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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

MAR 07 1989

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). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Fort Kent Railroad Station

other names/site number _____

2. Location

street & number Corner Main & Market Streets

not for publication

city, town Fort Kent

vicinity

state Maine

code

ME

county

Aroostook

code

003

zip code 04743

3. Classification

Ownership of Property

private

public-local

public-State

public-Federal

Category of Property

building(s)

district

site

structure

object

Number of Resources within Property

Contributing

1

1

Noncontributing

0 buildings

_____ sites

_____ structures

_____ objects

0 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 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. 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:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:) _____

Beth L. Saenger
Signature of the Keeper

4-21-89
Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-Related

Current Functions (enter categories from instructions)

Recreation & Culture/Museum

7. Description

Architectural Classification

(enter categories from instructions)

OTHER: B & ARR Station Type

Materials (enter categories from instructions)

foundation Concrete

walls Wood/Weatherboard

roof Asbestos

other

Describe present and historic physical appearance.

The Fort Kent Railroad Station is a one-story seven-bay frame building which is one room deep. Covered in clapboards, the station's gable-on-hip roof has wide over-hanging eaves supported on each corner by two brackets. The building rests on a concrete foundation.

Facing east, the station's principal elevation has a projecting bay south of center. It features a pair of two-over-two windows and a four pane transom on the primary wall and a one-over-one window on each side. This bay is flanked by a door with a three pane transom and one six-over-six double-hung sash window. The south end of this elevation has two four panel baggage doors, above which is a five pane transom. Plain brackets with bevelled ends support the eaves and there is one interior flue rising above the roof ridge.

The overall composition of the rear elevation is similar to the front elevation. The projecting bay has one nine-over-six window and is flanked by paired four-over-four windows. Two other four-over-four windows on the south end complete this elevation.

The south endwall has two centrally grouped four-over-four windows and is punctuated by a three pane fixed window in the gable peak. The south end wall has only one four-over-four window in addition to its fixed window in the gable peak.

Inside, the south end of the building once served as the freight room. The other three rooms were probably used as an office waiting room and ticket room, and they feature plain horizontal sheathing.

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)

Transportation
Architecture

Period of Significance

1902 - 1939

Significant Dates

1902

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.

Fort Kent's former railroad station is the most significant and intact building associated with the community's turn-of-the-century economic development in its position at the northern terminus of the Fish River Railroad and later the Fish River Branch of the Bangor and Aroostook Railway. Opened on December 15, 1902, the station served in its original capacity until 1979 when it was retired. Architecturally, the building is similar to other railroad stations built by the Bangor and Aroostook Railroad which employ the gable on hip form with minor variations. It meets National Register criteria A and C.

Penetrating the northern Maine wilderness, the Fish River Branch of the Bangor and Aroostook Railroad provided an important transportation link for Fort Kent's lumber and agricultural industries. In addition, this rail line made fishing and hunting resorts accessible to Maine sportsmen. The construction of the Fort Kent station probably coincided with the rail's construction during 1901 and 1902. When the line opened on December 15, 1902, it was operated by the Bangor and Aroostook Railroad, which had a 999 year lease from the Fish River Railroad. Within the year the Bangor and Aroostook Railroad had acquired the line and a 67 year business relationship began between the railroad and Fort Kent.

Incorporated in 1869 with a population of about 1,000 persons, Fort Kent's turn-of-the-century growth is demonstrated by the fact that between 1900 and 1910 the population grew from 2,528 to 3,710. The railroad's arrival in Fort Kent was the major reason for its growth as a potato producing center and shipping point for lumber products, a position which it maintained through the first half of the twentieth century. Following the decline in the number of potato loadings during the 1970s, the Fort Kent Station was retired in 1979. In 1980, it was donated to the Fort Kent Historical Society, whose plans include converting the station into a museum.

See continuation sheet

9. Major Bibliographical References

1. Angier, Jerry. Bangor and Aroostook Railroad. Littleton, MA: Flying Yankee Enterprises, 1986.
2. Lord, Robert F. Downeast Depots. Hartford: W. E. Andrews Co., Inc., 1986.
3. Maine Register, State Year-Book and Legislative Manual (Portland: Grenville and Donham), 1870-1910.

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
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5	3	1	0	5	0
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5	2	3	3	6	3	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

Station

The Fort Kent Railroad/occupies the Town of Fort Kent tax map 20, lot 61A.

See continuation sheet

Boundary Justification

The boundary of the nominated property includes the building and immediate lot historically and currently associated with the station.

See continuation sheet

11. Form Prepared By

name/title Tom Jester/Kirk F. Mohny, Architectural Historian

organization Maine Historic Preservation Commission date January 1989

street & number 55 Capitol Street telephone (207) 289-2132

city or town Augusta state Maine zip code 04333

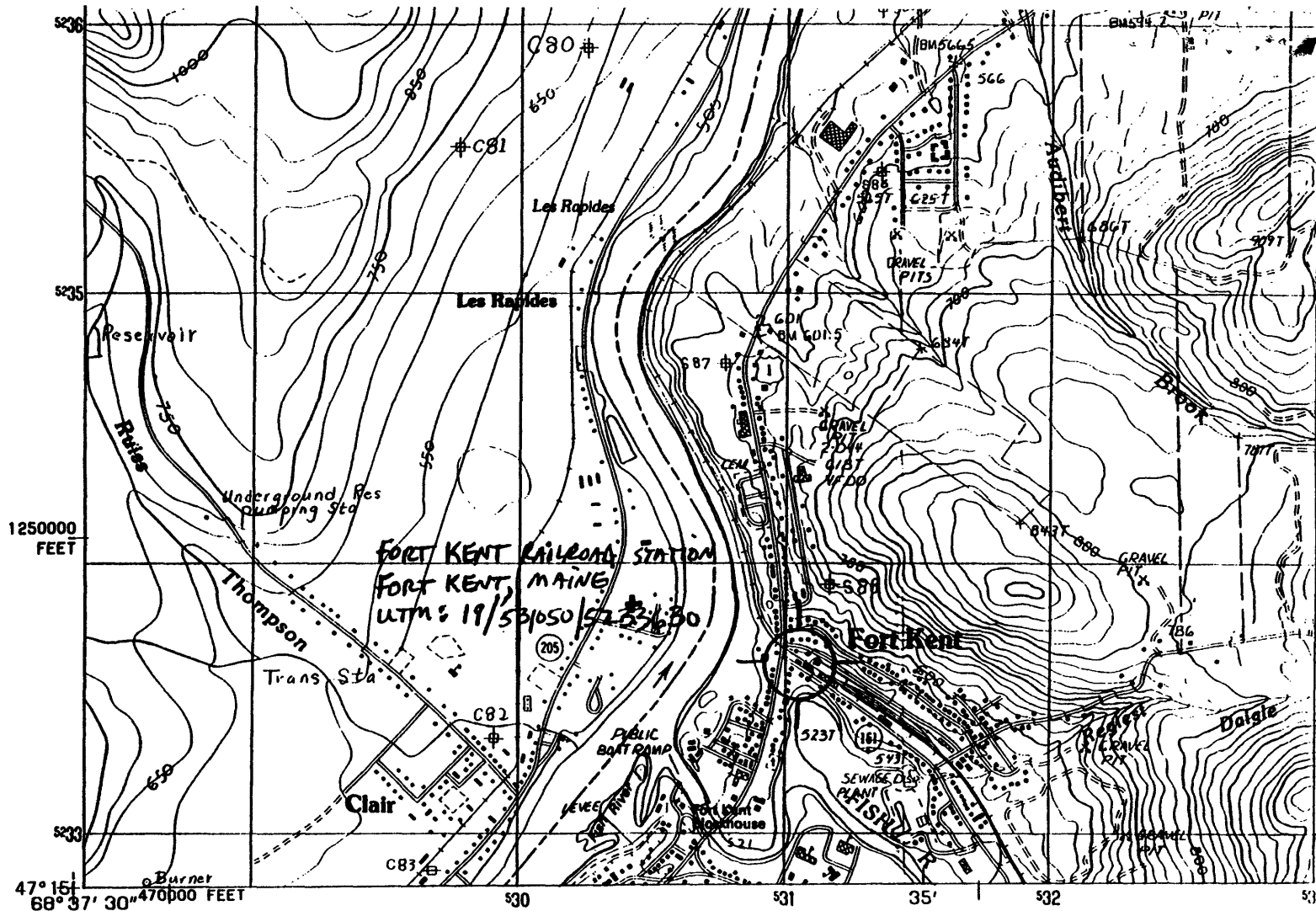
**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

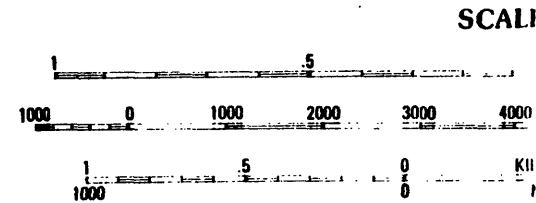
The construction of relatively small, modest railway stations accompanied the extension of the Bangor and Aroostook Railroad. One Bangor and Aroostook depot form employed the gable on hip roof with wide, overhanging eaves. Like the Fort Kent Station, other stations on the Bangor and Aroostook line (the Milo, Millinocket, Island Falls, and Bridgewater Stations most closely resembled the Fort Kent Station) made use of the gable on hip form with occasional variations. Unfortunately, few of these stations have survived with the level of integrity found on the Fort Kent example.

Within this historical context, the Fort Kent station is not only a significant example of a once typical Bangor and Aroostook Railroad station, but it is also one of the few remaining reminders of Fort Kent's agricultural and industrial roots. It bears further testimony to the town's long association with the Bangor and Aroostook Railroad, which began at the turn of the twentieth century.



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY
 CONTROL BY USGS, NOS/NOAA, AND IBC
 COMPILED FROM AERIAL PHOTOGRAPHS TAKEN 1982
 FIELD CHECKED 1984. MAP EDITED 1985
 PROJECTION TRANSVERSE MERCATOR
 GRID: 1000-METER UNIVERSAL TRANSVERSE MERCATOR ZONE 19
 10,000-FOOT STATE GRID TICKS MAINE, EAST ZONE
 UTM GRID DECLINATION 0°19' EAST
 1985 MAGNETIC NORTH DECLINATION 21° WEST
 VERTICAL DATUM NATIONAL GEODETIC VERTICAL DATUM OF 1929
 HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM
 To place on the predicted North American Datum of 1983,
 move the projection lines as shown by dashed corner ticks
 (1 meter south and 40 meters west)
 There may be private inholdings within the boundaries of any
 Federal and State reservations shown on this map
 No distinction made between houses, barns, and other buildings
 Canadian portion copied from Lac-Baker Quadrangle
 (1:50,000) 1983, Department of Energy, Mines, and Resources

PROVISIONAL MAP
 Produced from original
 manuscript drawings. Informa-
 tion shown as of date of
 photography.



CONTOUR !!
 CONTROL ELEVATIONS SI
 OTHER ELEVATIONS SI
 To convert feet to
 To convert meters

THIS MAP COMPLIES WITH NA
 FOR SALE BY U. S. GEOLOGIC/
 A FOLDER DESCRIBING TOPOGRAPHIC M.