

1273

RECEIVED
AUG 27 1992

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 for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). 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 Machias Railroad Station

other names/site number _____

2. Location

street & number 27 East Main Street N/A not for publication

city or town Machias N/A vicinity

state Maine code ME county Washington code 029 zip code 04654

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.)

Ernest J. Thibault SHPO 8/27/92
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): _____

Ray entered in the
Signature of the Keeper National Register Date of Action

George R. Lapsley 10/2/92

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
		structures
		objects
1	0	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)

Vacant/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions)

Other/Washington County
Railroad Station Type

Materials
(Enter categories from instructions)

foundation Stone/Granite Posts
walls Wood/Weatherboard
roof Asphalt
other Bracketed Overhanging Eaves

Narrative Description

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

Machias Railroad Station
Name of Property

Washington, Maine
County and State

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.

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 # _____

Areas of Significance

(Enter categories from instructions)

Architecture

Transportation

Period of Significance

1898-1922

Significant Dates

1898

1910

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Varney, Howard, Contractor

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

MACHIAS RAILROAD STATION

WASHINGTON, MAINE

Section number 7 Page 2

The Machias Railroad Station is a one-story, rectangular frame building sheathed in weatherboards and covered by a gable roof with broad overhanging eaves. Among its distinctive features are the chamfered braces that support the roof overhang, a projecting ticket booth on the east side, and a signal switch pole with an intact mechanism. Two brick flues punctuate the roof.

The north, trackside elevation has an asymmetrical fenestration pattern consisting of two large track mounted freight doors one of which is located at grade level near the northeastern corner and the other about midway on the facade, but elevated about two feet to facilitate off-loading from freight cars. These two doors were added in 1957 when the building's passenger use was converted to freight handling. However, historic photographs of the station show that a taller, but somewhat narrower opening did exist originally at the northeast corner. Two windows along this side were also eliminated during the 1957 remodeling. The existing entry door which is adjacent to the rectangular ticket bay appears to be original as are the four-over-one windows in the bay. An additional architectural feature visible on this elevation (as well as the others) is the vertical tongue-and-groove wainscotting that extends from the water table molding to a point about three feet up the wall surface.

There are two windows centrally located on the west gable end. The larger of the two is a four-over-one positioned just above the wainscot whereas the other is a single pane unit in the gable peak. Three openings punctuate the west side. One is a small rectangular bathroom window near the southwest corner, the second is a four-over-one, and the third is a freight door that lies opposite the central one on the north elevation. There are a trio of windows in the east end including a pair of four-over-ones and a gable window.

On the interior, a considerable amount of the original fabric survives including molded window and door surrounds in the west end. During the 1957 remodelling a raised platform was inserted in the area which was originally the passenger waiting room, but the tongue-and-groove boards that covered the walls and ceiling were not changed. Likewise, the original baggage area in the south end is largely intact.

Documentary plans obtained from the owner of the Maine Central Railroad Company include one dated 1910 showing a proposed addition to the west end. This is the area used as the office/ticket area and the bathroom. Historic photographs do in fact indicate that the present rectangular projection differs from the original three-sided feature.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Machias Railroad StationWashington, MaineSection number 8 Page 2

Constructed in 1898 by Jonesboro contractor Howard Varney, the Machias Railroad Station is a modest wooden frame building which stands on its original trackside location along Route 1. It is one of only five known extant station buildings erected by the Washington County Railroad along its 100 plus mile route from Calais to Washington Junction in Ellsworth. The building is eligible for nomination to the Register under criterion A for its association with this significant rail line, and under criterion C for its representation of the distinctive type of station building employed by the railroad.

Although it was not the first railroad developed in Maine's expansive easternmost region, the Washington County Railroad was certainly the most ambitious. Incorporated on July 26, 1894, and chartered by the State Legislature the following year, the company signed its first building contract and commenced construction late in 1895. A variety of problems delayed any substantial progress on the line until 1897 when new financing was arranged. From that point until the railroad officially opened in December of 1898, work was carried out at a feverish pace. The first through train was operated on January 2, 1899.

Despite the high expectations of profitability by the railroad's progenitors and owners, it failed to generate sufficient income to pay its heavy debts. As a result, in 1903 the line was auctioned, subsequently reorganized as the Washington County Railway Company, and leased to the Maine Central Railroad in 1904. In 1911 the railroad was fully absorbed into the Maine Central system. Passenger service was discontinued in late 1957 and the line was abandoned in 1985.

The station in Machias is one of twenty-four station buildings which were erected by the Washington County Railroad in 1898. With at most a handful of exceptions, including the existing two-story brick building in Calais that also served as company headquarters, the stations were patterned on a single design. Covered by gable roofs whose expansive eaves were supported by pronounced bracing, the stations were sheathed in weatherboards and featured wainscotting around four sides as well as projecting ticket booths. They were further distinguished by the double slope of the roof on the trackside, the lower slope of which was shallower and carried out over the platform where it was supported by free-standing posts or elongated braces. Subsequent alterations to the Machias example, including an addition in 1910 and conversion to a freight depot in 1957, have resulted in the loss of some of this detail. Chief among these is the removal of the platform shelter. However, the station continues to retain a high degree of its historic character.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Machias Railroad Station

Washington, Maine

Section number 8 Page 3

An analysis of published sources suggests, as noted above, that only five Washington County Railroad stations survive. They are located in Addison, Calais, Cherryfield, Columbia Falls, and Machias. Only two of these buildings survive on their original sites, however. The former Columbia station is believed to have been moved to Addison and converted to a private residence; the Cherryfield station was moved some distance to a site near the village center (and is located in a National Register historic district); and the Columbia Falls station has also been moved. The future of the Calais building is unknown, whereas the present owner of the Machias station will shortly be transferring the property to the local historical society which plans to rehabilitate it on site.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

MACHIAS RAILROAD STATION

WASHINGTON, MAINE

Section number 9 Page 2

Sunrise County Architecture: Significant Buildings of Washington County. Machiasport, Maine: Sunrise Research Institute. 1979.

Zimmerman, Michael W. The Sunrise Route: A History of the Railroads of Washington County, Maine. Brewer, Maine: Cay-Bel Publishing Company, 1985.

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

**National Register of Historic Places
Continuation Sheet**

MACHIAS RAILROAD STATION

WASHINGTON, MAINE

Section number 10 Page 2

VERBAL BOUNDARY DESCRIPTION

The nominated property occupies a portion of the Town of Machias Tax Map 15, Lot 92. See map.

BOUNDARY JUSTIFICATION

The boundary is drawn to embrace the polygonal plot of land on which the station stands. This parcel is bounded on two sides by existing railroad tracks and on the east by a private road and parking lot.

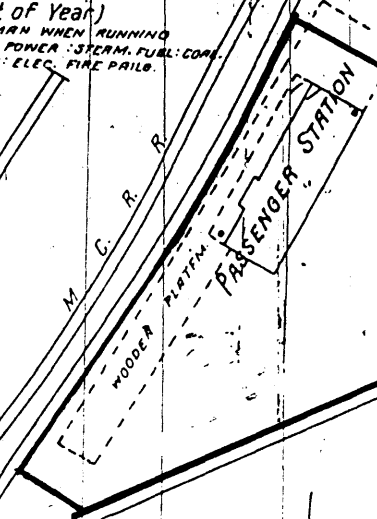
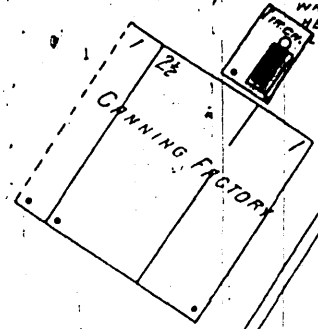
Sept 1925

Addition between Oct, 1903
- Nov. 1911

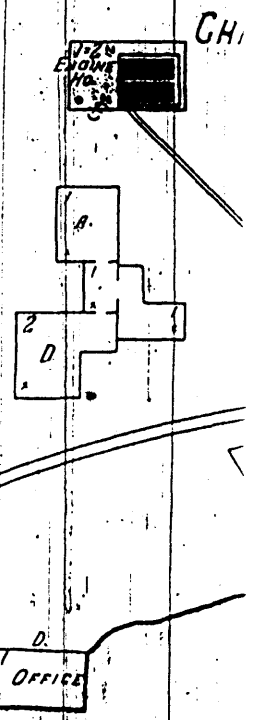
30'

MACHIAS VALLEY CANNING CO.
- BLUEBERRY CANNING -
(In Operation Part of Year)

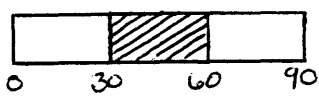
WATCHMAN WHEN RUNNING
HEAT & POWER - STEAM, FUEL, COND.
LIGHTS - ELEC. FIRE PAILO.



COURT ST. (ROUTE 1)



MACHIAS RAILROAD STATION
MACHIAS, MAINE



SCALE: 1/2" = 30'



hia