

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 Rockland Turntable and Engine House other names/site number

2. Location

street & number Park Street city, town Rockland state Maine code ME county Knox code 013 zip code 04841

3. Classification

Table with 3 columns: Ownership of Property (private, public-local, public-State, public-Federal), Category of Property (building(s), district, site, structure, object), and Number of Resources within Property (Contributing, Noncontributing buildings, sites, structures, objects, 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: [Signature] Date: 11/5/90 State or Federal agency and bureau: Maine Historic Preservation Commission

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. determined eligible for the National Register. determined not eligible for the National Register. removed from the National Register. other, (explain:)

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)

Vacant/Not in use

7. Description

Architectural Classification

(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Concretewalls Wood/Weatherboard

roof Asphaltother Steel and Wood Turntable

Describe present and historic physical appearance.

This property consists of a five-bay wooden frame engine house and a concrete and steel turntable. It is located along the south side of Park Street (Route 1), west of Rockland's business district and the former passenger station.

The engine house is a two-level wedge-shaped building which is sheathed in weatherboards and rests on a concrete foundation. Its front (east) elevation contains four tall but narrow track mounted doors and a fifth bay that has been partially infilled. The overhang of the shallow shed roof is supported by exposed rafter ends. The rear two-thirds of the building rises above the front block providing sufficient height for a series of small windows that provide light to the interior. It has a configuration like that of a monitor roof. There are a variety of window and door openings randomly located on all sides of the building as well as a one-story shed addition attached to the north side.

Located about 100 feet to the east of the engine house is the turntable. This structure, which is some 50 feet in diameter, is comprised of a steel table decked with wood that is mounted to a center pier. An operator's house is located at one end. The table turns on a steel rail that is attached to the concrete retaining wall. The date 1921 is stamped into the north side of this wall. Tracks are still in place between the turntable and engine house.

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

Period of Significance
1921 - 1940

Significant Dates
1921

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.

Constructed in 1921 to replace an earlier complex, the Rockland Turntable and Engine House are significant reminders of the railroad's former importance to this mid-coastal city. It is located about one-half mile west of the Rockland Railroad Station (N.R. 2/7/78) which was converted into the city hall after its abandonment in 1959. The Turntable and Engine House are eligible for nomination to the National Register under criterion A for their association with the history of transportation in Rockland.

The first rail line to reach Rockland was the Knox and Lincoln Railroad. Chartered in 1864, the road was completed to Rockland, its eastern terminus, in 1871. Reporting on the arrival of the first in-bound train, the Rockland Gazette noted in its November 3, 1871, edition that a "...construction train arrived near the depot grounds bringing ties and the material for a turntable, water tank, etc." The immediate construction of a turntable was essential, since no other means existed at this end of the line to turn the engines for their return trip. For what period of time this particular structure existed, however, is uncertain.

In 1876 the railroad extended its track into downtown Rockland where it constructed a wood frame passenger depot and platform (a building virtually identical to an extant depot in Warren which was on the K+LRR). This change was made in part to place the railroad in closer proximity to the wharves served by numerous passenger steamships. The Maine Central Railroad leased the Knox and Lincoln line in 1891 and acquired it ten years later. In 1921 the Maine Central replaced the turntable then in existence with the present structure and engine house, although apparently at a different location.

Incorporated in 1848 as East Thomaston, the Town of Rockland (as it was known after 1854) developed into a significant mid-coastal city during the nineteenth century. Its broad harbor provided an ideal transportation route for the local lime industry, as well as the shipping needs of numerous merchants and small-scale manufacturers. The growth of the community is evident in a comparison of population figures. In 1850 there were 5,052 persons residing in Rockland, but by 1900 this number had increased to 8,150.

See continuation sheet

9. Major Bibliographical References

Rockland Gazette. November 3, 1871.

Shore Village Story: An Informal History of Rockland, Maine. Rockland: The Rockland Bicentennial Commission. 1976.

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 2 acres

UTM References

A

1	9
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4	9	0	1	4	0
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4	8	8	2	8	8	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

See map.

See continuation sheet

Boundary Justification

The boundary is drawn to embrace the turntable, engine house, and their connecting tracks. There are no other significant railroad related structures standing near these two resources.

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohney, Architectural Historian

organization Maine Historic Preservation Commission date 10/1990

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

**National Register of Historic Places
Continuation Sheet**

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Throughout this period it appears that water borne transportation methods continued to be the chief means of moving products such as lime out of and coal into Rockland. Nonetheless, the construction of the Knox and Lincoln Railroad was a significant factor in the city's sustained growth. It provided not only a method of transporting goods to and from other mid-coastal communities, but also served a valuable purpose as a passenger conveyance between these neighboring towns. As the entire state rail system developed further, these benefits were greatly augmented.

The demise of this system in the second half of the twentieth century is everywhere evident. Many of the once numerous railroad related facilities, especially those such as water towers, turntables, and engine houses have vanished or been altered. In most cases the only viable functioning examples of these structures left are confined to the major urban areas such as Portland and Bangor or where there were significant railroad yards. To date, in fact, only one other Maine turntable structure, the Conway Junction Railroad Turntable site (N.R. 1/5/89), is listed in the National Register. Even this is a site, its movable table having been scrapped and its engine house destroyed.

PARK ST.

557

ROCKLAND TURNTABLE AND ENGINE HOUSE
ROCKLAND, MAINE



SCALE: 1" = 50'



R.R. R.O.W.



385

34

8

AD

2

60

3

60

177

186