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DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY	
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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

Rockland Railroad Station

AND/OR COMMON

Rockland City Hall

LOCATION

STREET & NUMBER

Union Street

__NOT FOR PUBLICATION

CITY, TOWN

Rockland

CONGRESSIONAL DISTRICT

__ VICINITY OF 1st Hon. David Emery

STATE

Maine

CODE

23

COUNTY

Knox

CODE

013

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

OWNER OF PROPERTY

NAME

City of Rockland

STREET & NUMBER

City Hall

CITY, TOWN

Rockland

__ VICINITY OF

STATE

Maine

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Knox County Registry of Deeds

STREET & NUMBER

CITY, TOWN

Rockland

STATE

Maine

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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 Rockland Railroad Station of 1917 is a very fine example of a transportation facility in a small city context of the early 20th century.

The red brick building is rectangular in plan, with a roof of green and grey slates and a granite block foundation. The main axis of the station runs east-west, with the principal facade facing east. There are two basic components to the structure, consisting of the eastern half and the western half: the former is of 1½ stories, while the latter has only one story. The east half carries a gable roof with bracketed overhang and simple stepped gable-ends, while to the west a lower gable roof terminates in a hip; this lower roof to the west is extended at the second-floor level across the whole northern facade, supported by large brackets.

The principal facade features a central arched entrance flanked by an unfluted concrete doric column and pilaster in each side of a shallow recess. The doorway is comprised of double panelled doors containing large single-panel rectangular windows and similar rectangular lights above. Within the recessed arch above the entrance is a rectangular window with diamond-shaped panes. The words "ROCKLAND CITY HALL" are painted in black on white on a rectangular wooden sign above the entrance columns. Two ornate iron wall lamps flank the entrance.

The south side of the east end is three bays wide, with a central entrance consisting of recessed double doors covered by a large hood with shed roof, supported by massive wooden brackets. A two-story arched window is to each side of this south entrance, each made up of a central double-hung sash 9/12 with 3/3 on the flanks; above this in the arch is a single sash 9-light with 2-lights on each side. The arched window is repeated above the entrance hood.

The north side of the east half of the station may have had identical fenestration as that on the south, with a surviving equivalent central bay; the east and west bays, however, have been blocked in with wood: the east one features a small square window of 4 lights, while the west bay contains a single door with 2-panel sidelights.

The west half of the station, as noted above, is of just 1 story. The south side is five bays wide with a simple double-door entrance to the west. Each bay consists of a 6/6 with 3/3 on the flanks; additional 3/3 windows flank the easternmost bay. Fenestration on the north side is identical, but here there is a central single-doored entrance. The west end is of three bays with fenestration as on the north and south sides.

The interior of the building has been renovated in a modern decor for adaptive re-use, two floors of city officers in the east half of the station and one floor for a police station in the west half. This adaptive re-use has had negligible effect on the external appearance of the structure.

The Rockland Railroad Station is a very late manifestation of ornate facilities. Stylistically, it is impressive without being pretensive. It has survived to fulfill a new function very successfully.

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 checked="" type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1917

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Rockland Railroad Station was built at the end of the age of railway expansion in Maine. It symbolizes not only the successful days of railroads, but also their decline, and finally, the adaptability of historic buildings to productive uses.

The Bangor and Piscataquis began operation in 1835, as the first railroad in Maine. The idea of having a line going to Rockland originated with the Penobscot and Kennebec Railroad in 1849, but it was not to become a reality until the formation of the Knox & Lincoln line. Rockland subscribed \$100,000 to the project, which started its first train running in 1871. Operating at a deficit, the Knox & Lincoln had to be financed by tax revenue from its member towns. Looking for an alternative to public ownership, the towns found an offer made by Maine Central financially unacceptable, but they did authorize the sale of the line in 1883. A few years later, it was sold to the Penobscot Shore Line Railroad Company. Again under the name Knox & Lincoln, it was leased to the Maine Central system in 1891. It officially merged with Maine Central in 1901.

The Rockland Railroad Station was built just before the government took over the railroads for World War I. The inefficiency and waste of freight backlogs, rail yard jams, and empty cars on the diversified rails of the nation could no longer be tolerated by the United States at war. The Railroad Administration began control of the railroads on January 1, 1918, promising to return them in equal or improved condition when the war was over. When the rails were returned on March 1, 1920, however, that promise was not kept. The financial burdens of repair, higher wages, and a new rate system not well designed for New England were not covered by the Standard Return or close to \$3 million paid by the Federal government. The Maine Central ceased paying dividends in the fall of 1920, though they were able to eliminate their deficit later in the decade.

Lines such as the one to Rockland were discontinued in favor of more profitable runs, but the Rockland Railroad Station continues to serve the community. An excellent example of reusing a building and enhancing its historic value, the Rockland Railroad Station is today the City Hall.

