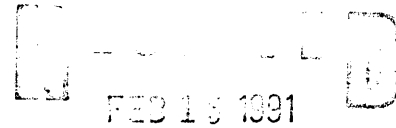


United States Department of the Interior National Park Service



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 Portland Railroad Company Substation

other names/site number Scarborough Historical Society

2. Location

street & number Route 1

N/A not for publication

city, town West Scarborough

N/A vicinity

state Maine

code ME

county Cumberland

code 005

zip code 04074

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

Table with 2 columns: Contributing, Noncontributing. Rows for 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] Maine Historic Preservation Commission

Date: 2/8/91

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

entered in the National Register:

[Signature]

3/22/91

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)

Recreation & Culture/Museum

7. Description

Architectural Classification

(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Brickwalls Brick

roof Asphaltother

Describe present and historic physical appearance.

This modest rectangular brick building consists of a one-story, three-bay front block and an elevated rear section, both of which are covered by shallow gable roofs. A frame, shed roofed addition at the rear is of more recent origin. It stands off Route 1 in the Dunstan Corner section of Scarborough.

The building's symmetrically composed front (east) elevation consists of a large central doorway flanked by six-over-six windows below segmental arches. As originally built, the entry appears to have had tall wooden doors and a gate used when the doors were opened. During its conversion to a new use this opening was infilled with a standard door framed by a double row of sidelights and a multi-pane transom. Wooden trim was also added, but otherwise the original opening was unaltered. A long, narrow wooden sign proclaiming the home of the Scarborough Historical Society is located above the entrance and below the original lettering stating:

PORTLAND R. R. CO.
1911

A single door opening (currently closed) is located near the southeast corner of the south elevation. There is a similar opening on the north side as well as two windows. The taller rear block features a separate entrance and another window. There is also a window on the east side above the roof of the front section. The shed houses a furnace and toilets. The interior now houses the historical society's collection of artifacts. No equipment survives from the building's use as a substation.

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

1911-1932

Significant Dates

1911

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 former Portland Railroad Company Substation is a modest brick building erected in 1911. It was built for the purposes of providing electric power to the street trolley line connecting Portland and Saco. This building is the only known extant structure associated with the Portland Company's Saco Division, and one of only a handful of relatively unaltered trolley-related buildings in the state. By virtue of its association with this historically significant transportation artery, the former substation is eligible for nomination to the National Register under criterion A.

The Portland Railroad Company's initial horse car service was confined to the cities of Portland and Deering (subsequently annexed by Portland). In 1891, the company opened its first line of electric trolleys, and quickly extended this service throughout its system. At the same time it was engaged in expanding lines into what is now South Portland and Cape Elizabeth, while acquiring other systems in adjacent communities. On June 15, 1899, the company proposed to construct a line from its South Portland segment through Scarborough to a junction with the Biddeford and Saco Railroad. This initial application was denied by the State Railroad Commission, but the company subsequently achieved the passage in 1901 of legislation authorizing construction of the line. By early June of 1902 the Portland to Saco link had been completed and put into service. This component of the entire system was designated the Saco Division.

Eight closed trolley cars and ten open cars were acquired for the new division. Constructed by the J. G. Brill Company of Philadelphia, these eighteen pieces of rolling stock were housed in a new car barn built at Dunstan Corner in Scarborough. This wooden frame building and an adjoining battery house stood immediately to the south of the existing brick structure. As the power demands grew on the branch, the battery storage facility was replaced in 1911 by the substation. This building continued to function in its original capacity until 1932, at which time the trolley line was abandoned.

See continuation sheet

9. Major Bibliographical References

Heseltine, Charles D. "Scarborough Trolley Cars." Typescript manuscript prepared in 1966. Copy on file at the Maine Historic Preservation Commission, Augusta.

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	3	8	7	6	0	0	4	8	2	4	6	7	0
Zone				Easting				Northing						

B

Zone				Easting				Northing						

C

Zone				Easting				Northing						

D

Zone				Easting				Northing						

See continuation sheet

Verbal Boundary Description

The nominated property occupies the Town of Scarborough tax map U-31, lot 33A.

See continuation sheet

Boundary Justification

The boundary embraces only the town lot on which this building stands. Although once part of a larger parcel containing related structures, these other buildings are not extant and their former sites have been redeveloped.

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohney, 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

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National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 2

The former substation is part of a class of resources whose numbers are a fraction of what they were historically. In addition, it is a group which as a whole has been subjected to modifications for new uses. Thus, extant examples are both rare and altered. Although a comprehensive survey of trolley related buildings does not exist, fewer than a dozen are known. Among these are the former car barns in Augusta and Freeport, and buildings in Hallowell and Portland. The Augusta car barn had been converted to an automobile dealership by 1938 and now houses a plumbing supply warehouse; the Freeport structure is seriously deteriorated; the Hallowell building houses the public works department; and the Portland facility has been altered beyond recognition. Within this context the significance of the surviving substation in Scarborough, despite the infill of the large central opening, can be fully appreciated. Unlike the considerable number of trolley related buildings which once stood in Maine, this is one of the very few that survives as a tangible reminder of the era of trolley transportation. Its subsequent uses included that of a fire station, civil defense headquarters, and now an historical society museum.

It should be noted in closing that a number of trolley cars which were used on Maine lines, although not on the Saco Division, are preserved at the Seashore Trolley Museum in Kennebunkport. Ten of these were listed in the National Register on November 14, 1980.