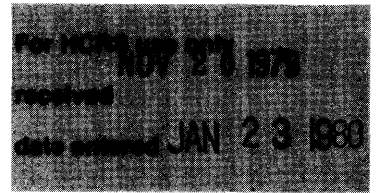


**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**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 Pittsfield Railroad Station

and/or common

**2. Location**

street & number Central Street

\_\_\_ not for publication

city, town Pittsfield vicinity of \_\_\_\_\_ congressional district Second

state Maine code 23 county Somerset code 025

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
___ district	<input checked="" type="checkbox"/> public	___ occupied	___ agriculture
<input checked="" type="checkbox"/> building(s)	___ private	<input checked="" type="checkbox"/> unoccupied	___ commercial
___ structure	___ both	___ work in progress	___ educational
___ site	<b>Public Acquisition</b>	<b>Accessible</b>	___ entertainment
___ object	___ in process	___ yes: restricted	<input checked="" type="checkbox"/> government
	___ being considered	<input checked="" type="checkbox"/> yes: unrestricted	___ industrial
		___ no	___ military
			___ other:

**4. Owner of Property**

name Town of Pittsfield

street & number

city, town Pittsfield vicinity of \_\_\_\_\_ state Maine

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Somerset County Registry of Deeds

street & number

city, town Skowhegan, state Maine

**6. Representation in Existing Surveys**

title \_\_\_\_\_ has this property been determined eligible? \_\_\_ yes \_\_\_ no

date \_\_\_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

depository for survey records

city, town \_\_\_\_\_ state \_\_\_\_\_

## 7. Description

### Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

### Check one

unaltered  
 altered

### Check one

original site  
 moved date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

The Pittsfield Railroad Station, built in 1888, is a single story clapboard structure mainly in the Italianate style, but with a hint of the stick style. The building has a shingled hipped roof with a central gable roofed extension on the facade; the entablature consists of stick style brackets and decorative panels.

The facade faces south and is nine bays wide. All of the windows have decorative lintels and similar stained glass designs on their upper sash. The full size windows have double-paned lower sashes; the others have single panes. Two doors with eight-paned doorlights appear in the facade. One full size window is off to one side. The bays then alternate between full size windows and doors for five bays, beginning and ending with windows. Next, a rectangular extension appears with half size windows on each side and two in the front. One more full size window completes the facade.

The east and west sides of the building consist of a pair of half size windows off to one side and a single door to the other side.

The north side of the building consists of a pair of full size windows with two more full size windows spaced at equal distance from one another.

The exchange house is attached to the west end of the station and runs westward. This one-story clapboarded frame building is covered by a hipped roof and is equipped with two internal brick chimneys. The cornice is decorated with paired brackets, and along the base of the entablature is denticulation. Each side of the building contains six bays, while the east end contains two. Fenestration is 2/2, and there are entrances on each side.

# 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 checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates**                      1888                      **Builder/Architect**

**Statement of Significance (in one paragraph)**

On July 2, 1855, the Maine Central Railroad opened a line with regular schedules connecting Pittsfield, Bangor, and Waterville. This event transformed this obscure village into a bustling and rapidly growing community.

In 1886, the Seaboard and Moosehead Railroad constructed a line connecting Pittsfield and Hartland. Pittsfield had now become an important railroad junction.

A new passenger station was erected in 1888 by the Maine Central Railroad. Also, a small exchange house for interchange of freight between the two railroads was built, and new platforms were laid.

The design of this station was in keeping with the prevailing trend in railroad architecture, combining Italianate features with Stick Style elements. This particular station as restored by the Athenaeum Club of Pittsfield is an exceptionally well preserved example of a rapidly disappearing type of public facility.

The building attached to the west end of the station is the exchange house referred to above and is considered of sufficient importance architecturally and historically to be included in this nomination.

The basic significance of the station lies in the fact that it ranks among the best preserved examples of its type in Maine, retaining, and this is most unusual, virtually all of its original stained glass. With the exception of the small box-like appendage (see photograph #2) the building is completely unaltered, a very rare condition among the rapidly disappearing stations of this period.

Of further importance is the fact that this station is now assured of a future existence more secure than the majority of remaining structures of its class.

# 9. Major Bibliographical References

Cook, Sanger Mills, Pittsfield. On the Sebasticook, Bangor:  
Furbush-Roberts Printing Company, Incorporated, 1966.

Maine Central Railroad Annual Reports 1880-1889, Vol. 2

# 10. Geographical Data

Acreage of nominated property 1/2

Quadrangle name Pittsfield

UMT References

**ACREAGE NOT VERIFIED**  
**UTM NOT VERIFIED**

Quadrangle scale 1:62500

A 

1	9	4	6	9	6	4	5	4	9	5	8	6	6	5
Zone		Easting				Northing								

B 

Zone		Easting				Northing			

C 

Zone		Easting				Northing			

D 

Zone		Easting				Northing			

E 

Zone		Easting				Northing			

F 

Zone		Easting				Northing			

G 

Zone		Easting				Northing			

H 

Zone		Easting				Northing			

### Verbal boundary description and justification

The Pittsfield Railroad Station occupies a lot bounded on the north by Depot Street, on the east by Main Street, on the south by tracks of the Maine Central Railroad and on the west by a line drawn parallel to and 240 feet west of Main Street.

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/Lisa Hallee, Student Intern/  
David E. Fortin, Student Intern

organization Maine Historic Preservation Commission date July, 1978

street & number 242 State Street telephone 207/289-2133

city or town Augusta, state Maine 04333

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Carol S. Feltworth

title S.H.P.O. date 11/8/77

For HCERS use only.

I hereby certify that this property is included in the National Register

Sally G. O'Leary date 1/23/80  
Keeper of the National Register

Attest: Bruce A. ... date 1/21/80  
Chief of Registration

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

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

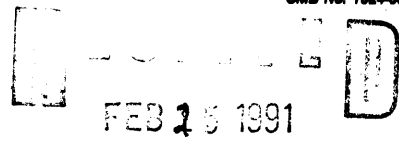
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Pittsfield Railroad Station Somerset County, MAINE

ADDITIONAL DOCUMENTATION APPROVAL  
80000254

for Keeper Betty A. Savage 4-11-91

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). 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 Pittsfield Railroad Station (Amended)  
other names/site number \_\_\_\_\_

2. Location

street & number Central Street N/A not for publication  
city, town Pittsfield N/A vicinity  
state Maine code ME county Somerset code 025 zip code 04967

3. Classification

<b>Ownership of Property</b>	<b>Category of Property</b>	<b>Number of Resources within Property</b>	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<b>Contributing</b>	<b>Noncontributing</b>
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>1</u>	<u>      </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u>      </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>      </u>	<u>      </u> structures
	<input type="checkbox"/> object	<u>2</u>	<u>0</u> Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 1

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 Maine Historic Preservation Commission Date \_\_\_\_\_  
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:) additional documentation accepted regarding the caboose moved to the property since its original list date

Paul R. Sarge Signature of the Keeper Date of Action 4-11-91

## 6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Rail-related

Current Functions (enter categories from instructions)

Recreation & Culture/Museum

Work in progress

## 7. Description

Architectural Classification  
(enter categories from instructions)

Italianate

Stick Style

Materials (enter categories from instructions)

foundation Stone

walls Wood/Weatherboard

roof Asphalt

other Ornate cornice and  
roof overhang

Describe present and historic physical appearance.

[The first four paragraphs are repeated verbatim from the original nomination.]

The Pittsfield Railroad Station, built in 1888, is a single story clapboard structure mainly in the Italianate style, but with a hint of the Stick Style. The building has a shingled hipped roof with a central gable roofed extension on the facade; the entablature consists of Stick Style brackets and decorative panels.

The facade faces south and is nine bays wide. All of the windows have decorative lintels and similar stained glass designs on their upper sash. The full-size windows have double-paned lower sashes; the others have single panes. Two doors with eight-paned doorlights appear in the facade. One full-size window is off to one side. The bays then alternate between full-size windows and doors for five bays, beginning and ending with windows. Next, a rectangular extension appears with half-size windows on each side and two in the front. One more full-size window completes the facade.

The east and west sides of the building consist of a pair of half-size windows off to one side and a single door to the other side.

The north side of the building consists of a pair of full-size windows with two more full-size windows spaced at equal distance from one another.

Located on the railroad tracks at the west end of the station is Maine Central Railroad Caboose #582-R (retired). It occupies the site of the former exchange house which was included in the original nomination, but which has since been torn down. The plywood-sided caboose has the following specifications:

Built Date: 1920 by the Portland Terminal Company

Draft Gear: Miner

Brake: AB

Brake Cylinder Size: 10 inches

Truck Frames: CSSF

Journal Bearing Size 5x9 friction

Wheel Base: 5 feet 6 inches

Monitor: Wide Type

Inside Length: 29 feet 6 inches

Weight: 38,200

Last Rebuild Date: 1961 at MEC-Waterville Shop

FRA Restrictions: Age, Yoke, Coupler, Trucks

See continuation sheet

FEB 25 1991

**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  
Transportation

Period of Significance

1888-1941

Significant Dates

1888  
1920

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 first six paragraphs are repeated verbatim from the original nomination.]

On July 2, 1855, the Maine Central Railroad opened a line with regular schedules connecting Pittsfield, Bangor, and Waterville. This event transformed this obscure village into a bustling and rapidly growing community.

In 1886, the Sebec and Moosehead Railroad constructed a line connecting Pittsfield and Hartland. Pittsfield had now become an important railroad junction.

A new passenger station was erected in 1888 by the Maine Central Railroad. Also, a small exchange house for interchange of freight between the two railroads was built, and new platforms were laid.

The design of this station was in keeping with the prevailing trend in railroad architecture, combining Italianate features with Stick Style elements. This particular station as restored by the Athenaeum Club of Pittsfield is an exceptionally well-preserved example of a rapidly disappearing type of public facility.

The basic significance of the station lies in the fact that it ranks among the best preserved examples of its type in Maine, retaining, and this is most unusual, virtually all of its original stained glass. With the exception of the small box-like appendage (see photograph #2) the building is completely unaltered, a very rare condition among the rapidly disappearing stations of this period.

Of further importance is the fact that this station is now assured of a future existence more secure than the majority of remaining structures of its class.

See continuation sheet



**9. Major Bibliographical References**

Cook, Sanger Mills, Pittsfield..On the Seabasticook, Bangor:  
Furbush-Roberts Printing Company, Incorporated, 1966.

Maine Central Railroad Annual Reports 1880-1889, Vol. 2

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 # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

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

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreege of property Less than 1

UTM References

A 

1	9
---	---

4	6	9	6	2	0
---	---	---	---	---	---

4	9	5	8	6	4	0
---	---	---	---	---	---	---

Zone      Easting      Northing

B 

--	--

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

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

Zone      Easting      Northing

C 

--	--

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

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

Zone      Easting      Northing

See continuation sheet

**Verbal Boundary Description**

The Pittsfield Railroad Station occupies a lot bounded on the north by Central Street, on the east by Main Street, on the south by tracks of the Maine Central Railroad and on the west by a line drawn parallel to and 240 feet west of Main Street.

See continuation sheet

**Boundary Justification**

The boundary embraces the entire village lot historically and presently associated with the station.

See continuation sheet

**11. Form Prepared By**

name/title Kirk F. Mohny, Architectural Historian

organization Maine Historic Preservation Commission date 1/91

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

FEB 25 1991

## National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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Since the above text was written in 1978 and the property listed in the National Register on January 23, 1980, a number of significant changes have been made to it. For this reason the original nomination is being amended.

At the time of its original listing, the exchange house which was connected to the station's west end was rapidly deteriorating. In the mid-1980s it was condemned by the Town of Pittsfield and subsequently torn down. Shortly thereafter, the site was prepared for reception of the existing caboose which was given to the historical society in 1986.

The Maine Central Railroad Caboose #582-R (retired) was built in 1920 by the railroad's only Maine car building division, the Portland Terminal Company. It was rebuilt in 1961 and finally retired in 1972. Based on a preliminary survey of related railroad cars in Maine, this particular example is one of only three cabooses built by Portland Terminal between 1917 and 1928 whose whereabouts is known at this time. Presently undergoing restoration, this caboose appears to be assured of a future as a museum, unlike the majority of its contemporaries which, if they still survive, are likely to have been substantially altered or are threatened by destruction.

In their original capacity, cabooses were multi-purpose pieces of rolling stock used as a place to look for mechanical problems on the freight cars in front of them, to control the braking system, to house crew quarters, and to serve as storage areas. They continued to be a viable element on trains operated in the U. S. and Canada until the late 1970s and early 1980s. By that time, however, railroads had begun to question their continued usefulness when compared to their expense. Their subsequent demise has been swift. In 1987 new work rules adopted on the Maine Central Railroad included provisions that eliminated the caboose. Thus, like the steam engines which preceded them, cabooses are destined to disappear. The existence and preservation of Maine Central Railroad Caboose #582-R adjacent to a former Maine Central Railroad station will serve as a lasting reminder of this once significant class of transportation-related resources.