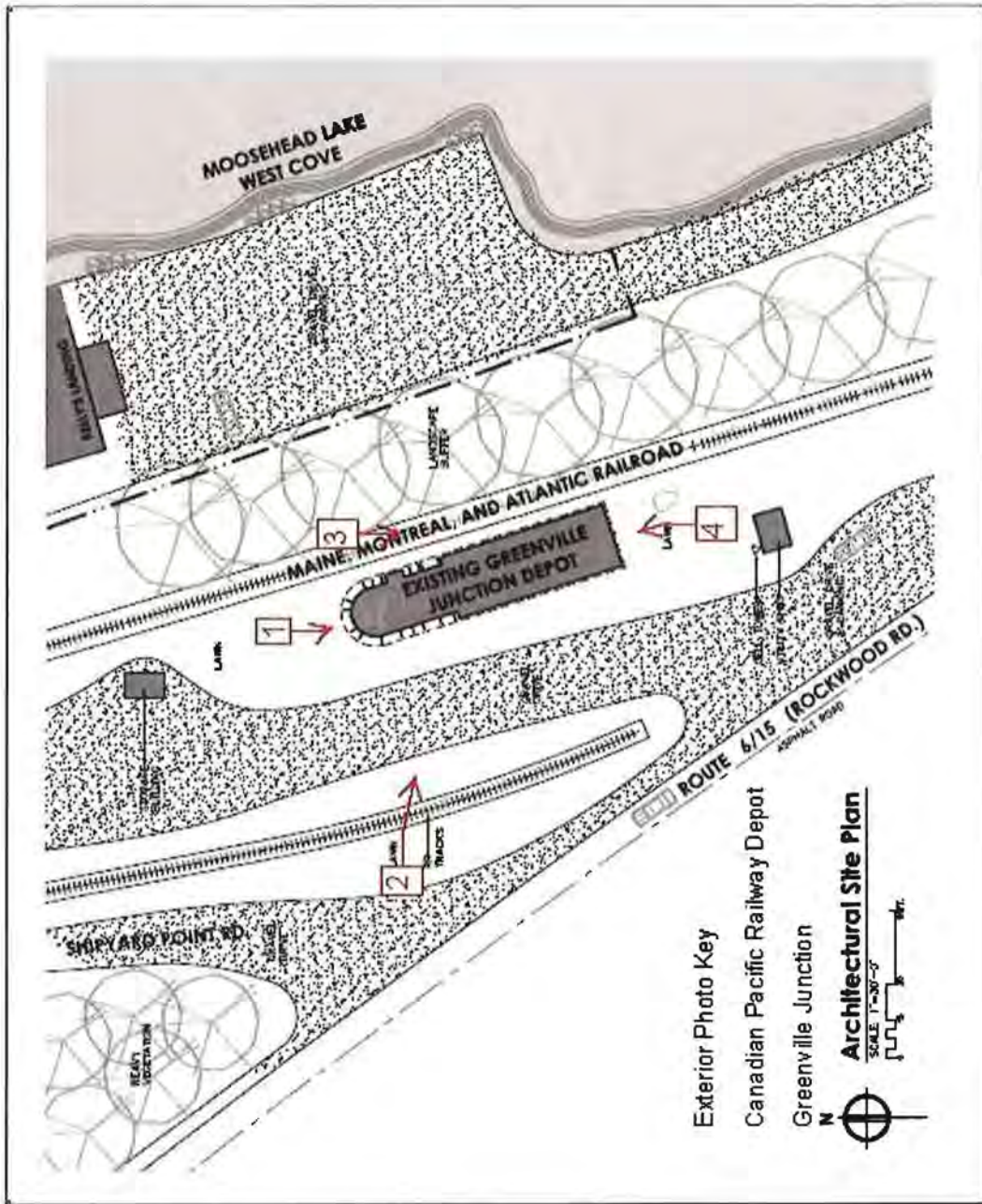


**CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION**

**PISCATAQUIS COUNTY,  
MAINE**

Name of Property

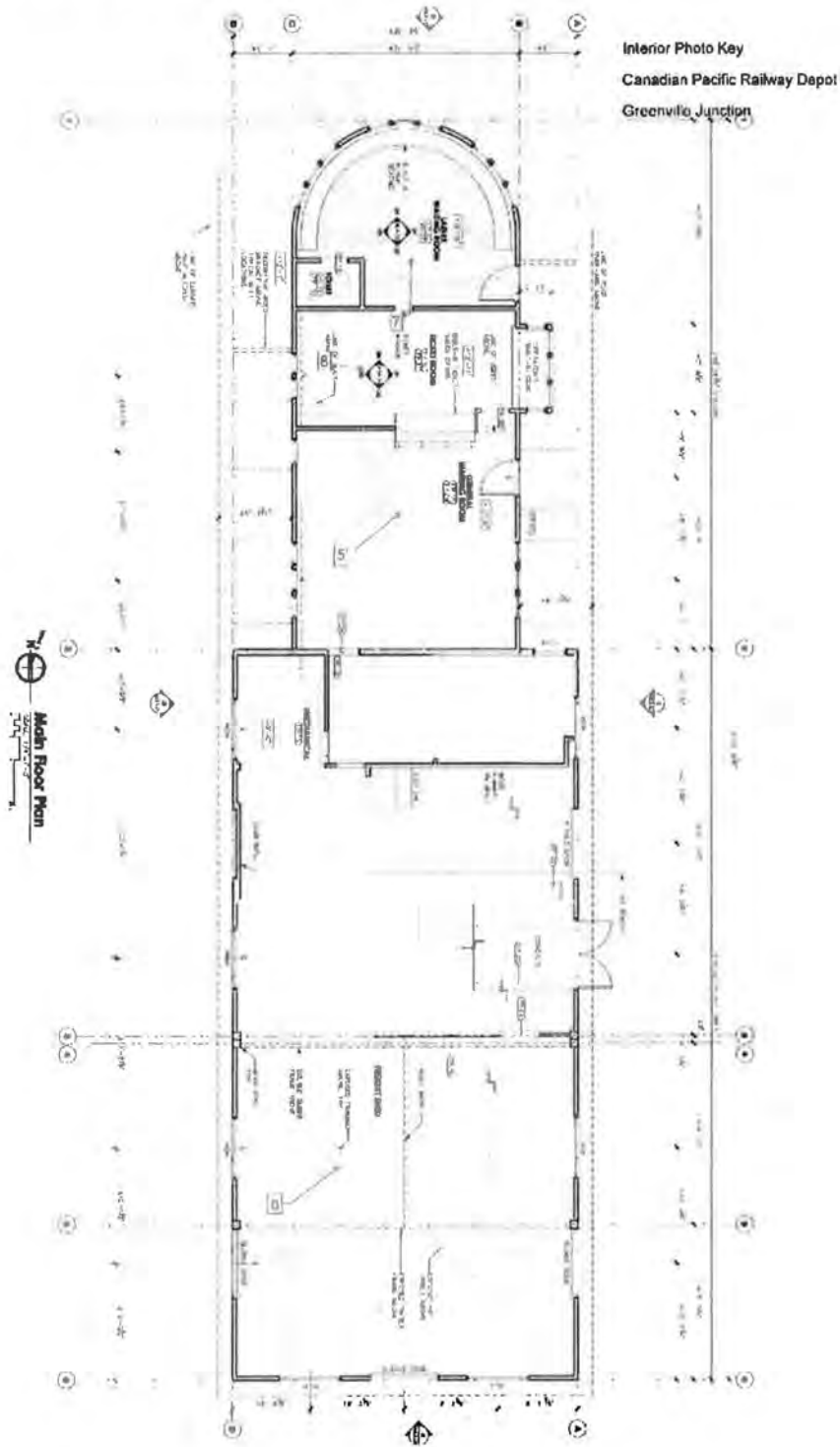
County and State



**CANADIAN PACIFIC RAILWAY DEPOT  
GREENVILLE JUNCTION**

Name of Property

**PISCATAQUIS COUNTY,  
MAINE**  
County and State











State of Oregon  
Freight House Revival

FREIGHT HOUSE REVIVAL

State of Oregon  
Freight House Revival







JOIN THE EFFORT  
*Save the Depot*  
GreenvilleDepot.org 









Welcome  
To  
Woolstock

Küchen

Exhibit Ra

Exhibit Ra













UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received:  Date of Pending List:  Date of 16th Day:  Date of 45th Day:  Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept  Return  Reject  Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone \_\_\_\_\_ Date \_\_\_\_\_

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



PAUL R. LEPAGE  
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION  
55 CAPITOL STREET  
65 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333



10 February 2017

J. Paul Loether, Deputy  
Keeper of the National Register  
National Park Service 2280  
National Register of Historic Places  
1201 "I" (Eye) Street, NW, 8<sup>th</sup> Fl.  
Washington D.C. 20005

Dear Mr. Loether:

Enclosed please find four (4) new National Register nominations for properties in the State of Maine:

North Monmouth Library, Kennebec County  
Rumford Commercial Historic District, Oxford County  
Canadian Pacific Railway Depot, Greenville Junction, Maine, Piscataquis County  
St. Joseph's Academy and Convent, Cumberland County

Regarding the Rumford Commercial Historic District, Oxford County, Maine, I have included copies of five timely objection letters. These five full or part owners represent less than fifty percent of the total 36 owners within the district. Four of the objecting owners are one-fifth owners of the same property. I have also included a copy of the email response by Daniel Delahaye, FPO, regarding comments on the USPS owned Rumford Post Office included within the district.

If you have any questions relating to these nominations, please do not hesitate to contact me at (207) 287-2132 x 8.

Sincerely,

Michael Goebel-Bain  
Architectural Historian

Enc.