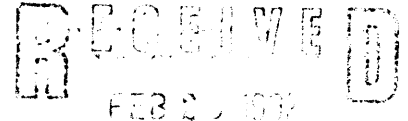


United States Department of the Interior National Park Service



National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16).

1. Name of Property (Former) Gilead Railroad Station

historic name

other names/site number

2. Location

street & number Off Northeast End of Twin Road

N/A not for publication

city, town Auburn

X vicinity

state Maine code ME

county Androscoggin code 001

zip code 04210

3. Classification

Ownership of Property

- X private
public-local
public-State
public-Federal

Category of Property

- X building(s)
district
site
structure
object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official

Date

Maine Historic Preservation Commission

State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- X 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:)

Entered in the National Register

Signature of the Keeper

Date of Action

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-Related

Current Functions (enter categories from instructions)

Commerce/Trade/Business

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Other: Atlantic & St. Lawrence RR Station

foundation Concrete

walls Wood/Weatherboard

roof Asphalt

other _____

Describe present and historic physical appearance.

The Gilead Railroad Station is a very modest, one-story wood-framed structure which was originally located beside the tracks passing through the Town of Gilead. Clad with wooden clapboards and topped by a simple side-gabled roof, the station displays little embellishment other than its wide, overhanging eaves and flared trim around the windows and entrance. It now sits on a site adjacent to a rail spur in Auburn.

The symmetrical facade of the station's south elevation, which originally faced north along the tracks in Gilead, consists of a centered entry with flanking six-over-six sash windows. The entrance features a tall paneled door surrounded by wide decorative trim with unusual flared accents. This trim is repeated around all window openings on the exterior as well. The door sill is elevated about a foot above the foundation, suggesting the original presence of a track platform. The corners are delineated with corner boards, which continue as trim along the edge of the eaves. The foundation, now concrete, previously consisted of twelve-by-twelve creosoted railroad ties laid horizontally on the ground.

The eastern and western elevations are identical, each featuring a gable end with a single window opening centered on the wall. Here, the corner and eave trim includes returns as a small decorative element. The rear, northern elevation originally held two sash windows and a square scuttle opening with a hinged door, but the extension of an ell housing electrical equipment off the center of this side has altered the appearance. One window remains intact, and the scuttle is still partially visible.

Inside, the station is divided into two rooms, one into which the entrance opens, and a smaller one to the west. The larger room, two bays across, was once the station's waiting room. The wall dividing the two rooms contains a doorway near the entrance and a rectangular opening through which tickets were once sold. This opening originally had a sliding door above, but no trace of it remains today. Between these wall openings was once a chimney shaft which probably led from a stove or fireplace that was removed long ago. The more private room behind this wall was the station master's office. When the building was used for the track crew, this room was transformed into a garage, as large swinging doors replaced the room's front window, and tracks led into the room from the main line outside. All walls

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1851

Significant Dates

1851

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The (Former) Gilead Railroad Station is significant as the oldest extant train station of Maine's Grand Trunk Rail line. Furthermore, it is the oldest known station in the State of Maine. Built in 1851 during the construction of the Atlantic and St. Lawrence Railroad, it features the simple design and construction characteristic of these early stations. Originally situated beside the tracks in the village of Gilead, it was moved in 1991 to a site in Auburn and rehabilitated. It is eligible for nomination to the National Register under criterion C for its architectural significance, as well as criteria consideration B because it has been moved.

Though the first developments in railroading in the U. S. took place during the 1820s, it was several years before the idea took hold in Maine. The introduction of charters for railroads out of Boston created the initial pressure, and in 1833 the first railroad charter in Maine was introduced for the Bangor and Piscataquis Railroad and Canal Company. Opening in 1836, it was the first steam railroad in the State. The first major railroad line in Maine, the Portland, Saco, and Portsmouth, was chartered in 1837. It connected with the Eastern Railroad at the state line in 1842, opening Portland to rail service from Boston.

During this time, various schemes were brewing over how to take advantage of Canada's inadequate number of seaports. Many envisioned Maine serving as a key center for shipping Canadian commerce, especially during the winter. An early idea was to connect Belfast and Quebec with a rail line, yet by 1837 interest and funds for the project had evaporated. In 1844, John A. Poor, a lawyer from Bangor who had a great interest in the possibilities of railroading, presented a plan to connect Portland, an ice-free Atlantic port, to Montreal, a growing Canadian port which became landlocked each winter when the St. Lawrence River froze. The City of Portland picked up on the idea, and a charter for the Atlantic and St. Lawrence Railroad was granted in 1845, to connect with a Canadian railroad championed by A. T. Galt, a landholder from Montreal. Strong competition came from Boston, which also desired this lucrative line and promoted itself

See continuation sheet

9. Major Bibliographical References

- Bennett, Randall H.
Oxford County, Maine: A Guide to its Historic Architecture. Bethel, Maine: Oxford County Historic Resource Survey, 1984.
- Chase, Edward E.
Maine Railroads. Portland: Southworth Press, 1916.
- Davis, John R.
 Letter to Robert S. Onacki, August 1, 1990.
- Harlow, Alvin F.
Steelways of New England. New York: Creative Age Press, Incorporated, 1946.
- Hastings, Philip R.
Grand Trunk Heritage. New York: Railroad Heritage Press, 1978.

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property Less Than 1

UTM References

A

1	9	3	9	9	0	6	0	4	8	8	0	3	6	0
Zone			Easting					Northing						

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone			Easting					Northing						

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

See map.

See continuation sheet

Boundary Justification

The boundary encompasses the building and the immediate one-quarter acre lot on which it stands.

See continuation sheet

11. Form Prepared By

name/title Jeffrey Harris

organization Maine Historic Preservation Commission date January, 1992

street & number 55 Capitol Street, Station #65 telephone 207/289-2132

city or town Augusta state Maine zip code 04333-0065

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National Park Service**

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in the station feature waist-height wainscotting trimmed with a simple rail, but the walls above have been covered with horizontal boards. It is unclear what the original wall appearance was, but in the office room, traces of wallpaper are visible in the spaces left between the boards. Both the floors and ceilings feature wood strips, and the doors and windows have a very simple trim.

Today, the exterior has been restored to its original state, with the exception of the rear ell addition, the remainder of the chimney, and other small changes such as the concrete foundation and asphalt roof shingles. Inside, the two original rooms and openings still exist, but significant historic alterations and the deterioration of the ceiling have masked the original appearance of the interior.

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as a more efficient and strategic port. To convince the Montreal Board of Trade, Poor traveled up from Portland through a terrible blizzard and made an impassioned speech in support of the Maine seaport. Portland won out, and on July 4, 1846, railroad construction officially began. Due to the rough terrain, unsettled land surrounding the route, and bad finances, work bogged down on the line, and the City of Portland had to lend two million dollars of its credit to guarantee completion. The line finally reached the New Hampshire border in 1851, and connected with the Canadian end in 1853. Soon thereafter the line was leased to the Grand Trunk Railway Company of Canada, taking on their name.

The Grand Trunk Railroad ran successfully for sixty years, gaining most of its revenue from the shipping of grain from Canada. Portland was transformed into a major Atlantic port, and the various towns along the line also shared the growth through the construction of factories and mills accommodating the lumber trade. The rail line also provided passenger service, creating a tourist boom by making the White Mountains and Montreal much more accessible. The 1912-13 recession and onset of World War I placed a financial burden on the line and signaled the end of its prosperity as passenger service eventually ended and freight declined to a minimum. The Grand Trunk Railroad went bankrupt and was taken over by the Canadian government, and in 1922 the line was absorbed by the Canadian National Railway. Halifax and St. John soon replaced Portland as Canadian ports, reducing use of the line even further. In recent years, the line has been turned over to the St. Lawrence and Atlantic Railroad Company, which still operates it for freight.

Gilead, like many other Maine towns, prospered during the railroad age. Steam-powered mills producing spool stock, boxes, and staves became fixtures after the appearance of the railroad, and the town also developed as a summer vacation retreat, located near the White Mountains. In 1891, a railroad line was established for the Wild River Lumber Company, which stretched for several miles south of Gilead to the mills in the village of Hastings. With the decline of the railroads, however, came the demise of the town, and Gilead's population has declined to its pre-railroad size of some 200 persons.

The Gilead railroad station was built by a crew of Atlantic and St. Lawrence Railroad Company carpenters as the line neared the New Hampshire border in 1851. Much of the station, it is believed, was constructed off-site and transported by rail car to Gilead, where it could be quickly erected and pieced together. This simple method of construction reflects the rapidity with which the railroad's construction was pushed to open it up to

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Gorham, New Hampshire and beyond. Its small scale and modest use of Greek Revival and Gothic Revival elements reflected the simple design found in other Grand Trunk stations of this period as depicted in historic photographs. In 1893, the station was moved to the east several yards, and a more commodious train station was erected on its original site. The old station was converted into a baggage shed. The 1893 station was eventually removed upon the closing of the Gilead agency in the late 1950s, and the old station was turned over to the track department, thereby avoiding destruction or removal. Later, it was put out of use and abandoned, and recently was endangered by deterioration and vandalism. In 1991 it was moved to a site in Auburn and completely rehabilitated by the Safe Handling Company, which uses it as an office.

Of the thirty-two Grand Trunk stations built in Maine, only four survive. In addition to the Gilead station, the extant structures include one in Lewiston built in 1885 (N.R. 6/4/79); one in Yarmouth built in 1906 (N.R. 7/10/79); and one in South Paris built in 1889. The latter two were built to replace earlier stations. Thus, only the Gilead station dates from the initial days of the rail line, making it the only remaining structure of the Atlantic and St. Lawrence Railroad Company. The original stations of the Bangor and Piscataquis and the Portsmouth, Saco, and Portland Railroads have long ago disappeared, which means that the Gilead station is the oldest known surviving depot in Maine, and probably among the oldest in the country. Though it has lost its integrity of location, its architectural importance remains.

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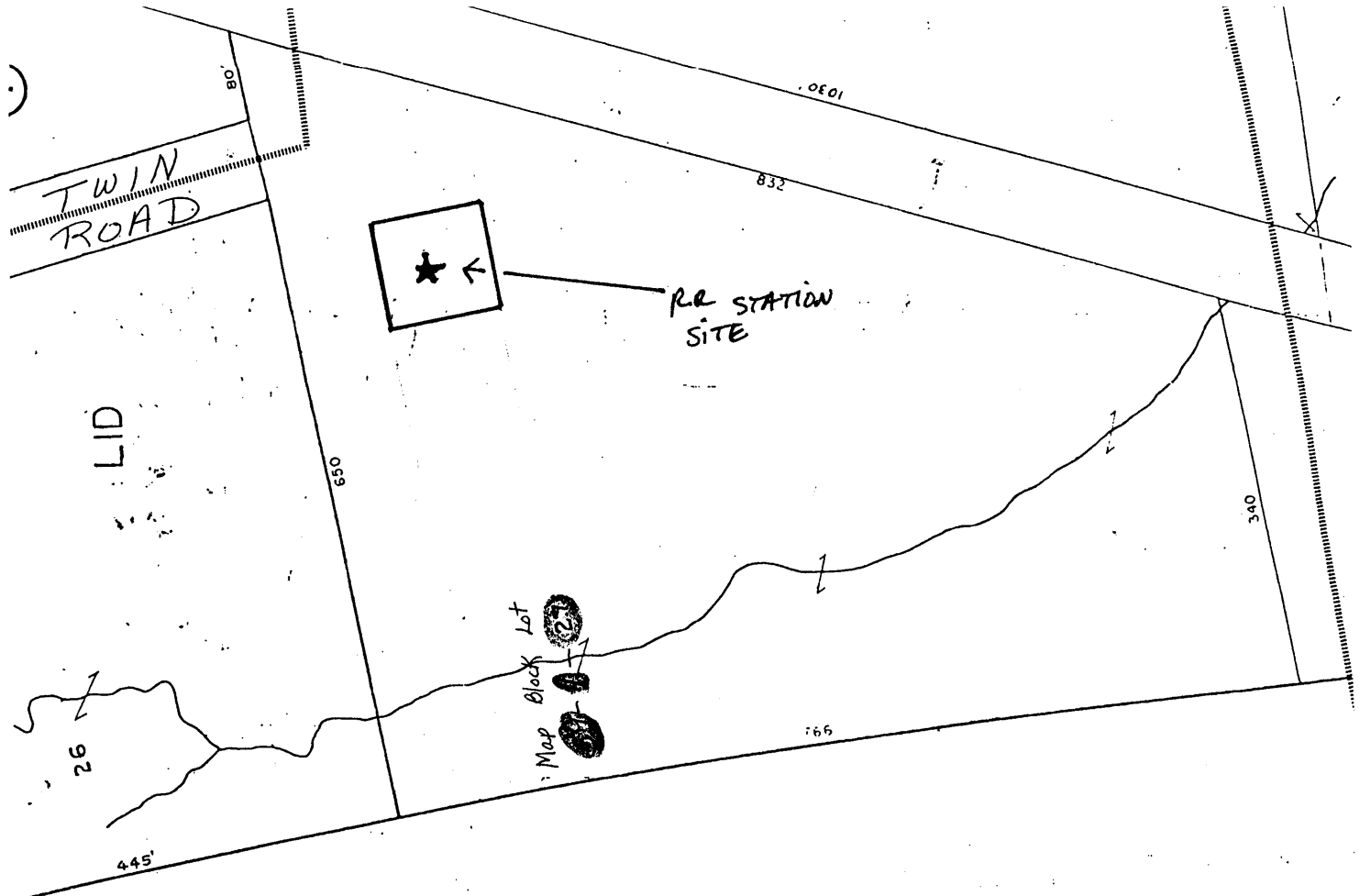
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Holt, Jeff

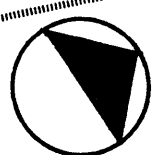
The Grand Trunk in New England. Toronto: Railfare Enterprises, Ltd.,
1986.

Lord, Robert F.

Downeast Depots. Hartford: W. E. Andrews Company, Incorporated, 1986.



Washington Street
STREET SOUTHBOUND



SCALE: 1" = 160'

(FORMER) GILEAD RR STATION
AUBURN VIC., MAINE