

BATH RAILROAD STATION  
15 Commercial Street  
Bath  
Sagadahoc County  
Maine

HABS No. ME-224

HABS  
ME  
12-BATH,  
11-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
National Park Service  
Northeast Region  
Philadelphia Support Office  
U.S. Custom House  
200 Chestnut Street  
Philadelphia, P.A. 19106

HISTORIC AMERICAN BUILDINGS SURVEY

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12-BATH,  
11-

**Location:** 15 Commercial Street  
Bath, Sagadahoc County, Maine

USGS Bath Quadrangle, Universal Transverse Mercator Coordinates:  
19.434540.4862120

**Present Owner:** City of Bath  
City Hall  
55 Front Street  
Bath, ME 04530

**Present Occupant:** Jesse Albert Memorial Dental Clinic (Western half)  
Vacant (Eastern half)

**Significance:** The Bath Railroad Station is an excellent example of the Late-Georgian influenced Colonial Revival style as exemplified by the Flemish bond brickwork, the round arched, fan-lit openings above the doors, the cupola with its weathervane modeled after one of the destroyers under construction at the contiguous Bath Iron Works Corporation, and its five-part plan. Put into service on December 22, 1941, this structure is the last passenger station constructed by the Maine Central Railroad Company before the railroad ceased passenger service to Bath on April 3, 1959.

## PART I: HISTORICAL INFORMATION

### A. Physical History

1. **Date of erection:** 1941. Plans dated May 12, 1941; "Work is to begin immediately on the new railroad station in Bath," (*Bath Daily Times*, 21 August, 1941); "New station nears completion," (*Bath Daily Times*, 13 November, 1941); "Station put into service 22 December 1941," (Raines, 14 January 1996); "Bath's attractive new railroad station dedicated on January 14 (1942)," (*Bath Daily Times*, 5 February, 1942).
2. **Architect:** Office of the Chief Engineer, Maine Central Railroad Company, Boston, Massachusetts, W.F. Cummings, Chief Engineer. "Virtually all of the railroad stations of this size were designed by the MCRR Office of the Chief Engineer," (Raines, 13 January 1996). Working Drawings are labeled "MAINE CENTRAL RAILROAD COMPANY, Portland Division, Rockland Branch, Office of the Chief Engineer, Boston, Mass." and signed by the Chief and the Assistant Chief Engineer.
3. **Original and subsequent owners:** The following is an incomplete chain of title for the land on which the present railroad station sits (1893), and for the 1941 railroad station and the land (1959,1971). References to the Chain of Title are in the Office of the Registrar of Deeds, Sagadahoc County Office Building, Bath, Maine.  
  
1893 Deed, January 13, 1893, recorded in Book 83, p.281.  
James D. Robertson to Maine Central Railroad Company  
  
1959 Deed, September 23, 1959, Recorded in Book 312, p.123.  
Maine Central Railroad Company to Bath Iron Works Corporation  
  
1971 Deed, August 12, 1971, Recorded in Book 377, p.912  
Bath Iron Works Corporation to City of Bath
4. **Builder, contractor, suppliers:** Station was built by an outside contractor, but no information available as to actual contractor or suppliers (Raines, 13 January 1996).
5. **Original plans and construction:** Construction drawings for the Bath Railroad Station, dated 12 May 1941 were prepared by the Office of the Chief Engineer, Maine Central Railroad Company. Full size xerox copies of five sheets of the original 13 drawings-- 1. Floor plans and cross sections; 3. Cornice detail,

foundation and floor framing plans; 5. Roof and ceiling framing; 9. Long(itudinal) section and details, and; 11. Cupola, special window and truss details--are available at the Code Enforcement Office, City Hall, Bath, Maine. Deviations from the original plans include the completion of the east hyphen and the east wing (the express office and express room) during the construction of the remainder of the railroad station, while Sheet 1 notes "This Portion not to be Included in this Contract", a change in the construction of the exterior walls, from "8" hollow tile" faced with a 4" veneer of water-struck brick, to three wythes of brick, and the elimination of "smooth faced tile" for the walls in the baggage room in favor of painted brick. With the exception of the doors in the east end wall, the exterior of the structure has not been altered. Contemporary descriptions with photographs of the structure appeared in the *Bath Daily Times*, 21 August and 13 November, 1941, February, 1942, copies of which are included in F, Supplemental Material, Part III. Sources of Information. The contracted price for the station (not including relocation of trackage) was \$48,225 (Raines, 13 January 1996).

6. **Alterations and additions:** At some time during the mid-1980's (date unknown), the city began using the Express Room (the east wing) of the railroad structure for the storage of stolen or unclaimed property and for the garaging of a vintage fire engine, complete with ladders. To accommodate the ladders, the city punched a hole in the southwest corner of the frame partition that separated the Express Office from the Express Room, and removed large sections of the original plaster on expanded metal lath at the east face of this partition. Based on physical evidence, at some point after the city acquired the station from the Bath Iron Works Corporation (12 August 1971), the interior doors and the service counter in the Express Office in the east hyphen, and the full length, floor to ceiling wood shelving at the east face of the partition that separated the men's and women's toilet rooms from the Baggage Room in the central block were removed--the doors and the counter are stored on site. The precise dates of these alterations are unknown.

In April and May, 1984, the original Waiting Room and Ticket Office that occupied the west wing, the west hyphen and the western one-third of the central block of the station was redesigned for use as the Jesse Albert Memorial Dental Clinic. The alteration included the installation of new frame partitions used to separate the once open plan into a waiting area, two offices, two dental offices, and a storage room. The original men's and women's pay toilet rooms and their entrance foyers were retained. The new partitions consist of painted sheetrock with a plywood wainscot. The footprint of the original Ticket Office was retained, but the main ticket window was greatly enlarged and the other two ticket windows blocked with sheetrock. Also, the original 45 degree angled east end wall of the Ticket Office was hidden from view, but not removed, when a new storage room was constructed as an extension of the Ticket Office. A dropped acoustical tile

ceiling was also added to the entire area (except for the toilet rooms and their foyers), the new ceiling suspended from the original plaster ceiling with minimal damage to the original fabric. The wood floor was covered with wall-to-wall carpet. As part of the new work, a bank of "Parcel Lockers" and pay telephones located along the Waiting Room side of the west wall of men's and women's pay toilets was removed to provide room for the two dental offices, and the interior walls of the two toilet rooms were covered with composition *faux* wall tile board. A drawing prepared by Philip Snow Associates, South Portland, Maine, dated 8 February 1984 shows a number of the alterations eventually completed for the clinic, but these plans were not closely followed during the renovation. The plans are included in the dental clinic's file "The Building," available at their railroad station offices.

The last important alteration occurred sometime between 1991 and 1993 when the two original wood overhead doors that opened to the Express Room at the east end of the station were replaced with metal-clad overhead doors and new ceiling mounted tracks (the original tracks remain). At that time, the brick jambs of the two large openings were encased with steel angle-irons.

## **B. Historical Context**

The existing Bath Railroad Station is the third passenger station to serve the city at or near the present site, the first such building being constructed by the Penobscot and Kennebec Railroad (which in 1864 became the Knox and Lincoln Railroad Company, (Chase, 1926, p.59)), who on 4 July 1849 opened a depot to accommodate the first passenger train to arrive in Bath. At that time the railroad ran only between Portland and Bath, but service was soon expanded to points west and north. After unsuccessful attempts to lease their property in 1871 and 1882 (Chase, 1926, pgs. 62, 84) the Knox and Lincoln Railroad Company leased their holdings in 1891 to the Maine Central Railroad Company (established in 1862), with the MCRR eventually purchasing the Knox and Lincoln Railroad Company in 1901. Prior to the 1891 lease, increasing passenger traffic to, from and through Bath had rendered the 1849 frame station obsolete, with the result that it was replaced with a new building in 1889 (Raines, 12 January 1996), a modern one and one-half story frame structure with Gothic trim, complete with open, block long wagon sheds attached to the east end and an enclosed passageway leading from the waiting room to trackside (a contemporary photograph appears in Lord, 1986, p.124). The MCRR continued to operate passenger service to and from Bath out of the 1889 structure, which was located just to the south of the present station, until late 1940. At that time the frame station was demolished to allow the Bath Iron Works Corporation to expand its yard to meet the demands placed on it by the Secretary of the Navy. In response to the Navy request, BIW increased its pre-war total of four shipways to eight, doubling their capacity to build new destroyers, by expanding its yard northward, demolishing the 1889 station and uprooting the existing trackage (no deed reference has

as yet been discovered regarding this transaction). Fortuitously, the MCRR had purchased the vacant lots to the north and the east of the 1889 station and its trackage in 1893, and was able to immediately start planning a new passenger station. The site selected was "a short distance north of the site of the old depot which was removed to allow enlargement of the Bath Iron Works Corporation shipyard" (*Bath Daily Times*, 2 February 1942). The new station was designed by the Office of the Chief Engineer of the MCRR, with at least one newspaper article reporting that "the general design was suggested by William S. Newell, President of the Bath Iron Works Corporation, a director of the Maine Central." (*Bath Daily Times*, 21 August 1941.) The influence of Newell is exemplified by the weathervane atop the cupola, designed as a destroyer and donated by BIW. The 1941 brick structure, the last major passenger station built by the MCRR, continued in service until 1959, at which time it was recorded that "The terminal has not been used for passenger uses since railway passenger service on the Brunswick to Rockland branch of the Maine Central Railroad was halted last Spring (April 3)." (*Bath Independent*, 8 October 1959). On September 23, 1959 MCRR sold the property, including the parking lots east and west of the station to the Bath Iron Works Corporation, who initially had intended to use the structure for such company use as "the BIW Recreational Association activities" (*Bath Independent*, 8 October 1959). In February, 1960, however, BIW leased the station to the city for use as the offices of the Bath Urban Renewal Authority, the agency remaining at the station until the mid-1960's (Marion and Snow, 1988, p.150). Having found no productive use for the old station, the Bath Iron Works Corporation sold the property, "for \$1 and other considerations" to the city on August 12, 1971. The western 60% of the structure is presently used as the offices of the Jesse Albert Memorial Dental Clinic, a non-profit agency supported by the city and others, which is about to relocate elsewhere in the city. The remaining 40% of the structure is and has been essentially vacant since the city acquired the property, with the city using the east wing for the storage of unclaimed articles and an antique fire truck.

## PART II: ARCHITECTURAL INFORMATION

### A. General Statement:

1. **Architectural character:** The Bath Railroad Station is a one and one-half story, red brick Colonial Revival structure exhibiting numerous elements that reflect the late-Georgian period of American architecture, including a footprint based on the classic five-part Georgian plan of wings and hyphens flanking a projecting central block. While this plan is partially obscured by the design of the two-level gable roofs, the station retains its importance as an example of this period and style, with exceptional detailing at the door and window openings, the use of Flemish bond, and an excellent octagonal, copper domed cupola with its destroyer weathervane, a gift from the Bath Iron Works.

- 2. Condition of fabric:** the exterior masonry and wood casings and other trim are sound, but exterior doors other than the entrance in the west gable end wall and window sash in the central block and the east hyphen and wing have deteriorated, with much of the original hardware missing from the doors. The interior finishes of the central block and the east hyphen and wing have been neglected. The remainder of the interior, while somewhat unsympathetic to the original design of the station, is in good condition. The west parking area is in fair condition, the larger east parking area in need of repaving.

**B. Description of exterior:**

- 1. Overall dimensions:** The five-part plan of the Bath Railroad Station has overall dimensions of 124' 0" by 28' 8" at its widest points, the flanking wings, with the two end wings 32' 6" in length, the connecting hyphens 17' 0" long and 23' 8" in depth, and the central block 25' 0" and 26' 2" deep. The one and one-half story structure has a crawl space under the west wing, west hyphen and central block, the east hyphen and the east wing being built slab-on-grade. The roof is in three parts, the wings with a cross gable profile with gable end walls, the hyphens and the central block enclosed under a higher, single gable roof with four gabled roof dormers (two to each plane) and an octagonal, central cupola. The lower roofs of the wings and the taller roof over the hyphens and the central block are separated by parapeted party walls, the ends and the center of the walls stepped, with cast stone copings. The front elevation, facing south to the tracks, is eleven bays wide.
- 2. Foundations:** The entire structure, including the slab-on-grade east hyphen and wing, rests on a continuous stepped reinforced concrete foundation, 20" wide at the sills, widening to 22" at a point 3' 0" below the level of the finished floor, where the foundation sits on a 1' 0" by 2' 6" reinforced concrete footing. Floor joists in the west wing, the west hyphen and the central block are supported at the mid-point by a row of 1' 4" square reinforced concrete piers on 2' 6" footings, the piers 11' 0" on center. The exterior of the foundations that is above grade is parged with concrete and provided with a beveled edge as a watertable, all the color of the concrete.
- 3. Walls:** The perimeter walls and the parapeted gable end walls separating the wings from the hyphens are load-bearing masonry walls constructed of three wythes of brick. The exterior of the station consists of water-struck, red brick measuring 2" x 7 3/4" x 3 1/2" set in Portland cement and coarse sand mortar weathered joints. The brick is laid in Flemish bond, with queen closers at the corners and at the door and the window openings. All rectangular window openings and the doors in the north and the east walls are spanned with splayed flat arches consisting of

alternating rows of stretcher / king closer and queen closer / stretcher / queen closer gauged brick. The rectangular openings have standing header sills. The door in the rear wall serving the Baggage Room in the central block has a hinged, eight light transom. Doors in the west end wall and in the south facade have round arched openings with radial fan-lights. The arches at the entrance in the west end wall and to the Express Room and to the Baggage Room are constructed of a single row of gauged stretchers, while those at the west and east hyphens have a deeper arch composed of alternating rows of stretcher / header - header / stretcher. The round arched opening in the west wing, occupied by a window with a raised brick panel in the wall area below the sill has a rowlock arch, the inside arch recessed below the plane of the wall, with both concentric arches having a single standing stretcher course of gauged brick. All of the round brick arches have cast stone keystones, and all except the two openings in the hyphens have cast stone impost blocks.

4. **Structural systems, framing:** Floor framing in the west wing, west hyphen and the central block consists of 4" x 6" sills, anchor bolted to the reinforced concrete foundation, an 8" x 12" girder that rests on the centered row of concrete piers and footings, and, in the waiting room and west hyphen, 2" x 10" floor joists at 16" o.c. The joists are increased to 3" x 10" under the Ticket Counter and in the Baggage Room in the central block. A sunken pit in the northeast corner of the central block, which accommodates an oil-fired boiler, is framed with 3" x 10" stock as sills for the wire mesh cage that encloses the space. The floor under the east hyphen and east wing is concrete slab-on-grade. Ceiling joists in all areas except the central block are 2" x 8" at 20" o.c., the size increased to 2" x 10" at the Baggage Room ceiling. Roof framing is the same for both the low and the high gable roof, consisting of two 2" x 10" plates, 2" x 12" rafters at 20" o.c., secured at the apex with a 2" x 12" ridge board. The roof framing is stiffened by 2" x 8" ties at the upper-third of each pair of rafters, the upper ties supplemented with 4" x 8" lower ties at every third pair. The two cross-gables along the south elevation are framed with 4" x 12" timbers at the valleys, with the 2" x 12" framing of the main roof continued here. The gabled roof dormers rest on 4" x 4" plates let into the roof rafters, and are framed with 2" x 4" rafters at 16" o.c.. The central, octagonal cupola rests on frame trusses consisting of 6" x 8" struts and tie beams, and 6" x 10" upper chords, with 4" x 6" cross-bracing, 2" x 8" floor framing, and 3" square posts. The three-wythe brick perimeter walls and the east parapeted gable wall that separates the east wing from the east hyphen are load bearing walls, the interior partitions not.
5. **Porches, stoops, balconies, bulkheads:** Not applicable.

6. **Chimneys:** there is a single, 16" square brick chimney exiting the north plane of the roof between the cupola and the east dormer. The chimney has a course tall, corbeled upper section and a cast stone cap. and is flashed at the roof with copper step cap flashings. The chimney is in need of re-pointing.
  
7. **Openings:**
  - a. **Doorways and doors:** the main entrance door to the waiting room, in the west gable end wall, has 16 lights (4 x 4) over a single raised panel, hung on modern five-part butts and provided with a modern lock set and cylinder lock that replaced the original mortise lock. The round arched opening is spanned with a 4" wood transom bar with a quirked ogee bed mold that supports a fan light, the door flanked by blind side lights and sitting on a sawn granite sill with a bronze threshold. The entire round arched opening is cased with a 2 ½" quirked ovolo band. Doors serving the two hyphens are of the same 16 light over a raised panel design, with the same transom bar and casing profiles, the transom supporting elongated fan lights. The doors are hung on cast bronze olive-knuckle hinges, have bronze kickplates and granite sills with bronze thresholds. The original mortise locks have been removed from both doors, with a new cylinder lock installed at the west hyphen door. The door to the Express Office in the east hyphen has a hasp and padlock. The door openings in the central block and the east wing are of a similar design, consisting of two rows of four glass lights over three rows of solid panels. The door at the central block is an overhead door, the one at the east wing a sliding door, opening to the west. The overhead guides and the chain-fall that operated the baggage room door, and the slide for the east wing door remain in place, with each door provided with a cast iron latch and a cylinder lock. The jambs of both openings are protected by steel casings, and both doors rest on steel plate sills. The original transom bars and the fan lights are cased with the typical quirked ogee molding. The two large overhead doors in the east end wall are replacements in the original openings, with new hardware - the original tracks and chain-fall for the left door remain. The new doors rest on steel plates as sills, and are cased at the jambs and at the head with steel sections. The final exterior door is located in the north elevation, at the central block, the entrance repeating the detailing, sill and trim of the west gable end wall entrance and the hyphen doors, the door itself 16 glass lights over a raised panel. The door is hung on cast bronze olive-knuckle hinges. The original mortise lock has been removed, but the cylinder lock remains. An eight light glass transom sits on a rectangular transom bar, the transom window hinged at the bottom to open to the interior. The rectangular opening is spanned with two 5" x 3 ½" steel angles.

**b. Windows and shutters:** All rectangular window openings are framed with two 5" x 3 1/2" steel angles spanning the top openings and 1 3/4" wood sills set on 2" x 4" over 4' x 4" blocking. The brick jambs and heads are trimmed with 2 1/2" quirked ovolo moldings as backbands to flat casings. All sash is double hung with weighted sash cords. Windows in the west gable end wall and in the hyphens and the west wing of the north elevation at 8/12, the two windows flanking the transom lit door in the north wall of the central block and the two windows in the north wall of the east wing reduced in size to 6/6. Windows in the east end wall and at the two wings in the south elevation are also 8/12, double hung, with windows flanking the entrances in both hyphen walls facing south to the tracks are 4/6, double-hung, placed almost as side-lights to the door openings. The overhead door in the south elevation of the central block is flanked by 4/4 double hung windows, with that door opening and the openings above the door in the west end wall and in the west wing provided with fan lights consisting of three concentric rings divided by six radiating muntins. Openings over the doors in both hyphens have smaller but elongated fan lights, the centrally divided two ring fan set above a horizontal row of four lights. Each gable end wall has a hinged, four section oculus window in the apex of the gable, used to vent the enclosed attic space. The double rowlock opening in the middle of the south elevation of the west wing incorporates a 12/12 double hung, round headed sash, trimmed with the same casings as found at the other doors windows. The wall area below the standing header window sill is enriched with a raised brick panel, with this detail repeated at a smaller scale below the 4/6 windows flanking the entrances in the hyphens.

**8. Roof:**

- a. Shape, coverings:** the roof of the station is of three sections, all gable in form, with the roofs over the two wings lower than that over the hyphens and central block. The lower roofs have cross-gables centered in the southern plane, and terminate at tall parapeted, projecting gable end walls at the hyphens. The taller gable roof over the hyphens and the central block has a pair of dormers at each plane, and a cupola centered along the ridge line. Both roofs have a pitch of 8" in 12" and are covered with roofing slates.
- b. Cornice, eaves:** a wood cornice runs along the full length of the north and south edges of the three section gable roof consisting of a quirked cyma-recta built-in gutter with an ogee bed molding at a fascia, a recessed eaves with a quirked ovolo on a quirked cavetto bed mold and a deep, flat frieze at the wall. This same combination of profiles, minus the frieze panel, repeated as rakes at the east and the west gable end walls, both rakes terminating in short returns consisting of a quirked cavetto, fascia and a

torus on quirked cavetto bed molding. The built-in wood gutters are connected to copper conductor heads and round copper downspouts, the downspouts set into tall cast iron boots. There are six downspouts at both the south and north elevations, at both corners of the wings, and at the corner of the hyphens next to the wings. Most of the downspouts, however, are missing.

- c. **Dormers, cupolas, towers:** the four roof dormers, those at the south elevation centered over the doors in the hyphens, those at the rear plane of the roof in line, have full pediments at the gable ends, 8/8 double-hung sash with the same casings used at the windows of the station itself, slate roof tiles and slate cheek walls. The condition of the dormers is suspect, and a number of glass lights are broken. The cupola, centered at the ridge of the roof over the hyphens and the central block, is octagonal in plan, with 6/9 double hung sash trimmed in the same fashion as the other windows in the station, and a copper clad eight section domed roof surmounted by a bronze weathervane modeled after one of the destroyers being produced by Bath Iron Works Corporation during the time of construction. The walls of the base of the cupola are sheathed with beaded, flush ship-lap siding, much of which has rotted and fallen off.

9. **Exterior lighting:** the exterior of the station is illuminated by seven copper helmet with striated glass acorn globe fixtures, four along the south facade, one in the middle of the rear elevation, and one at each of the gable end walls. The fixtures are original and in working order.

### C. Description of Interior:

1. **Floor plans:** the plan of the Bath Railroad Station, reproduced as Photo 15, consists of a series of five rectangular spaces connected in a row to create a footprint that measures 124' 0" x 28' 8". As originally built, the western most space was used as the waiting room, ticket office and public pay toilets. The combined uses required 55' 6" of floor space, taking up all of the west wing and the west hyphen, and one-quarter of the central block. This area was entered through doors in the west end wall and in south wall of the west hyphen. The remaining floor space in the central block, 29' 0" in length by 25' 0" in depth, was used as the Baggage Room, and included a pit in the northeast corner for an oil-fired hot water boiler. There is a door in both the north and south elevations providing entrance to this area. The east hyphen, 17' 0" in length and entered through a central door in the south wall, initially housed the Express Office (occupying the front part) and an "on hand room" at the rear. Both these spaces have access to the east wing, used as the Express Room, through interior doors let

into the frame partition that separates the two areas. The east wing also has a door centered in its south elevation, and two large overhead service doors in the east end wall.

2. **Stairways:** there are no stairways in the station, but there is an iron ladder-stair affixed to the north wall, serving the boiler-pit in the central block.
3. **Flooring:** the floors in all of the spaces included in the west wing, west hyphen and the central block are wood, covered with grey sheet linoleum. The original floor in the west wing and west hyphen has been carpeted wall to wall (1984). The men's and women's rooms and their foyers, located at the east end of the waiting room, have the original composition tile floors. The floors in the slab-on-grade east hyphen and east wing are concrete, painted grey.
4. **Wall and ceiling finishes:** all ceilings in the station, with the exception of the Express Room in the east wing and the "on hand room" at the rear of the east hyphen are painted plaster on expanded metal lath. The ceilings in the remaining two spaces are tongue and groove beaded narrow boards, painted grey. Original walls in the waiting room and the ticket office at the west end of the structure are painted plaster on 1" rigid insulation panels above chair rail height, plywood below. The walls have a narrow crown mold (now hidden by the 1984 suspended ceiling but visible in the pay toilet foyers), a chair rail and a flat base. The walls are set off into vertical panels by the installation of 3" wide lattice strips. New partitions installed in 1984 to convert this space into a dental clinic are frame with painted sheetrock. The partition separating the waiting room area from the central block is frame with plywood at both faces, the toilet room side faced with composition *faux* tile board, the Baggage Room side set off into a pattern of 4' 0" x 8' 0" horizontal painted, plywood panels over vertical panels of the same dimension, the pattern repeated at the walls that set off a small office in the southeast corner of the room. The north, east and south interior walls of the central block are brick, laid up in common bond, 5:1, the bonding course consisting of alternating stretchers and headers. The same brick work, all of which is painted silver, is used for all of the walls in the east hyphen and the east wing, with the exception of the interior partition that separates the Express Office and the "on hand room" and these two rooms from the Express Room in the east wing. The frame east-west partition between the two spaces in the east hyphen is sheathed with vertical beaded tongue and groove siding, the same material used at the west side of the frame cross partition between the hyphen and the wing. The east side of this wall is plaster on expanded metal lath, much of which has been damage or removed since 1971.

5. **Openings:**

a. **Doorways and doors:** In addition to the doors described in the section dealing with the exterior of the structure, there are a number of interior doorways in the station, some original and some 1984 additions. All original doorways in the entire station, interior and exterior, are cased with flat architrave trim with quirked ogee backband moldings. Doors at the pay toilets, and at the Ticket Office in the waiting room area, at the small office in the southeast corner of the Baggage Room, and between the "on hand room" and the Express Office in the east hyphen, are two panel in design, hung on five-part butts and secured with mortise locks. The door separating the Express Office and the Express Room, now stored in the office, is a glass paneled door, with the same hardware, while the door leading from the "on hand room" to the Express Room is a solid wood panel door, sheathed with vertical beaded siding, and sliding on a guide at the express room side. The doors installed in 1984 as part of the dental clinic changes are flush door on modern butts with mortise locksets, and are trimmed with flat casings.

b. **Windows:** windows in the west wing, the west hyphen and the south wall of the east hyphen, including the round headed window centered in the south elevation of the west wing, are cased with beaded architrave trim with quirked ogee backbands, mitered at the head and resting on wood stools with a stepped apron with an ogee band at the bottom edge. The windows have quirked beaded stops. The windows in the central block, the rear of the east hyphen and the east wing are trimmed with a simple beaded edge panel, the joint between the wood trim and the masonry wall sealed with a small quarter round molding.

6. **Decorative features and trim:** the most ornamental interior trim in the station is the enclosure for recessed radiators along the periphery walls of the west wing and west hyphen. The radiators are framed with a full width, recessed panel upper section, and a chamfered edge base molding. The walls in this space are further enriched by a molded chair rail and a narrow cyma-reversa crown mold. The crown molding is repeated at the Baggage Room in the central block and at the wood paneled ceilings in the "on call room" in the rear of the east hyphen and at the east wing Express Room. The Express Office in the east hyphen has a molded chair rail and a wood base with a molded cap.

7. **Hardware:** see discussion of exterior and interior doors for hardware.

**8. Mechanical equipment:**

- a. **Heating, air conditioning and ventilation:** the entire station is provided heat by a hot water system, the hot water generated by a new oil fired boiler set into a pit in the northeast corner of the central block. Radiators are recessed in the west wing and hyphen, wall mounted in the central block and the east hyphen. The large open area that comprises the east wing is heated by a large, central, overhead blower fan that is served by cast iron, ceiling mounted supply and return lines. The heating system is in operating condition. Heating oil is stored in a 500 gallon tank on blocks in the "on hand room" at the rear of the east hyphen. Ventilation for the first floor of the building is limited to the windows and doors, with the enclosed attic space vented through operating oculus windows in the gable end walls. There is no air conditioning.
- b. **Lighting:** When built, the entire west wing and hyphen was provided with recessed incandescent light fixture, the bulbs hidden by frosted glass panels flush with the plaster ceiling. The 11 recessed openings measured 1' 8" x 1' 2" and were arranged in three rows for the length of the waiting room. The original ceiling is hidden from view by the suspended ceiling installed in 1984, and condition of these original fixtures it is not known. The central block retains its four original drop lights with ribbed glass shades, the Express Office at the front of the east hyphen has its original pair of dropped lights with white "school house" globes, and the Express Room is still lit by the original four hanging metal shades with exposed bulbs. The original fuse box, in the small office in the central block has been upgraded to a breaker panel.
- c. **Plumbing:** other than the hot water heating pipes and returns, the only plumbing in the entire station serves the men's and women's toilet (there was a drinking fountain along the south at the corner of the west wing and west hyphen, but this was removed in 1984) and a slop sink in the east wing. All of the original toilet room fixtures are original and in good working condition. The men's room has two water closets, two urinals, a lavatory sink and a slop sink, with the women's room retaining the original three water closets and lavatory.

9. **Original furnishings:** while the 1941 plans indicate a row of four storage lockers and two pay telephones in the waiting room, along with a counter, desk and telegraph table in the ticket office, no trace of these furnishings remains on site. Floor to ceiling shelving along the entire length of the partition separating the west hyphen from the central block is also missing, but the counter installed in the

express office in the east hyphen is stored in that room.

**D. Site:**

1. **General setting and orientation:** the Bath Railroad Station faces SSW (called south in this report) and is contiguous to the Maine Central Railroad Company right-of-way, the spur track maintained for freight service to points west and north across the Kennebec River. The station is situated on Lot 138, City of Bath Tax Map 27, an irregularly shaped rectangle measuring 244' x 38'. An asphalt paved parking area, 69' 6" x 38' 0" is located west of the west end of the station, with a 45' 6" x 38' 0" concrete paved loading area at the east end. The west parking area has granite curbs that set off a raised asphalt sidewalk along the west gable end wall of the station and along the rear of the parking area, in line with the south elevation of the station. The paved walk continues along the south elevation to the end of the east loading area as a platform for the tracks, the tracks set in a bed of crushed stone, now overgrown with weeds. Commercial Street, the northern edge of the property, and Water Street, the west edge, are paved with asphalt but are without curbs. There is no sidewalk between Commercial Street and the north wall of the station, nor curbing along the northern edges of the parking lot and the loading area. The northern edge of the railroad station property is further defined by a north bound on-ramp leading up to U.S. Route One and the existing Carlton Bridge that crosses the Kennebec River, while the eastern edge is primarily overgrown open parking areas between the station and the river. The southern boundary is visually defined by the railroad tracks, a chain link fence, and a linear parking strip in the north yard of the Bath Iron Works Corporation. The topography is flat and, with the exception of three small trees at the southern edge of the loading area, there are no appreciable plantings or trees either on the property or in the immediate vicinity,
2. **Historic landscape design:** with the exception of the paved walkways from the west parking to the west entrance and the tracks, there are no landscape features of merit.
3. **Outbuildings:** there are no outbuildings.

### **PART III: SOURCES OF INFORMATION**

A. **Architectural Drawings:** xerox copies of five of the original construction drawings prepared by the Office of the Chief Engineer, Maine Central Railroad Company, Boston, Massachusetts and dated 12 May 1941 are available at the City of Bath Code Enforcement Office, City Hall: Sheet 1, Floor plans, cross sections; Sheet 2, Cornice details, foundation and framing plans; Sheet 5, Roof and ceiling framing; Sheet 9, Long. section and details; Sheet 11, Cupola, special window, truss details. No record has been uncovered regarding the existence of the remaining sheets - MCRR destroyed most of its older drawings and files regarding property they no longer owned when it relocated from Boston to Portland (Raines, 13 January 1996). Preliminary architectural drawings for work carried out in 1984 to convert the waiting room into a dental clinic are available at the Jesse Albert Dental Clinic, now in the process of relocating elsewhere in the city. These drawings are of minimal value in that most of the completed work is in variance to the plans.

B. **Historic views:** with the exception of two photographs and a sketch published by the Bath Daily Times, cited below, no historic or contemporary views were uncovered during the preparation of this report.

C. **Interviews:**

Davis, Scott, Code Enforcement Officer, City of Bath, interviewed by Russell Wright, 18 December 1995, Bath

De Wick, Stephen, President, Pine Tree Engineering (successor firm to Kimball Chase Company, Inc., firm that prepared report on the feasibility of moving the railroad station), interviewed by Russell Wright, 18 December 1996, Bath

Raines, Matthew, Engineering Department, Maine Central Railroad Company, Portland, telephone interviews by Russell Wright, 11 and 12 January 1996

D. **Bibliography:**

1. **Primary and unpublished sources:**

Patten Free Library History and Genealogy Room. Scrapbooks of articles relating to the Maine Central Railroad Company and to Bath Iron Works Corporation from Bath newspapers from 1940 through 1972.

Deed Books 85 (1893), 312 (1959), and 377 (1971), Office of the Registrar of Deeds, Sagadahoc County Office Building, Bath, Maine.

**2. Secondary and Published Sources:**

**a. Books:**

Chase, Edward B. *Maine Railroads-a History of the Development of the Maine Railroad System*. Portland, Me: By author, 1926

Kimball Clark Company, *Bath Railroad Station*, Bath: By author, 1994  
(Available from Maine Department of Transportation)

Martin, Kenneth R., and Ralph Linwood Snow. *Maine Odyssey Good Times and Hard Times in Bath, 1936-1986*. Bath: Patten Free Library, 1988

Lord, Robert F., *Downeast Depots, Maine Railroad Stations in the Steam Era*, Canton, Ct.: Promotion Publications, Inc., 1986

Pert, Jr., P. L., *A Summary History of Bath Maine 1850-1990*, Bath: By author, 1995. (Available at City Planning Office, Bath.)

Robertson, Edwin B. *Maine Central Railroad Photo Album*, Westbrook, Me.: By author, 1980. (Available at Patten Free Library, Bath)

**b. Newspaper Articles:**

"Bath Will Have The Finest Railroad Station in Maine Which Will be Modernly Furnished and Equipped," *Bath Daily Times*, 21 August 1941.

"Maine Central Station is Modern in Architecture and Appearance," *Bath Daily Times*, 13 November 1941.

"Bath's Attractive New Railroad Station," *Bath Daily Times*, 5 February 1942.

- E. Likely sources not yet investigated:** telephone interviews with the engineering department of the Maine Central Railroad indicated that virtually all material regarding the Bath Railroad Station had been destroyed. A file folder was located, however, that stated the construction costs but supposedly no other relevant information. The MCRR files, now located in Portland, have not been investigated for other material. Photograph files at the *Bath Independent* and the *Bath Daily Times* may include additional photographs. Two local photograph collectors were mentioned by the Patten Free Library as likely having additional photographs if such exist; Bradley Hughes, Kennebec Photography, and Howard Kirkpatrick.

- F. **Supplemental material:** photo copies of the three newspaper articles cited in the bibliography are included at the end of the written documentation.

**PART IV: PROJECT INFORMATION**

The Bath Railroad Station will be demolished for the planned construction of a north bound on-ramp serving the proposed bridge across the Kennebec River that is scheduled to replace the existing Carlton Bridge. The Maine Department of Transportation will be responsible for the construction of the new bridge, Project No. PIN 2393.12, using matching federal funds to be made available by the U. S. Department of Transportation.

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Site Plan

