

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received MAY 14 1987

date entered JUN 25 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Oakfield Station

and or common

2. Location

street & number Station Street \_\_\_\_\_ not for publication

city, town Oakfield \_\_\_\_\_ vicinity of

state Maine code 23 county Aroostook code 003

3. Classification

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

4. Owner of Property

name Oakfield Historical Society  
c/o Natalie McGraw

street & number R.R. 1, Box 107

city, town Oakfield \_\_\_\_\_ vicinity of state Maine 04763

5. Location of Legal Description

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

street & number

city, town Houlton \_\_\_\_\_ state Maine 04730

6. Representation in Existing Surveys

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

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

depository for survey records

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

---

## 7. Description

---

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>1941</u>

---

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

The Oakfield Station is a one-story with attic nine-bay frame building which is one room deep. Covered in clapboards and diagonally placed sheathing the station features wide overhanging eaves beneath a steeply pitched roof. A detached equipment shed is connected to the structure by means of a breezeway.

Facing southeast the station's principal elevation contains a narrow projecting rectangular bay located west of center. It features a pair of six-over-six double hung sash windows on the primary wall and narrow two-over-two sash on each side. The bay is surmounted by a pent gable containing a lunette and bracketed eaves. Two adjoining doors, one of which is a modern replacement, are located on the recessed wall to the east of the bay. They are flanked by single six-over-six sash. A five-panel door positioned between a pair of six-over-six windows occupies the west wall. The diagonal sheathing carries around the building in a band extending from the concrete foundation to the window sills. Long, thin brackets with rounded ends decorate the eaves. The roof has a gable on its north end and a gable on a hip at the south end. Lunettes punctuate both gable peaks.

In its overall composition the rear facade is similar to the front elevation. Variation in the fenestration pattern of the long east wall includes the use of two large six-over-six sash and a pair of small double hung windows. The south endwall is punctuated by two six-over-six windows whereas the north gable end has a door and one small window sheltered by the connecting breezeway.

Six large curvilinear brackets and two thin posts support the breezeway roof. The narrow equipment shed features a two-leaf paneled door at its west end and a pair of large sliding doors on the south, trackside elevation.

Inside, the station contains three rooms of unequal size in addition to a lavatory. With the exception of the walls in the east room, the interior surfaces are clad in their original pressed tin panels. The windows and doors are framed by molded surrounds with corner blocks. The basement is unfinished.

Oakfield Station stands on a site which is a few hundred yards south of its original location. It was moved here in 1941 during the construction of an improved grade level crossing.

# 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1911-12      **Builder/Architect** Unknown

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

Oakfield's former railroad passenger station is the most significant extant building associated with the community's once important position astride the Bangor and Aroostook Railroad. Opened in 1912, the station served in its original capacity until 1961 when passenger service was eliminated along this rail corridor. In addition to its association with Oakfield's development as a railroad center, the relatively intact station exhibits the architectural features of a number of similar structures located along the Bangor and Aroostook Railroad.

The small rural community of Oakfield became an important Aroostook County railroad center by virtue of its location at the junction of two important rail lines. In 1893, the Bangor and Aroostook Railroad completed a main line from Brownville via Oakfield to Houlton, and a few years later a line was built between Oakfield and Ashland.<sup>1</sup> A depot was constructed at Oakfield during this period but it was subsequently moved to Smyrna Falls when the present one was built.<sup>2</sup> Oakfield became an incorporated municipality in 1897, a positive sign of its increased economic importance. In 1900, 860 persons resided in the community and there were two general stores and four small manufactories.<sup>3</sup> By 1912 there were nearly 1,000 inhabitants.<sup>4</sup>

Construction of the station coincided with the development of the Bangor and Aroostook Railroad's large freight classification yard in Oakfield. Situated at the southern end of this yard, the depot served a busy schedule which by 1930 included sixteen daily passenger trains. Following the demise of passenger rail service the station was utilized by maintenance personnel. In 1986, it was given to the Oakfield Historical Society whose plans include converting the building to a museum.

The construction of relatively small wooden frame depots accompanied the extension of the Bangor and Aroostook rail lines. A comparison of these structures clearly shows the development and use of two nearly standard depot forms.<sup>5</sup> Stations built during the 1890s in Crystal and Oakfield (the building that was later moved to Smyrna Mills), for example, made use of gable on hip roofs with broad overhanging eaves, vestibules and shed roofed dormers. This general arrangement, with the elimination of the dormer, was also employed for stations built during the 1890s and 1900s at Frankfort, Milo and Patten.

Oakfield's second station, while clearly a member of the group, varies from the others in the use of pent gables over the vestibule and the gable on hip roof at one end. Stations with pent gables surmounting the vestibules and gable roofs were built at both Eagle Lake and Wallagrass, but the Oakfield depot represents an unusual combination of the two owing, perhaps, to its late construction date. Within this context Oakfield Station is clearly a significant example not only of the typical Bangor and Aroostook depot but also as a singularly unique type blending the salient architectural features of earlier forms.

## 9. Major Bibliographical References

Unpublished typescript notes on file at the Maine Historic Preservation Commission, Augusta.

Lord, Robert F. Downeast Depots: Maine Railroad Stations in the Steam Era. Hartford: W.E. Andrews Co., Inc. 1986.

## 10. Geographical Data

Acreege of nominated property Less than 1 acre

Quadrangle name Smyrna Mills, Maine

Quadrangle scale 1:62,500

### UTM References

A 

1	9	5	6	5	2	5	0	5	1	0	5	0	5	0
Zone			Easting					Northing						

B 

Zone			Easting					Northing						

C 

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

D 

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

E 

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

F 

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

G 

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

H 

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

### Verbal boundary description and justification

The nominated property is contained within the boundary of the Town of Oakfield Tax Map 7, Lot 8.

### 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 Kirk F. Mohney, Architectural Historian

organization Maine Historic Preservation Commission date April 14, 1987

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

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 National Park Service.

State Historic Preservation Officer signature *Kirk F. Mohney*

title S.H.P.O.

date 5/8/87

For NPS use only

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

*Patrick Andrews*

date 6/25/87

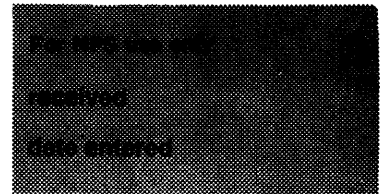
Keeper of the National Register

Attest: *Beth L. Savage*

date 6/25/87

Chief of Registration

United States Department of the Interior  
National Park Service



**National Register of Historic Places  
Inventory—Nomination Form**

Continuation sheet    Oakfield Station    Item number    8    Page    2

---

ENDNOTES

1. Historical background on the station is derived from various unidentified newspaper clippings on file at the Maine Historic Preservation Commission, Augusta.
2. Robert F. Lord, Downeast Depots: Maine Railroad Stations in the Steam Era (Hartford: W.E. Andrews Co., Inc.), 1986, p.19, hereinafter cited as Lord, Downeast Depots.
3. Maine Register, State Year-Book and Legislative Manual (Portland: Grenville M. Donham, 1900), p. 312, hereinafter cited as Maine Register with the appropriate year.
4. Maine Register, 1912, p. 324.
5. The second most common form was a two-story gable roof structure featuring a pent roof sheltering the first story. Documentary photographs and brief historical sketches of these stations can be found in Lord, Downeast Depots.