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INTERAGENCY RESOURCES DIVISION  
NATIONAL PARK SERVICE

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Frenchville Railroad Station and Water Tank

other names/site number \_\_\_\_\_

2. Location

street & number 308 US Route 1 N/A not for publication

city or town Frenchville N/A vicinity

state Maine code ME county Aroostook code 003 zip code 04745

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Edward F. [Signature] 5/12/95  
Signature of certifying official/Title Date  
Maine Historic Preservation Commission

State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

for  
Edson H. Beall Signature of the Keeper  
Entered in the National Register Date of Action 6/20/95

5. Classification

Ownership of Property

(Check as many boxes as apply)

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

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
1	1	structures
		objects
2	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/Rail-Related

Current Functions

(Enter categories from instructions)

Recreation and Culture/Museum  
Agriculture/Subsistence/Storage

7. Description

Architectural Classification

(Enter categories from instructions)

Other/B & A Railroad Station

Materials

(Enter categories from instructions)

foundation Concrete

walls Wood/Weatherboard  
Wood/Wood Shingle

roof Asbestos

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

Architecture

Transportation

Engineering

**Period of Significance**

1910-1945

**Significant Dates**

1910

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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

Name of repository:

\_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** Less than 1

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1 9	5 4 6 2 2 0	5 2 3 6 2 2 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Kirk F. Mohney, Architectural Historian

organization Maine Historic Preservation Commission date April, 1995

street & number 55 Capitol Street, Station #65 telephone 207/287-2132

city or town Augusta, state Maine zip code 04333-0065

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

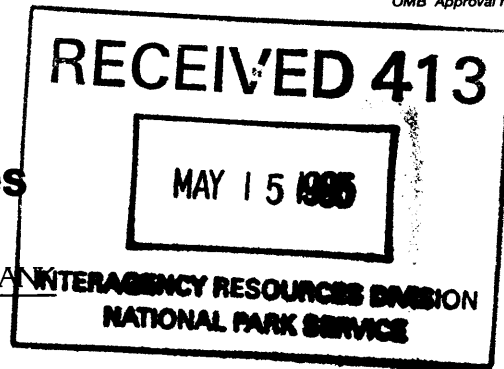
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

FRENCHVILLE RAILROAD STATION AND WATER TANK

Section number 7 Page 2



The Frenchville Railroad Station and Water Tank consists of a one-story wooden framed passenger station and an elevated wooden water tank standing some eighty feet away. Between them is a former Bangor and Aroostook (B & A) Railroad caboose which permanently rests on a section of track. All three properties are located on a narrow strip of ground between an active spur of the B & A and US Route 1.

### Railroad Station, 1910 - C

The station is a modest gable roofed building with a four-bay front (north) facade. This elevation is comprised of a narrow projecting center bay that is an extension of the agent's office. It has a pair of two-over-two windows on the front and narrow one-over-ones on each side. Flanking it to the east is a wide, two-leaf, six panel door opening into the freight room. To the west is a two-over-two window and a door opening into the passenger waiting room. There is another pair of wide doors on the west gable end, two windows on the south elevation (one each in the waiting room and office), and a third in the east end. The broad overhanging roof is covered with asbestos shingles laid in a diamond pattern, and a single brick flue punctuates the ridge. The station is sheathed in green painted weatherboards.

In plan, the station is divided into three rooms of unequal size, the agent's being the central one and the smallest. Each room has narrow tongue-and-groove wainscot and decorative metal walls and ceilings. A door opens into the agent's office from the waiting room where there is also a small ticket window. The brick flue projects out into the freight room.

### Water Tank, 1910 - C

The wood shingled water tank is approximately forty feet in height and about twenty feet in diameter. It stands on an octagonal wooden base that is sheathed in weatherboards, and is covered by a polygonal roof. Fifteen steel rods spread at broader intervals the higher their location encircle the tank and structurally reinforce it. Access to the bottom of the tank (which is made of redwood) is gained through a door on the northwest side of the base. There is a window opening on the northeast face of the base. A ladder to the roof scuttle and the external gauge measuring the depth of the water in feet are located on the tank's east side. The heavy timber framing system that supports the tank and the internal pumping system are intact. The tank rests on a concrete pad.

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**Caboose, 1943, 1949 - NC**

(The following text was provided by the Frenchville Historical Society.)

The Frenchville Historical Society Caboose was originally built by the Pullman Company in December of 1943 as a "Troop Sleeper" Car (#7605). On October 21, 1949, it was obtained by the B & A Railroad for \$7,522 and refitted at the Derby Shop as a caboose, with the new car number C-87. The car was supplied with Westinghouse Air Brakes. Overall weight is approximately 71,000 pounds. Car dimensions include: inside width 9 feet 1½ inches, outside width 11 feet 1½ inches, inside height of 7 feet ½ inch, outside extreme height of 15 feet 5 inches, inside length of 39 feet 3 inches, and a maximum outside length of 51 feet 8½ inches. The cabin oil heater currently in the car was installed June 9, 1960; there is no information on earlier heating. The electric lights and gas refrigerator were added March 19, 1965 (the refrigerator has been removed by the Historical Society, as has one of the original four metal beds). As late as February, 1981, the caboose was still in service. It was donated to the historical society and moved to this site in 1988.

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FRENCHVILLE RAILROAD STATION AND WATER TANK

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Erected in 1910 when the Bangor and Aroostook Railroad was extending its line eastward from Van Buren, the Frenchville Railroad Station and Water Tank are well preserved examples of these once common railroad related buildings. The station is one of only a handful that survive along this important northern Maine railroad, whereas the water tank is the most intact of only two such structures that remain in the entire state. They are eligible for nomination to the Register under criterion A for the association with railroad related developments in the community and criterion C for their architectural and engineering significance.

The Bangor and Aroostook Railroad was chartered in 1891 with the purpose of bringing rail service to Maine's vast northernmost county. Initially, the company leased two small railroads - the Bangor and Piscataquis Railroad and the Bangor and Katahdin Iron Works line - which served, respectively, the slate quarrying areas around Brownville and Monson, as well as the iron manufactory at Katahdin Iron Works northwest of Brownville. From this base, the railroad extended its line northward completing the system in the second decade of the twentieth century. Its presence hastened the county's rapid development into the Nation's leading producer of potatoes, and it fostered the rise of a large forest products industry.

Located about midway between Madawaska to the east and Fort Kent to the west (where the Bangor and Aroostook erected a station in 1902 at the terminus of its line), Frenchville was among the last communities to be connected to the Bangor and Aroostook Railroad. Incorporated on February 23, 1869, under the name Dickeyville, Frenchville (which name it assumed in 1871) was settled initially by French Acadians. Located in the St. John River Valley, the local economy was based on agriculture and logging. As reported by George J. Varney in his 1881 Gazetteer of the State of Maine, the principal agricultural crops were buckwheat, oats, peas, wheat, and potatoes. In addition, there were several saw mills, two grist mills, a cloth dressing factory, and a starch factory. By 1910, the population had risen to 1,414 persons, and that year's edition of the Maine Register noted the existence of both the cloth dressing and starch factories. An historic photograph of the Frenchville station indicates, however, that the shipment of potatoes was probably the railroad's prime freight in the community as this image shows a long row of trackside potato warehouses standing to the west.

Architecturally, the Frenchville Railroad Station appears to have been one of the most modest stations erected along the entire railroad. The most common Bangor and Aroostook station featured a broad gable on hip roof whose eaves extended well beyond the limits of the frame walls. This design is exemplified by the surviving stations at Fort Kent (N.R. 4/21/89) and in modified form at Oakfield (N.R. 6/25/87). Another design, for which no examples survive, employed a two story gabled form with a pent roof around

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four sides above the first story. The Frenchville station, by contrast, was smaller and less stylish, although its decorative metal wall and ceiling interior finish gave it some measure of ornamentation.

Like the station, the water tank is of utilitarian design, but it is a typical example of this once ubiquitous type of structure. Water tanks were an essential aspect of railroads when steam engines were used for motive power. However, they became obsolete when diesel engines were fully introduced, and their wholesale removal predated even that of the stations themselves. In fact, the example in Frenchville is the most intact water tank in the entire state. Only one other is known to exist (in Cherryfield), but it is only partially intact and is highly threatened. Furthermore, the station once associated with it has been moved some distance away. Thus, the subject structure is a particularly important link to the age of steam railroading.

In 1970 the Frenchville Railroad Station was closed and was subsequently sold to a private owner. The water tank had been acquired by the Town of Frenchville about 1958 and after its function was no longer needed by the railroad. It served as a water reservoir for the fire department until 1981, and its subsequent preservation was assumed by a group of interested residents in 1985. At present it is owned by the Frenchville Historical Society. This group moved a former caboose to the site in 1988.



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FRENCHVILLE RAILROAD STATION AND WATER TANK

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"The Green Tank." Frenchville Historical Society. N. D. Typescript copy on file at the Maine Historic Preservation Commission, Augusta.

"Caboose." Frenchville Historical Society. N.D. Typescript copy on file at the Maine Historic Preservation Commission, Augusta.

Lord, Robert F. Downeast Depots: Maine Railroad Stations in the Steam Era. Privately Published. 1986.

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FRENCHVILLE RAILROAD STATION AND WATER TANK

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**VERBAL BOUNDARY DESCRIPTION**

The nominated property occupies the Town of Frenchville Tax Map 14, Lot 5.

**BOUNDARY JUSTIFICATION**

The boundary is drawn to include the entire parcel of land on which the railroad station and water tank stand, and which is leased to a private individual and the Frenchville Historical Society by the B & A Railroad.