

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: PROPOSED MOVE

PROPERTY NAME: Kingston Railroad Station

MULTIPLE NAME:

STATE & COUNTY: RHODE ISLAND, Washington

DATE RECEIVED: 3/29/95 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 5/13/95  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 78000018

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: Y PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

\_\_\_ACCEPT \_\_\_RETURN \_\_\_REJECT \_\_\_\_\_DATE

ABSTRACT/SUMMARY COMMENTS:

*Proposed move approved in accordance with federal regulations 36CFR 60.14(b). Upon completion of move updated documentation should be submitted.*

RECOM./CRITERIA Approved

REVIEWER Savage

DISCIPLINE Architectural History

TELEPHONE \_\_\_\_\_

DATE 5/8/95

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

historic name: Kingston Railroad Station

other name/site number: Kingston Depot

## 2. Location

street & number: Kingston Road

not for publication: N/A

city/town: South Kingstown vicinity: N/A

state: RI county: Washington code: 009 zip code: 02892

## 3. Classification

Ownership of Property: Public

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	<u>      </u>	buildings
<u>      </u>	<u>      </u>	sites
<u>      </u>	<u>      </u>	structures
<u>      </u>	<u>      </u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 1

Name of related multiple property listing: N/A

Property name Kingston Railroad Station, Washington County, So. Kingstown

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria.

\_\_\_ See continuation sheet.

Frederick Williamson  
Signature of certifying official

22 March 1995  
Date

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  
\_\_\_ 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): proposed move approved Beth A. Savage 5/8/95  
Signature of Keeper Date of Action

**6. Function or Use**

Historic: TRANSPORTATION Sub: rail-related

Current: TRANSPORTATION Sub: rail-related

Property name Kingston Railroad Station, Washington County, So. Kingstown

**7. Description**

Architectural Classification:

Late Victorian

Other Description: \_\_\_\_\_

Materials:	foundation	<u>STONE/BRICK</u>	roof	<u>WOOD</u>
	walls	<u>WOOD</u>	other	_____

Describe present and historic physical appearance.

X See continuation sheet.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties: locally

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions): \_\_\_\_\_

Areas of Significance: ARCHITECTURE  
TRANSPORTATION  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Period(s) of Significance: 1875 \_\_\_\_\_

Significant Dates: 1875 \_\_\_\_\_

Significant Person(s): \_\_\_\_\_  
 \_\_\_\_\_

Cultural Affiliation: \_\_\_\_\_

Architect/Builder: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Property name Kingston Railroad Station, Washington Cty., So. Kingstown, RI

Section number 7

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### Description

Built in 1875, the wood-frame Kingston Railroad Station stands in its original location on an almost flat site at the east side of the Northeast Corridor Amtrak railway line in the village of West Kingstown. The station sits very close to the tracks. The main body of the structure is approximately 14 feet from the tracks, and the original bracket platform canopy which is planned for reconstruction will be approximately 7 feet from the track's edge. Presently, an asphalt paved platform extends between the tracks and the station, and a similarly paved walkway 7 feet wide surrounds the station on the other three sides.

The station rests on a primarily stone foundation with a full cellar below the central portion and crawl spaces at either end. The upper 18 inches of the foundation is brick. Evidence of abandoned window openings in the stonework suggests that the station may have been raised at some point in the building's history, perhaps to align with a change in elevation of the railroad tracks. No foundation masonry is exposed on the exterior.

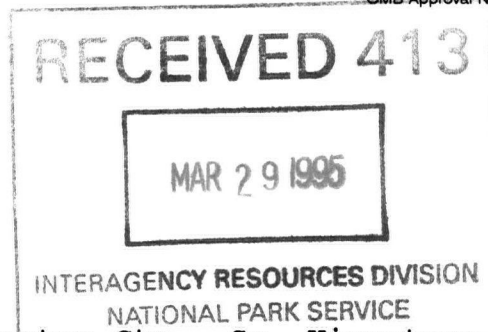
The station faces a wide paved parking area (approximately 60 feet wide) and is on axis with a circular approach drive approximately 100 feet in diameter. This driveway is in very poor condition, and one quadrant has been barricaded from passage for safety reasons. At the interior of the drive is a circle formed by 26 granite bollards with iron hitching rings which support an upper and lower iron pipe rail. This site feature appears from historical photographs to date from the turn of the century, although the configuration of the driveway itself probably dates from the time of the station's construction. The railings are now rusted and many of them are bent or disconnected.

Except for a large beech tree and some mature shrubs immediately to the south of the station, there is no planting material adjacent to the station. The driveway circle is shaded by a random grouping of old maple trees which are mostly diseased. There are no other site features of historical significance remaining in the immediate environs of the station.

It is proposed that station will be moved approximately 16 feet to the east and 35 feet to the north of its present location. Although the parking area it faces will be somewhat reduced in width, it will remain relatively wide, and the circular drive will be relocated to remain on axis with the building. As part of the project, the ring of bollards and railings will be rebuilt using original materials and will be restored to

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National Park Service

## National Register of Historic Places Continuation Sheet



Property name Kingston Railroad Station, Washington Cty., So. Kingstown, RI

Section number 7

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its original appearance. New trees will be planted within the circle to be similar in appearance to the existing.

It is also proposed that the station will be raised up approximately 3 feet to align with a new raised track platform that must be installed to meet handicapped accessibility standards. However, proposed new site grading will allow the retention of the original relationship of the station structure to grade. A new perimeter walkway will be built to match the configuration of the original which aligned with a surrounding bracketed canopy that is also being restored as part of this project.

The station will be moved to its new site intact. In anticipation of the move, the building is presently being restored to reestablish its structural integrity that was severely compromised by fire several years ago. Damaged roof structure is being replaced and wall structure is also being reinforced. Wood floor beams and sills which have been damaged over time by rot are being repaired.

Because the proposed new site is partially over the existing foundation, it is anticipated that the station will first be moved to a flat, open area just to the southeast where it will rest temporarily while a new foundation is excavated and built. The station will then be placed on its new foundation and the exposed areas of the old foundation will be covered over.

The moving of the building will be done using traditional means by qualified professionals with demonstrated experience in moving historical structures. Steel beams will be inserted through the existing foundation to support lines of bearing. These then will be carefully jacked up to allow rollers to be installed. All operations will be thoroughly monitored to minimize potential damage to the existing historic finishes of the building which will remain intact.

Archeological investigation of the site is presently being done under supervision of the office of the State Historic Preservation Officer. It is anticipated that no archeological resources of significance will be adversely affected by this project.

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## National Register of Historic Places Continuation Sheet

Property name Kingston Railroad Station, Washington Cty., So. Kingstown, RI

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### Significance

The relocation of the station is proposed for several reasons. Plans are underway for the electrification of the Amtrak rail line to accommodate high speed rail service along the Northeast Corridor by the year 2010. It is projected that these high speed trains will pass the Kingston Station multiple times each day at speeds in excess of 150 mph. In addition to potential safety concerns for individuals caught on the existing narrow platform between the station and the tracks, computer modeling has revealed that the vibration caused by air turbulence from the high-speed trains will have a serious impact on the structural stability of the station. Also, new requirements for handicapped accessibility require that full length elevated platforms be provided at Kingston Station. It is felt that raising the station and regrading the site will minimize the visual impact of these platforms and will allow the station to more fully retain its original relationship to its site and historic site features.

In summary, it is anticipated that upon completion of this restoration and relocation project, the Kingston Station will retain sufficient integrity to meet the standards to maintain its listing on the National Register of Historic Places. The station structure itself will remain fully intact and will be restored to its documented c. 1875 appearance. Damaged and deteriorated structure and finish will be repaired, and all original fabric possible will be retained. Elements which have been lost through time, such as the north and south portions of the original bracketed canopy, will be reconstructed, and more historically appropriate lighting and other site furnishings will be installed. Moving the station to its proposed new location will allow it to more satisfactorily accommodate its original and continued use as a railroad passenger station. Its structural integrity will be protected from potential damage by vibration and air turbulence, and life safety features and accessibility for passengers will be provided. New site work will allow the restoration of visual relationships of the station to significant site features to maintain and enhance the overall historical integrity of the property.

Property name Kingston Railroad Station, Washington County, So. Kingstown

**9. Major Bibliographical References**

See continuation sheet.

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 -- Specify Repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of Property: 3.51 acres

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing
A	<u>19</u>	<u>286210</u>	<u>4595450</u>	B	_____	_____
C	_____	_____	_____	D	_____	_____

See continuation sheet.

Verbal Boundary Description:  See continuation sheet.

South Kingstown Assessor's Map 22-4, Lot 66.

Boundary Justification:  See continuation sheet.

For justification of move, see section 8. The existing boundary will be unchanged.

**11. Form Prepared By**

Name/Title: Clifford M. Renshaw, A.I.A.

Organization: Clifford M. Renshaw Architects Date: April 94

Street & Number: 580 Ten Rod Road Telephone: 401-294-6538

City or Town: North Kingstown State: RI ZIP: 02852

PH 0509141

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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RECEIVED NOV 22 1977  
DATE ENTERED APR 26 1978

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC  ~~COMMON~~  
Kingston Railroad Station  
AND/OR COMMON  
Kingston Depot

2 LOCATION

STREET & NUMBER  
Kingston Road  
CITY, TOWN  
South Kingstown (West Kingston)  
STATE  
Rhode Island  
VICINITY OF  
Rep. Edward Beard  
CODE  
44  
COUNTY  
Washington  
CONGRESSIONAL DISTRICT  
Rep. Edward Beard  
CODE  
009  
NOT FOR PUBLICATION

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME  
Amtrak (National Railroad Passenger Corp.)  
STREET & NUMBER  
955 L'Enfant Plaza North, S. W.  
CITY, TOWN  
Washington  
VICINITY OF  
D.C.  
STATE  
20024

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
South Kingstown Town Hall  
STREET & NUMBER  
66 High Street  
CITY, TOWN  
Wakefield  
STATE  
Rhode Island

6 REPRESENTATION IN EXISTING SURVEYS

TITLE  
Not so represented  
DATE  
DEPOSITORY FOR SURVEY RECORDS  
CITY, TOWN  
STATE  
FEDERAL STATE COUNTY LOCAL

## 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Victorian railroad station which has served the "South County" Rhode Island town of Kingston since 1875 is a small frame structure set upon a low, almost invisible masonry foundation. Seven bays long and three bays deep (76 feet by 30 feet), it appears on the exterior as a one-and-one-half-story gabled building with a raised, flat-roofed central section which registers visually as a tower, although its roof-line really does not rise above the ridges of its gabled and dormered flankers. The exterior of this fairly simple, but not entirely unadorned, building is faced to eaves-level with smooth horizontal boarding and, above that with clapboarding. A generous frieze-board with wide overhanging cornice above runs around the building below the eaves and up the gables, but is interrupted by the "tower" section, which has its own capping cornice on large curved brackets.

All major windows, including dormers, have segmental heads (those in the upper east and west elevations of the tower being paired), are surmounted by heavy moulded cornices with dentils, and have two-over-two-paned sash. There are four symmetrically-placed doorways (two on east side, two on west) which have simple moulded enframements, without the cornice elaboration of the windows. All doors were originally six-panelled, but the two serving the northern end of the building now have modern, partially-glazed substitutions. At each end (north and south) of the building there is on the principal floor a centered, semi-hexagonal oriel window between two conventional windows.

A shed-roofed canopy extends the length of the east side of the station, supported by slim square chamfered piers which flare out into brackets at their tops; this canopy covers the 15½-foot-wide platform paralleling the railroad tracks and originally extended independently much farther north and south of the building, covering a greater length of platform than it now does. Also, at each end of the building is a concave-roofed canopy supported on ornamental, angular Stick-Style brackets; a canopy of this form also formerly extended across the town or entrance front of the station, which is served by a circular driveway surrounding a grass-plot with trees, enclosed by a barrier of granite posts and iron rods or railings. Except for the tower, which has a heavy, cubical, Italianate look, the station has an over-all chalet-like appearance, emphasized by a recent repainting in contrasting colors.

Internally, the spatial arrangement is, as it always was, one of extreme simplicity and practicality. At the ends, two lofty and roomy passenger waiting rooms lighted by ground-floor-level, dormer and gable windows take up together about four-fifths of the floor area. (It is said that one waiting room was for men and, presumably, their families, while the other was for "alone ladies.") The remaining one-fifth of

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INVENTORY -- NOMINATION FORM**

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the space, which forms the central two-storied tower -- the only portion of the structure to have horizontal internal division -- contains what we now call a "service core" accommodating the stationmaster's office with its ticket windows to both waiting rooms, rest rooms, storage spaces, stairs to the cellar heating plant and access (now by a ladder only, former stairs having been removed when the men's toilet was enlarged) to second-floor chambers once used as sleeping-quarters by train crewmen between work-shifts.

Of the two waiting rooms, only the northern one is still used for its original purpose; its southern duplicate is no longer needed and is used as a storage area, unrestored but intact. Both are of good size (about 30 by 29 feet) for local needs and are high -- flat-ceiled above the dormers but below the roof-ridge. Each has central doors on entrance and track-side fronts. At the outer end of each waiting room is a projecting three-sided oriel with windows in only the angled portions, the centre part being filled by a tall mirror in a heavy machine-carved frame. To a height of about six feet, walls are wainscoted in vertical matched sheathing of stained wood capped by a bolection moulding; above this, walls are now of plain white-painted plaster (probably of some muddier color in the 1870s); ceilings are white, and each has an ornamental central medallion from which kerosene lighting fixture depended in earlier years. Floors are of hardwood, and upon them rest honey-coloured wooden back-to-back benches with panelled ends and carved, scrolled armrests. Still extant, too, are the somewhat monumental silver-painted old-fashioned tubular radiators with grilled tops. Into this northern waiting room, at its south-east corner, there projects a corner, one-story, three-sided peninsular extension of the ticket office, which is crowned by a heavy cornice with modillions; this has a little extra bay of its own, allowing for an additional ticket window in what was apparently the busier waiting room. These narrow ticket windows are round-headed and have etched frosted-glass sashes above semi-circular shelves on carved brackets which serve customers for making change and receiving tickets. The stationmaster's office, within the ticket-selling windows, retains its 1870s flavor, having a long, built-in chest of many-sized drawers along its east wall with space for an old safe at one end; and there is still in the western bay window, overlooking the tracks, the long shelf-desk built for the use of the telegrapher-train-watcher.

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This building, in daily use for over one hundred years, had been maintained in fairly good structural condition by its successive corporate owners, although it was allowed to become neglected and grubby in surface appearance. This painfully obvious circumstance resulted in a voluntary community effort in 1973 and 1974 to refurbish the station. The Friends of the Kingston Station were successful in having repaired and repainted both the exterior and the still-used portions of the interior without detracting from the period atmosphere.

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DATE ENTERED

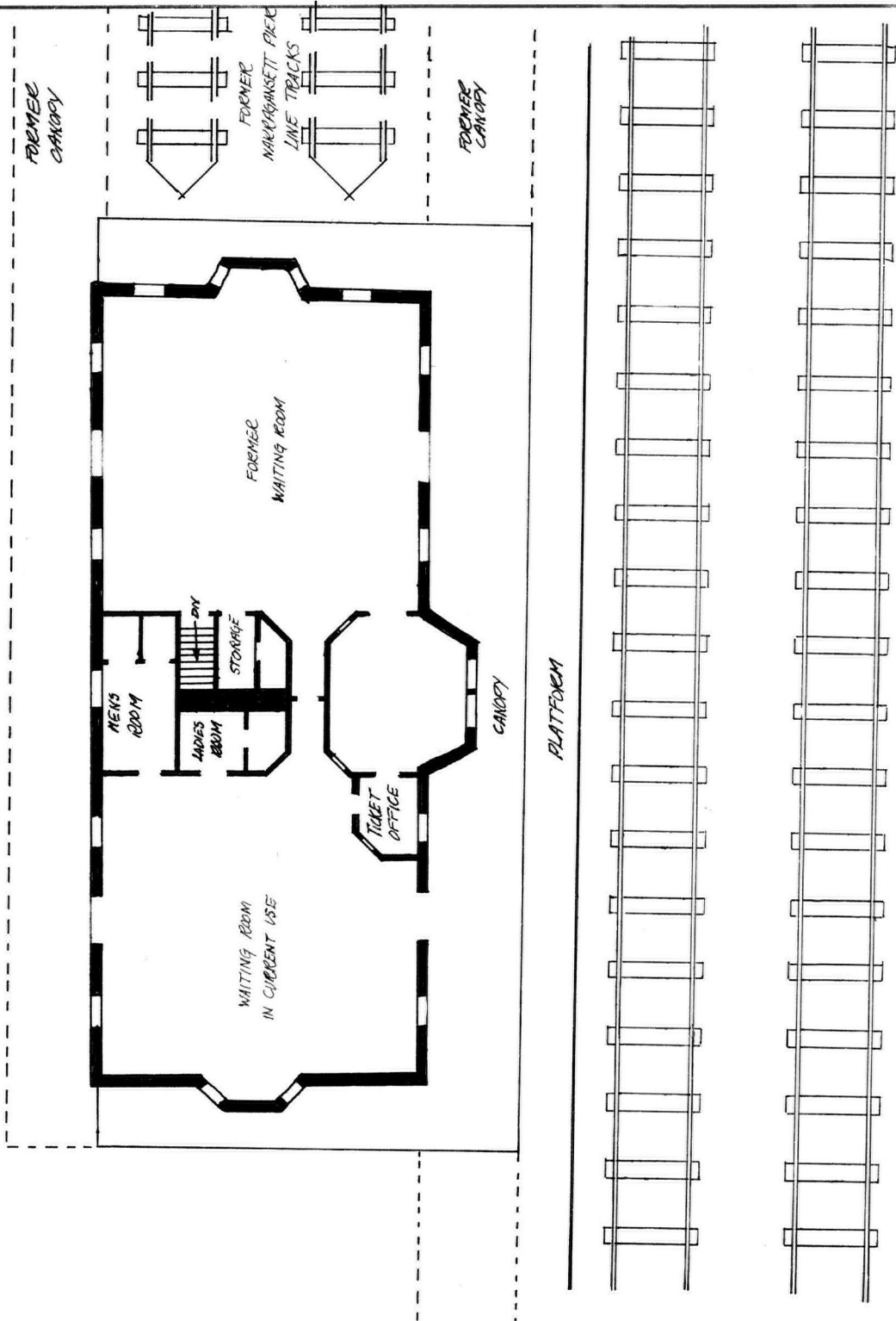
APR 26 1978

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KINGSTON RAILROAD STATION  
SOUTH KINGSTOWN  
SKETCH PLAN (NOT TO SCALE) 1975

## 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES      1875

BUILDER/ARCHITECT

### STATEMENT OF SIGNIFICANCE

The Kingston Station is noteworthy for its vernacular architectural quality and typicality, its continuing function in the history of railroad transportation in Rhode Island, and its recent role as the focus of community and institutional attention and concerted action.

Just over one hundred years old, the Station, as one sees it now, is an excellent, well-preserved example of the balloon-frame, Stick Style architecture of the General Grant era. It is a picturesque, still-useful building, typical of the many small or intermediate-size rural depots built throughout the United States in the latter half of the nineteenth century, most of which have, in recent decades, fallen to disuse or demolition. Kingston Station is also the only surviving building erected by the New York, Providence, and Boston Railroad which is still in active use.

West Kingston is an attractive small village within the town of South Kingstown. The blue and white railroad station down in its hollow, forms a particular and pleasing adornment of the locale and provides a delightful welcome to it for the disembarking train passenger. Passing through its high, well-lighted waiting room -- with its honey-colored woodwork, white plaster walls, carved benches, large and convenient mirror, monumental silver radiators and small, frosted-glass ticket windows (and no modern posters or vending machines) -- it is difficult not to expect that the train one boards or leaves is composed of wooden coaches pulled by a locomotive with a funnel-shaped stack. Such nostalgia is furthered by the circular carriage drive in front of the station, where a hack, surrey, or buckboard should really be waiting, and by the view beyond to the yellow-and-white-painted former post office and general store. This could all be an expert television mockup or a movie set, but it is neither: it is authentic.

In the 1830s, the principal route of travel from Boston to New York was by stagecoach to Providence and from Providence to New York by overnight steamer. Rough stagecoach rides and rougher seas off the Rhode Island coast soon made it apparent that another form of land transportation would be welcome. In 1835 Boston and Providence was opened from Boston to India Point, on the east side of the Providence harbor. A second line, on the west side of the harbor, the New York, Providence, and Boston Railroad (known locally as the Stonington Railroad) opened

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Schneider, Stewart P. "The Model Station of the Road - The Story of the Kingston Railroad Station", typewritten manuscript, 1974.  
 Friends of the Kingston Railroad Station: Membership flier, 1976.  
 Stedman, Oliver: "'Friends' Apply Face Lift. Kingston Depot Back on the Track," in the "The Spectator" section of the Narragansett Times June 19, June 26, 1974, Wakefield, Rhode Island, 1974.

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 1 acre *2-13-78*

UTM REFERENCES

A	1 9	2 8 6	2 1 0	4 5 9	5 4 5 0	B					
	ZONE	EASTING		NORTHING			ZONE	EASTING	NORTHING		
C						D					

VERBAL BOUNDARY DESCRIPTION

Map 3, Lot OL8

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

NAME / TITLE Richard B. Harrington, Consultant  
Ancelin V. Lynch, National Register Coordinator  
 ORGANIZATION R.I. Historical Preservation Commission DATE August, 1977  
 STREET & NUMBER Old State House, 150 Benefit Street TELEPHONE (401) 277-2678  
 CITY OR TOWN Providence STATE Rhode Island 02903

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL  STATE  LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE *Richard B. Williams*

TITLE State Historic Preservation Officer DATE November 17, 1977

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE <u>4/26/78</u>
ATTEST: <i>William Cole</i>	KEEPER OF THE NATIONAL REGISTER
KEEPER OF THE NATIONAL REGISTER	DATE <u>4.18.78</u>

UNITED STATES DEPARTMENT OF THE INTERIOR  
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in 1837 from Providence to Stonington, Connecticut. Through passengers and freight were ferried across the harbor between the two lines until 1847 when they were connected. The final link in the all-rail route from Boston to New York was not completed, however, until 1889, when a drawbridge over the Thames River between Groton and New London was finished. In 1893, the New York, New Haven, and Hartford Railroad acquired the Boston and Providence line and subsequently operated the entire run between Boston and New York.

The opening of the railroad to Stonington, November 10, 1937, was a locally important occasion, for it made South Kingstown among the first communities in the United States to be served by the new means of transportation. The first American passenger train had begun operation seven years before and there were only about 2,000 miles of track in the entire United States at the time.<sup>1</sup>

The first Kingston depot was built west of the tracks on Waites Corner Road, an east-west thoroughfare in the village. This location proved inconvenient for a number of reasons and a movement to relocate the station was successfully organized in 1874. The new station opened June 1, 1875. An anticipatory article in the Narragansett Times May 28, 1875, described the station in detail and judged that it was "tasty in style and architecture" and "supplied with modern accommodations and appliances." The article concluded that "with its long spacious platforms and gravelled carriage drives, this might well be termed the model station of the road."

The new location, half a mile southwest of the earlier depot but on the east side of the tracks, gave the bulk of the passenger traffic, which came from Wakefield and Kingston to the east, easy access to the depot and permitted long freight trains to stand at the station without blocking the cross highway to the north. A separate freight station west of the tracks was apparently constructed the following year.

<sup>1</sup>Stewart Schneider, "The Model Station of the Road - The Story of the Kingston Railroad Station."

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

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8

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3

The new depot quickly became a center of community activity. Its up to date facilities attracted the establishment of a new West Kingston post office and, shortly thereafter, a number of businesses dependent on rail transport. In July, 1876, the Narragansett Pier Railroad opened, using the Kingston Station as its western terminus. Narragansett Pier was a fashionable summer resort in the 1890s and opening decades of the 1900s and many of the famous -- including President Grover Cleveland and Admiral George Dewey -- and the not-so-famous passed through Kingston en route to private summer cottages and public hotels in Narragansett. The founding of the University of Rhode Island (then the Rhode Island College of Agricultural and Mechanic Arts) in 1892 also increased rail traffic through Kingston. It is said that every President of the United States from Grant to Hoover stopped at least once at Kingston Station to make a campaign appearance and that General Pershing detrained here shortly after World War I.

The rise of the automobile in the 1920s caused a decline in rail travel which is still a problem today. Use of the railroad revived briefly during World War II as a result of the gasoline shortage and the proximity of the Quonset Naval Air Station; and in the late 1940s, riding the crest of the wave of war-related prosperity, the New York, New Haven, and Hartford proposed modernization of the facilities at Kingston. Town officials persuaded the railroad to update the existing depot instead of replacing it with a new structure. Declining revenues in the 1950s, however, cut short not only New Haven's plans for modernization but also their commitment to maintenance. Kingston station thus entered upon a quarter century of neglect.

By the early 1970s the future of the station seemed in serious question. Both the freight house and the express office had been demolished in 1969; by this time, too, passenger service had been drastically reduced. AMTRAK instituted further reductions when it took over operation of inter-city passenger trains in 1971.

Two factors combined to save the station from what appeared to be its inevitable end: nascent recognition of the energy crisis and the formation of the Friends of the Kingston Railroad Station in the spring of 1973. Declaring that they were "interested in the preservation of the Kingston Railroad Station and the development of its grounds, and dedicated to the promotion and revitalization of rail travel in the

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Northeast Corridor,"<sup>2</sup> the Friends spearheaded a drive to reclaim the station from its decline through unchecked deterioration. They not only overcame considerable Penn Central resistance to the undertaking, but secured from the railroad upwards of \$10,000 in funding and repair work. AMTRAK took care of such structural matters as patching leaks in the roof and replacing rotted areas, while two hundred volunteers during one week in June, 1974, scraped, primed, and painted the entire exterior. In the fall of 1974 Penn Central restored the station's interior to its present well-groomed condition. The station is today an excellent reminder of what civic and corporate pride working together can achieve.

The Friends of the Kingston Station are still active and they continue to hold periodic cleanups at the station. They are also involving themselves in the movement to encourage the Rhode Island Department of Transportation to invest in mass transit options instead of new highway proposals.

Kingston, fortunately, is still an important Rhode Island railroad stop for AMTRAK and promises to be even more vital in the future. The Kingston Station, with continued appreciation and care, will remain a charming, useful and typical reminder of the wooden architecture which characterized the United States' great age of steam.

<sup>2</sup>Membership Flier, Friends of the Kingston Railroad Station, 1976.

Property Kingston Railroad Station

78000018  
Washington

State R.I.

Working Number 11.22.77.1972

**TECHNICAL**

Photos 4  
Maps 1

Acceage

**CONTROL**

OK-11.28.77

**HISTORIAN**

Accept  
see phone report. 4  
Sleepy  
2-8-78

**ARCHITECTURAL HISTORIAN**

No acreage. All tracts +  
freight station across the tracts  
included in acreage. 1/50 - need photos,  
etc.

Brown  
1-19-78

**ARCHEOLOGIST**

**OTHER**

Structure is over 100 years old and is of  
regional significance in terms of  
~~commerce and transportation~~  
accept

**HAER**

Inventory X

Review 3/30/78

Donald C. Jackson

**REVIEW UNIT CHIEF**

**BRANCH CHIEF**

**KEEPER**

Approved  
4/26/78

National Register Write-up \_\_\_\_\_

Send-back \_\_\_\_\_

Entered APR 20 1978

Federal Register Entry 6.6.78

Re-submit \_\_\_\_\_

INT:2106-74







WAKEFIELD CAB CO. INC.  
783-7872  
CAMPUS TAXI  
783-3880

PHONE

REG. 66





NOTICE

PROVIDENCE JOURNAL  
20

NOTICE

PRIVATE

NOTICE  
M... ..  
...

PROPERTY OF THE NATIONAL REGISTER

Kingston Railroad Station  
West Kingston, South Kingstown, Rhode Island  
*Washington County*

Louis Federici July, 1975  
Negative: Rhode Island Historical Preservation  
Commission

Ticket windows in southeast portion of north  
waiting room.

Photo #3 *24*

NOV 22 1977

APR 26 1978



PROPERTY OF THE NATIONAL REGISTER

Kingston Railroad Station  
West Kingston, South Kingstown, Rhode Island  
Washington County

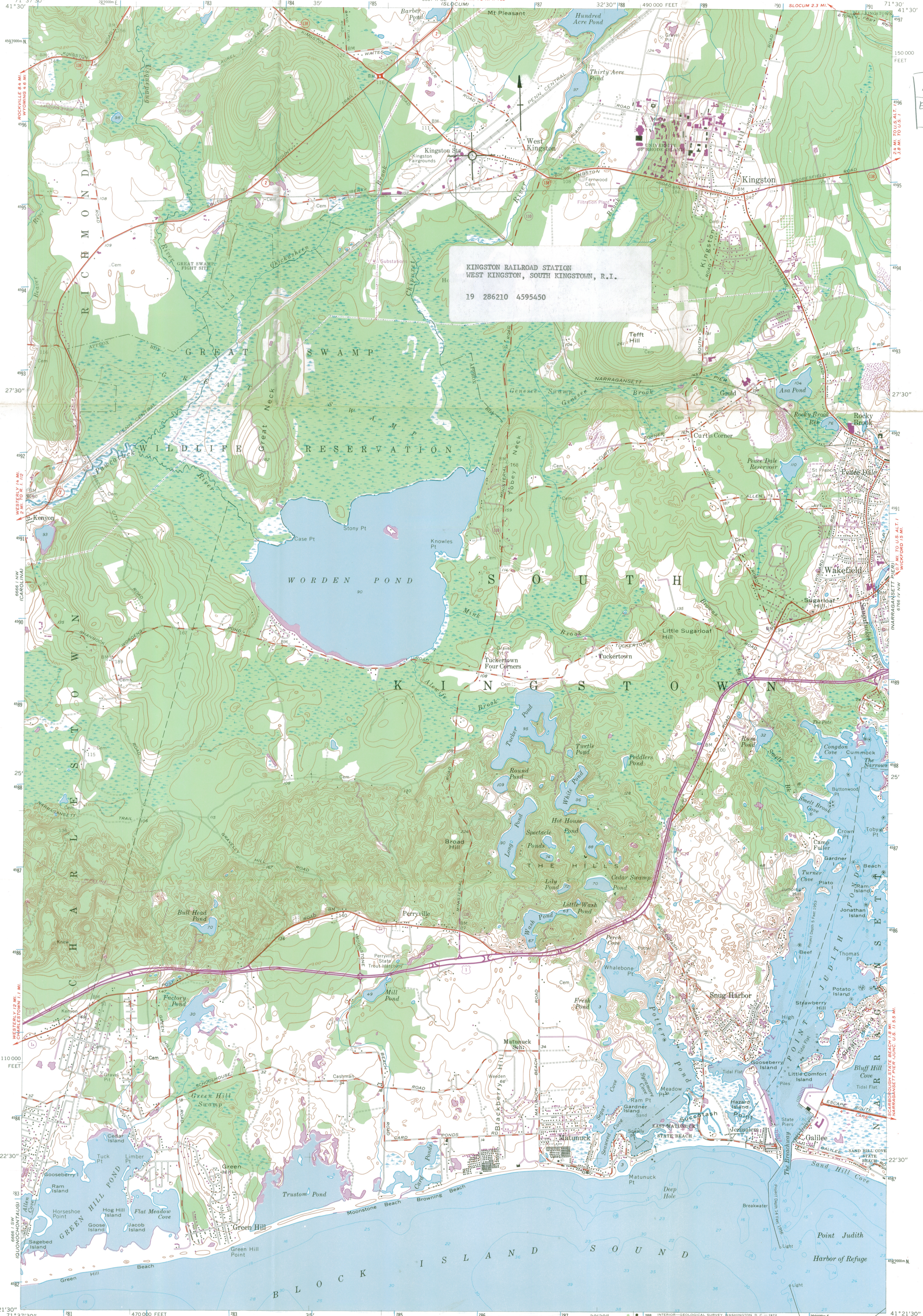
Louis Federici July, 1975  
Negative: Rhode Island Historical Preservation  
Commission

North waiting room looking southwest.

NOV 22 1977

Photo #4 84

APR 26 1978



N 4595450  
E 286210

KINGSTON RAILROAD STATION  
WEST KINGSTON, SOUTH KINGSTON, R.I.  
19 286210 4595450

Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, and USCE  
Topography by planetable surveys 1941-1942. Revised 1957  
Hydrography compiled from USC&GS charts 268 (1954),  
1210 (1957), and 1211 (1954)  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Rhode Island coordinate system  
1000-meter Universal Transverse Mercator grid ticks,  
zone 19, shown in blue  
Revisions shown in purple compiled from aerial  
photographs taken 1970. This information not  
field checked

SCALE 1:24,000  
CONTOUR INTERVAL 10 FEET  
DATUM IS MEAN SEA LEVEL  
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
SHORELINE SHOWN REPRESENTS APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 3.1 FEET

UTM GRID AND 1970 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, WASHINGTON, D.C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
U.S. Route ——— State Route ———

PHOTOREVISED 1970 1957  
AMS 6666 1 NE-SERIES V815  
KINGSTON, R. I.  
N4121.5-W7130/8.5x7.5

RECEIVED  
NOV 22 1977  
NATIONAL REGISTER

APR 26 1978

2-13-78

TELEPHONE REPORT

TIME OF CALL

AM  
PM

1. CALL  TO:  FROM (Name)

Susan Dwyer - got  
David Chase

2. ADDRESS (Tel. No. if needed)

3. SUBJECT, PROJECT NO., ETC.

Kingston RR

4. DETAILS OF DISCUSSION

1 acre

2-14-78 - Susan

adv about freight station -  
land on other side of track -  
will call back.

Freight station has been demolished

Donated property includes -

Station

curving drive & landscaping in front  
platform

Right of way immediately behind station

NAME OF PERSON PLACING/RECEIVING CALL

*Sheffy*

TITLE

OFFICE

ENTRIES IN THE NATIONAL REGISTER

STATE RHODE ISLAND

Date Entered

APR 26 1978

Name

Location

Kingston Railroad Station

West Kingston  
Washington County

Valley Falls Mill

Central Falls  
Providence County

Also Notified

Hon. Claiborne Pell  
Hon. John H. Chafee  
Hon. Edward P. Beard  
Hon. Fernand J. St Germain

State Historic Preservation Officer  
Mr. Frederick C. Williamson  
Director, Rhode Island Department  
of Community Affairs  
150 Washington Street  
Providence, Rhode Island 02903

NR Mott 5/1/78



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS  
HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House  
150 Benefit Street  
Providence, R.I. 02903 - 1209

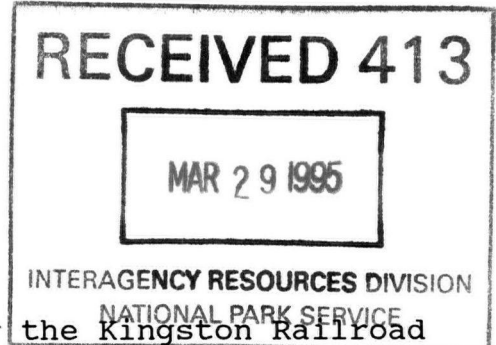
PRESERVATION (401) 277 - 2678    HERITAGE (401) 277 - 2669    FAX (401) 277 - 2968    TDD (401) 277 - 3700

March 22, 1995


Ms. Carol Shull  
Chief of Registration  
National Register of Historic Places  
U.S. Department of the Interior  
P.O. Box 37127  
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed is an amended nomination for the Kingston Railroad Station, Kingston Road, South Kingstown, RI. The Kingston Railroad Station was listed in the National Register of Historic Places in April 26, 1978. For a variety of reasons, the station must be moved slightly on its lot. This amended nomination is forwarded to you under a memorandum of agreement between the Rhode Island Historical Preservation and Heritage Commission and the Rhode Island Department of Transportation. The amendment has been reviewed and approved by the Rhode Island Review Board.



Sincerely,

  
Edward F. Sanderson  
Deputy State Historic  
Preservation Officer

/aa  
Enclosure

# NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Kingston Railroad Station			② OTHER NAMES: Kingston Depot			③ date of entry: APR 26 1978		④ county code: 09	
⑤ LOCATION street & number Kingston Rd.		city / town West Kingston		vicinity of RI		state Washington		⑥ NPS REGION: NA	
⑦ OWNER <input checked="" type="checkbox"/> PRIVATE <input type="checkbox"/> STATE <input type="checkbox"/> MUNICIPAL <input type="checkbox"/> COUNTY <input type="checkbox"/> MULTIPLE <input type="checkbox"/> FEDERAL (agency name)						⑧ ADMINISTRATOR:			
⑨ EXISTING SURVEYS <input type="checkbox"/> HABS <input type="checkbox"/> HAER <input type="checkbox"/> NHL			⑩ FUNDED? <input type="checkbox"/> YES <input type="checkbox"/> NO		⑪ CONGRESS. DISTRICT		⑫ SOURCE of NOMINATION <input checked="" type="checkbox"/> STATE <input type="checkbox"/> FEDERAL		
⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO			⑭ WITHIN NATIONAL HISTORIC LANDMARK? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO			⑮ ACREAGE		if state who prepared form? <input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE ORGANIZATION	
⑯ CONDITION <input type="checkbox"/> deteriorated <input type="checkbox"/> altered <input type="checkbox"/> original site <input type="checkbox"/> excellent <input type="checkbox"/> ruins <input type="checkbox"/> unaltered <input type="checkbox"/> moved <input type="checkbox"/> good <input type="checkbox"/> unexposed <input type="checkbox"/> reconstructed <input type="checkbox"/> unknown <input type="checkbox"/> fair <input type="checkbox"/> unexcavated <input type="checkbox"/> excavated				⑰ features: INTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-1 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-4 <input type="checkbox"/> NOT APPLICABLE-7 EXTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-2 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-5 <input type="checkbox"/> NOT APPLICABLE-8 ENVIRONS <input type="checkbox"/> SUBSTANTIALLY INTACT-3 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-6 <input type="checkbox"/> NOT APPLICABLE-9					
⑱ ACCESS <input type="checkbox"/> YES-Restricted <input type="checkbox"/> YES-Unrestricted <input type="checkbox"/> No Access <input type="checkbox"/> Unknown				⑲ ADAPTIVE USE <input type="checkbox"/> YES <input type="checkbox"/> NO		⑳ SAVED? <input type="checkbox"/> YES		IS PROPERTY A HISTORIC DISTRICT? <input type="checkbox"/> yes <input type="checkbox"/> no	
⑳ AREAS OF SIGNIFICANCE :						㉑ CLAIMS: explain			
<input type="checkbox"/> ARCHEOLOGY-prehistoric-2 <input type="checkbox"/> COMMERCE-6 <input type="checkbox"/> ENGINEERING-11 <input type="checkbox"/> LANDSCAPE ARCH.-15 <input type="checkbox"/> POLITICS/GOVT.-21 <input type="checkbox"/> RECREATION-28 <input type="checkbox"/> ARCHEOLOGY-historic-1 <input type="checkbox"/> COMMUNICATIONS-7 <input type="checkbox"/> ENTERTAINMENT-26 <input type="checkbox"/> LAW-16 <input type="checkbox"/> RELIGION-22 <input type="checkbox"/> SETTLEMENT-29 <input type="checkbox"/> AGRICULTURE-3 <input type="checkbox"/> CONSERVATION-8 <input type="checkbox"/> EXPLORATION-12 <input type="checkbox"/> LITERATURE-17 <input type="checkbox"/> SCIENCE-23 <input type="checkbox"/> URBAN PLANNING-31 <input type="checkbox"/> ARCHITECTURE-4 <input type="checkbox"/> ECONOMICS-9 <input type="checkbox"/> HEALTH-27 <input type="checkbox"/> MILITARY-18 <input type="checkbox"/> SOCIAL/HUMANITARIAN-24 <input type="checkbox"/> OTHER (SPECIFY) <input type="checkbox"/> ART-5 <input type="checkbox"/> EDUCATION-10 <input type="checkbox"/> INVENTION-14 <input type="checkbox"/> PHILOSOPHY-20 <input type="checkbox"/> TRANSPORTATION-25						'first' <input type="checkbox"/> 'oldest' <input type="checkbox"/> 'only' <input type="checkbox"/>			
㉒ functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:				㉓ dates of initial construction: major alterations: historic events:				㉔ ETHNIC GROUP ASSOCIATION	
㉕ architectural style(s):			㉖ architect:		㉗ master builder:		㉘ engineer:		
㉙ landscape architect / garden designer:		㉚ interior decorator:		㉛ artist:		㉜ artisan:		㉝ builder/contractor:	
㉞ NAMES give role & date PERSONAL:  EVENTS:  INSTITUTIONAL:									
㉟ NATIONAL REGISTER WRITE-UP									