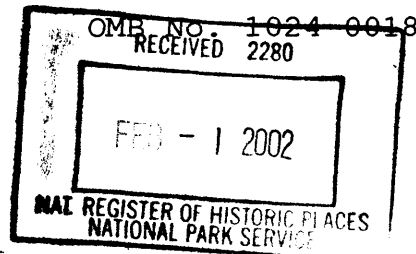


United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

173



=====

1. Name of Property

=====

historic name Rock Island Passenger Station

other names/site number \_\_\_\_\_

=====

2. Location

=====

street & number 105 S. Meridian not for publication N/A  
city or town Waurika vicinity N/A  
state Oklahoma code OK county Jefferson code 067  
zip code 73573

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. I recommend that this property be considered significant      nationally      statewide X locally. ( N/A See continuation sheet for additional comments.)

[Signature]  
Signature of certifying official

1-24-02  
Date

Oklahoma Historical Society, SHPO  
State or 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 commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

4. 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

[Signature] 3/13/02

     other (explain): \_\_\_\_\_

[Signature]

Signature of Keeper

Date  
of Action



=====  
6. Function or Use  
=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Current Functions (Enter categories from instructions)

Cat: EDUCATION Sub: library  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

=====  
7. Description  
=====

Architectural Classification (Enter categories from instructions)

Tudor Revival  
\_\_\_\_\_  
\_\_\_\_\_

Materials (Enter categories from instructions)

foundation BRICK  
roof CERAMIC TILE  
walls BRICK  
other STONE  
\_\_\_\_\_

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

=====  
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.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance 1912-1952

=====  
8. Statement of Significance (Continued)  
=====

Significant Dates 1912  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person (Complete if Criterion B is marked above)  
N/A

Cultural Affiliation N/A  
\_\_\_\_\_  
\_\_\_\_\_

Architect/Builder Chicago, Rock Island & Pacific Railway Company  
\_\_\_\_\_

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====  
9. Major Bibliographical References  
=====

(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 # \_\_\_\_\_

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: \_\_\_\_\_

=====  
10. Geographical Data  
=====

Acreeage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>14</u>	<u>592260</u>	<u>3780450</u>	3	<u>    </u>	<u>    </u>
2	<u>N/A</u>	<u>    </u>	<u>    </u>	4	<u>    </u>	<u>    </u>

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====  
11. Form Prepared By  
=====

name/title Cynthia Savage, Architectural Historian, for the Depot Boards  
organization Savage Consulting date November 2001  
street & number Rt. 1, Box 116 telephone 405/459-6200  
city or town Pocasset state OK zip code 73079

=====  
Additional Documentation  
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.  
A sketch map for historic districts and properties having large acreage  
or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====  
Property Owner  
=====

(Complete this item at the request of the SHPO or FPO.)

name City of Waurika  
street & number 122 S. Main Street telephone 580/228-2713  
city or town Waurika state OK zip code 73573-3054



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 9

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

SUMMARY

Constructed in 1912, the Rock Island Passenger Station in Waurika, Jefferson County, Oklahoma, is a brick, one-story building with a side-gabled, clay tile roof and concrete foundation. Still located adjacent to the railroad tracks which divide the town, the brick paving on the track (east) side of the station remains, as does the open landscaped area on the west side of the building. Jacobethan Revival in style, the building is divided into three sections with a varying roof height and steeply-pitched parapets differentiating the areas. The smallest section on the north side of the building housed the white restrooms and ladies lounge. The middle taller portion provided the commodious waiting area for white passengers. The south side, the longest section of building, contained the ticket office, Black waiting room and baggage and express areas. The fenestration pattern tends to be triple, although single windows dominant in areas where privacy and security issues are paramount, namely the baggage and restroom areas. All of the doors and windows are new, dating from the late 1980s rehabilitation of the building. The original wood doors and windows were too badly damaged to be salvaged so new wood paneled doors and metal frame windows were acquired. As the new doors and windows are similar to the historic, they do not dramatically impact the building's integrity. Although the windows vary throughout the building, they are generally metal, two- to four-over-one, fixed. In the middle portion, the upper, arched, triple windows are fixed, metal, two- and three-pane. All of the windows have cast stone sills, while the upper windows in the middle section also have cast stone keystones. The pedestrian doors are wood, glazed, paneled with a three-pane transom. The four, historic, wood, sliding, freight doors in the baggage area are no longer operable but they retain their hardware on the interior. Decorative detail includes cast stone sills, keystones, name plates, coping on the parapets and stringcourse on the lower wall of the middle section. On the ends of the building, the black-and-white Rock Island logo is also painted high on the gable.

The building retains a good degree of integrity. In use by the railroad company until 1980, the building sat vacant for seven years. The city of Waurika purchased the building in 1984 but did not have a viable use until 1987. Through the efforts of many citizens, the building was rehabilitated for use as a community room and public library beginning in 1987 and finished by 1990, which it remains as today. Exterior work completed in the rehabilitation include repairing the roof and replacing the windows and exterior pedestrian doors with compatible new ones. The majority of interior doors are the original doors and the historic freight doors remain in place but are no longer operable, although the hardware remains intact on the interior. Additionally, to facilitate public use of the building, a concrete handicap ramp was added to the entrance of the historic Black waiting room, now the entrance into the

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 10

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

public library. Although the replacement of the doors and windows has an impact on the building's integrity of materials, because all of the new materials are of similar configurations to the historic windows and doors, the overall impact on the building's integrity is negligible.

The interior of the building remains much as it was. The ticket office floor had to be replaced due to the fire but other areas were only touched up with damage mainly caused by disuse and water damage. The majority of partitions in the building remain as they were historically. However, on the north side of the building, the ladies waiting lounge has been converted into a kitchen. In order to provide access to the ladies restroom on the extreme northwest side of the building, a hallway was created between the kitchen and restrooms. On the south side, the men's and women's bathrooms were combined to create an handicap accessible restroom and a storage closet. Also an opening was created between the Black waiting room and the baggage area to allow the baggage area to hold the library stacks. An opening was also created between the baggage and express areas to open both areas to circulation. For the most part, these alterations do not significantly alter the feeling or association of the rooms.

The depot is located one block east of Main Street off of Meridian Street in the railroad right-of-way. The depot is located on the east side of the street, adjacent to the railroad tracks which still traverse the town. Separating the depot from the railroad tracks is a high metal fence. On the north and south sides of the building are small gravel parking lots which were created during the rehabilitation. Farther north of the building there is a stationary train car. The parking lots and train car are outside of the boundaries of this nomination because they are not situated on city-owned property. The city leases the land surrounding the building from the Union Pacific Railway Company. To the west of the depot, there are a few commercial and residential buildings. Historically, the setting was similar with the depot occupying a fairly isolated site conducive to the noise and traffic generated by the rails.

EXTERIOR DESCRIPTION

The one-story, red brick building has a concrete foundation and a red, clay tile, side-gabled roof of varying heights. The roof has a clay tile ridge and short boxed eaves with metal gutters. The eaves, gutters and wood frames have all been painted green in contrast to the red of the roof and walls. The brick, steeply-pitched, gabled parapets feature a stone coping, matching the stone sills of the windows. Immediately below the coping on the parapets is a row of small, slightly projected bricks. Constructed completely of red brick, the walls are unadorned except for the low stone stringcourse on the middle section and the stone and painted nameplates on either end of the building.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 11

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

Although overwhelmingly functional in character, the building exhibits Jacobethan Revival style characteristics. These include the steeply-pitched parapets which differentiate the three sections of the building and the dominate, three-part, rectangular fenestration pattern. The ticket window on the east side of the building also provides the bay window common to Jacobethan Revival style architecture.

A dominating factor in describing the building is its separation into three distinct areas. The uneven roofline clearly differentiates the areas with the gabled parapets reinforcing the divisions. The north bay is the smallest, measuring approximately twenty-one feet, fourteen inches by twenty-six feet. The central bay, designed as the primary waiting area, has a twenty-four foot high ceiling, versus the fifteen foot ceilings found in the remainder of the building. The central bay is asymmetrically placed with the majority of the building laying to the south. The central bay measures about forty-nine feet, three inches by thirty feet while the longer south bay measures ninety feet, eleven inches by twenty-six feet. The south bay extends from the ticket office adjacent to the main lobby to the end express area.

The west side of the building fronts onto Meridian Street. Situated atop a small hill, the building is nicely landscaped with concrete steps and walk providing access from the lower street. Lighting the walk from the street are two new, old-fashion, iron lamp posts. The only pedestrian entry on the west side of the building is located in the central bay. Accessed by a short flight of concrete steps, the entry is a single, wood, glazed, paneled door with a three-pane transom which is flanked by narrow, two-over-one, fixed windows. On either side of the door is a triple set of windows. These windows consist of a larger, central, three-over-one, fixed window flanked by narrow, two-over-one, fixed windows. Between these windows on the south side is a wrought iron light. The matching light on the north side has disappeared but the ghost marks remain evident. Above each of the windows in the central bay are three-part, arched windows with a triple brick header and a prominent stone keystone. The arched windows consist of a central, three-pane, fixed window flanked by a two-pane, fixed window. Between the upper and lower windows at the corners are small, cast stone, squares. The outer windows have four squares while above the central door there are only two. The central bay is also ornamented with a stone stringcourse set just above the lower window sill. This stringcourse only occurs along the central bay. Sitting on the stringcourse, flanking the door, are also two small stone ledges. It appears some pieces of these decorative features may be missing. Also only occurring in this portion of the building are short wood brackets underneath the eaves.

The north bay of the west elevation features only two single windows. These metal windows are three-over-one fixed. The longer south bay of the west

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 12

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====  
elevation features a large single window in the ticket office, a triple window lighting the Black waiting room and a narrow single window which historically lit the men's restroom. The ticket office window is three-over-one, fixed, metal; the triple window in the Black waiting room is a three-over-one, metal, fixed flanked by two-over-one, metal, fixed; and, the men's restroom window is two-over-one, metal, fixed. The baggage areas each feature two short, fixed, metal windows flanking a wood freight door. The baggage windows have stone sills like the rest of the windows and iron bars for security purposes. The sliding wood freight doors are original to the building but are no longer operable.

The north and south elevations are similar with minimal ornamentation or fenestration. The north elevation has no openings. Centrally located, high in the gable, is the stone nameplate which reads "Waurika." The nameplate has a slightly projected brick surround. Above this is the painted Rock Island logo. The gabled parapet features a stone coping with small stone squares at the inside corners. Related to the rehabilitation of the building in the late 1980s, new wiring has been run from the outside air conditioning unit which sits adjacent to the north elevation. The wiring enters the building high on the gable, at about the same height as the nameplate.

The south elevation features a large, triple, symmetrical, fixed, metal window. The window consists of a center three-pane window flanked by two-pane windows. Like the other windows in the baggage areas, the window has iron bars for security purposes. The window has an arched brick header set in a soldier row and a stone sill. Above the triple window is the matching stone nameplate and painted logo as found on the north elevation. Also similar to the north elevation, new heating and cooling equipment has been placed just off the south elevation with wiring entering the building high on the south wall. Additionally, a signal antennae is located on the south elevation of the building. The antennae dates back to the building's occupation by the Rock Island.

The east elevation faces onto the railroad tracks. A wide path of brick pavers remain between the tracks and the building. The east elevation is similar to the west elevation, although it has multiple pedestrian entrances. The north bay of the east elevation features a triple window similar to those found elsewhere on the building. The larger central, three-over-one, metal, fixed window is flanked by two-over-one, metal, fixed windows. The central bay is similar to the central bay on the west elevation except instead of having a single, central, pedestrian entry, the east side has two pedestrian entries in the flanking openings. Like the other entries, the doors are new, wood, glazed, paneled. Both entrances have two concrete steps. The north entry has a simple, black, metal railing but the south entry has no railing. The window

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 13

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====  
treatment and decorative detail is nearly identical to that of the west elevation. The only difference being instead of just two of the small, cast stone squares between the center windows, there are four.

The longer south bay of the east elevation contains the projected ticket window, adjacent to middle bay. The projected ticket window has its own flat roof and three sides. Each side has a single, four-over-one, fixed, metal window with a continuous stone sill. Next to the concrete foundation of the ticket window are three metal grates set in concrete. Just to the south of the ticket window is the entrance into the historic Black waiting room. Because this is the primary entry for the public library, a concrete wheelchair ramp was added in front of this entrance. Beginning at the north freight door on the east side, the ramp gradually rises to the slightly above grade entrance with a simple, black, metal railing extending the length of the ramp. There is additional black metal railing along the new concrete landing and steps at the base of the entry. Like the other entries on the building, the wood, glazed, paneled door is flanked by two-over-one, fixed, metal windows. The three-pane transom is smaller on this entry due to the proximity of the roof. Next to the entry is a small, two-over-one, fixed, metal window which historically provided light to the Black women's restroom. Just to the south of this is the entry for the partial basement. This simple, wood, panel door has a short, two-pane transom. Continuing south to the baggage area, there are two wood freight doors separated by two four-pane, wood, fixed windows with metal bars. Like the freight doors on the west side, these doors are no longer operable. There is a pedestrian door in the center of the southernmost freight door. This pedestrian entry is no longer used as there are pictures hanging on the inside door. On the southern end of the east elevation, there is a single, metal, fixed, four-pane window with a pay phone underneath. Just to the south of the window is a faded metal sign indicating the presence of the pay phone.

INTERIOR DESCRIPTION

The interior of the Rock Island Passenger Station retains a high degree of integrity. Although a few alterations have been made to the historic partitions, the majority of historic finishes remain intact. The interior was rehabilitated in the late 1980s to allow reuse of the building for a public library and community meeting room. Although the current functions are vastly different from the historic function, the uses are remarkably compatible.

The most obvious alteration is the construction of a kitchen in the historic white ladies waiting room. Located off the main waiting to the north, the ladies waiting room would have historically been an open room with various

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 14

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====  
chairs and benches. Originally, the ladies lounge measured nineteen feet, ten and a half inches by fourteen feet, four and a half inches. In order to facilitate use of the adjoining main waiting room as a community room, a kitchen was a necessary addition. White cabinets now line the north and new west walls with a sink, refrigerator and microwave also conveniently positioned. Because the ladies restroom was historically only accessible through the ladies waiting room, a hallway was created from the west portion of the waiting room. The ladies restroom measures eight feet, six inches by the same. The men's restroom remains on the far northwest side of the building with its original entrance from the main waiting room. Larger than the women's restroom, the men's is ten feet, five inches by eight feet, six inches.

The main white waiting room retains an extraordinary degree of integrity. This room is the largest in the station, measuring forty-six feet, eleven inches by twenty-seven feet, three inches. The terrazzo tile floor with a terrazzo base matches the terrazzo window sills, including the ticket counter window. Although sustaining some water damage which was repaired in the rehabilitation, the high vaulted plaster ceiling with wood trimmed beams remains. Additional hanging pendant style light fixtures were hung to further illuminate the room for night use. The exposed brick walls retain their dark wood coping. The ticket window on the south side of the room maintains its historic configuration with single windows flanking a one-over-one window, although the wood frame had to be replaced due to the fire which damaged the ticket office. The room remains an open area with scattered tables and chairs.

Damaged in a fire in the mid-1980s, the eleven foot, ten inches by twenty-eight feet, eight inches ticket office has been restored with a new wood floor. As part of the rehabilitation plan, the ticket office was designed to serve as a small railroad museum. The counter on the east side of the room is original, while other railroad-related and other historic memorabilia is located around the room. The plaster walls and ceiling are similar to the historic materials of the room.

Adjacent to the ticket office on the south side is the historic Black waiting room. Currently this space functions as the control of the public library, with a librarians desk and check-out counter. The terrazzo floor and plaster walls and ceilings in the Black waiting room were touched up in the rehabilitation. The Black waiting room measures fourteen feet by twenty-four feet. Off the waiting room to the south were historically the Black men's and ladies restroom. Both of these bathrooms have been altered. The women's restroom was expanded to create a handicap accessible bathroom, necessary for the public function of the building. While part of the men's restroom was incorporated into the new restroom, the remainder on the west side was made into a storage closet and walkway into the baggage area with a new opening created

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 15

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

between the Black waiting room and baggage area. Although the current measurements are not known, the historic bathrooms each measured three feet, eleven inches by eleven feet, five inches.

South of the restrooms, the remainder of the building was occupied by the baggage areas. Because freight was not handled at the passenger station in Waurika, the second baggage room was an express area. Historically two separate rooms, the rooms were opened to each other with an opening in the separating wall. Currently, the library stacks are in the southernmost room, while periodicals and the children's section is located in the northern baggage room. The northernmost room measures thirty feet by twenty-four feet and the southern baggage room is twenty-seven feet by twenty-four feet. Both rooms retain their historic exposed brick walls and one-by-six wood ceiling. The concrete floors have been covered with carpet.

ALTERATIONS

Overall, the Rock Island Passenger Station in Waurika maintains a good of integrity. There have been no additions made to the building. In the late 1980s, the building was rehabilitated to create space for the public library and a community room. Because part of the money used for the rehabilitation was obtained via an federal grant, the work was approved by the State Historic Preservation Office utilizing the Section 106 guidelines.

On the outside, although most of the roof remained intact, the area over the ticket office had to be replaced due to a fire in that part of the building. The replacement roof material was obtained from a depot in Decatur, Texas, which was being torn down. More significant, the windows and pedestrian doors were all replaced. The historic freight doors remain in place but are no longer operable. Although the new, wood, glazed, paneled, pedestrian doors match the historic in materials and style, the new windows are metal and fixed. The historic windows were wood and hung. However, because the new doors and windows match the configuration of the historic ones, the impact on the integrity of the building is not pernicious. Other exterior modifications include the construction of a wheelchair accessible ramp on the east side. The ramp is as unobtrusive as possible and a necessary alteration to facilitate use of the building as a public library and meeting room.

The interior of the building also retains a good degree of integrity. Although some of the partitions have been altered, the majority of historic finishes remain intact. The most notable change to the interior is the addition of a kitchen in the historic ladies lounge. Because the ladies restroom was only accessible through the ladies waiting room, a new hallway was created between the kitchen and women's restroom. The men's restroom, south of the women's

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7 Page 16

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

restroom, remains much as it was historically. On the south side of the building, the restrooms have also been altered. The historic two Black restrooms have been combined to create one handicap accessible restroom, a storage closet and walkway. To allow use of this section of the building as the public library, an opening was created between the Black waiting room and the baggage area, using space formerly occupied by the men's restroom. Additionally, the two baggage areas were opened to each other via an opening in the separating wall. Thus, library traffic now flows effortlessly from the former waiting room through the baggage areas.

Overall, the exterior and interior alterations have a moderate impact on the building's integrity. Although the building's historic materials and designs are affected, they are not completely compromised. Further, the building retains its integrity of location, setting, workmanship, feeling and association. Despite the changes necessitated for its new use as a public library and community meeting room, the depot is easily recognizable as the historic Rock Island Passenger Station.



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section   8   Page   17  

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

STATEMENT OF SIGNIFICANCE

The Rock Island Passenger Station in Waurika, Jefferson County, Oklahoma is eligible for the National Register of Historic Places under Criteria A and C. The depot is significant under Criterion A for its association with rail transportation in Waurika, the county seat of Jefferson County, from its construction in 1912 to 1952, the current National Register fifty year mark. Although there were three lines, one ran by the competing Chicago, Burlington and Quincy Railway, into Waurika at various times during the period of significance, all used the Rock Island Passenger Station for passenger loading and unloading. Under Criterion C, the building is architecturally significant as the only extant rail-related resource in Waurika and as an excellent example of a brick, Jacobethan Revival style Rock Island Railway passenger station in Oklahoma.

HISTORICAL BACKGROUND

Located on the 98<sup>th</sup> Meridian, the dividing line between the Five Civilized tribes' land on the east and the Comanche-Apache-Kiowa lands on the west, Waurika officially came into being in 1902. Previous to this, there was a post office known as Monika (also spelled Moneka) in the area. This post office was designated in April 1895 and discontinued May 1898. Prior to 1895, the post office was called Peery and had been established in May 1890. Both of these post offices were located east of the 98<sup>th</sup> Meridian in Pickens County of the Chickasaw Nation. As part of the Chickasaw Nation, non-Native American settlement was restricted by the laws of Indian Territory.<sup>1</sup>

On 6 August 1901, the lands west of the 98<sup>th</sup> Meridian near what would become Waurika opened for non-Native American settlement. As part of the Comanche-Kiowa-Apache lands, the area opened in a novel manner, a land lottery. Although lands east of the 98<sup>th</sup> Meridian remained restricted for several more years, settlement along the west side of the Meridian began to rapidly occur. A major factor in this was the location of the Chicago and Rock Island (Rock Island) rail line which crossed Oklahoma near the 98<sup>th</sup> Meridian, roughly following the Chisholm Trail, a popular mid- to late-19th Century path for cattle crossing Indian Territory from Texas. Beginning in 1889, the Rock Island laid track in northern Oklahoma Territory. Reaching as far south as Minco, Chickasaw Nation, the following year, the Rock Island completed its line

---

<sup>1</sup>"Waurika, Jefferson Co., Oklahoma," (On-file in the Waurika Vertical Files, Research Library, Oklahoma Historical Society, Oklahoma City, Oklahoma), n.d. See also J.M. Dyer and Mary A. Dyer, "History of Jefferson County, Oklahoma," (n.p., c. 1957), 1.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 18

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

into Texas in 1892. Although limited settlement occurred along the line prior to the opening of the adjacent Comanche-Kiowa-Apache lands, as evidenced by the Monika post office, the 1901 land opening resulted in more permanent settlements, such as Waurika.

Following the 1901 land opening, the Kingfisher Improvement Company, under the ownership of brothers T.B. Kelley and E.J. Kelley, surveyed and platted the new town of Waurika. A post office for the community was designated on 28 June 1902. Although originally restricted to the west side of the 98<sup>th</sup> Meridian, additions east of the Meridian were soon added as the Native American allottee Elibabeth (sic) Bohannen platted her lands. Development of the town rapidly occurred in a peculiar manner. Described as "...a town that in layout resembles a stadium, its residence section spread out and overlooking an arena of business buildings," Waurika's central business district developed as originally platted west of the 98<sup>th</sup> Meridian. Despite limited non-commercial development on the west side, the larger residential development occurred east of the 98<sup>th</sup> Meridian, where it remains today.<sup>2</sup>

HISTORIC SIGNIFICANCE

As early as January 1907, talk of a new depot for Waurika appeared in the local newspaper. Although only about five years old, the first depot, located north of D Street in Oklahoma Territory, was apparently not adequate to meet the needs of the community. In October 1908, Waurika was designated a division point on the Rock Island line. By early 1909, it appeared a new station would become reality with construction to start in the spring. The February 1909 plans consisted of a two-story, brick and stone depot with train sheds. The new station was spurred by the anticipation that the Frisco Railway would complete a line between Ardmore and Waurika and the Enid & Waurika line, a division of the Rock Island, having a branch road near the new depot. With three roads converging on the depot, plus the hoped-for designation as county seat, the newspaper predicted "...Waurika will resemble a mining camp just after gold has been struck." In addition to the new station, the Rock Island had plans for a new freight house which would accommodate seventy-two cars at once. This was a "...stupendous..." number as the freight depot at Chickasha could "...accommodate but thirty cars at a time." According to the local

---

<sup>2</sup>The WPA Guide to 1930s Oklahoma, (Lawrence, Kansas: University Press of Kansas, 1986), 322. See also Dyer, "History of Jefferson County," 1 and 6-7.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 19

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

newspaper, "The Rock Island and Frisco expect this to be the largest and most important freight depot point in Oklahoma...".<sup>3</sup>

Within five months, the plans had changed. Attributed to hard times, the new passenger station was to be a "temporary" frame building. The savvy newspaper was quick to point out "Where ever temporary cheap stations are built it always develops that they are permanent ones at least until they either wear out or rot down." Although work was expected to commence within a few weeks with the completed depot to be ready for fall, in September, "Owing to short crops and short business in this part of the state...", the Rock Island delayed the plans for another year. As a stop-gap measure, the old depot was to be "...enlarged and used until the new passenger station (was) built when it will be used as a freight house."<sup>4</sup>

In March 1910, the Rock Island appropriated nearly \$60,000 "...for the purpose of building a new passenger station and dining room at Waurika." Both the station and Grier eating house were to be of brick and stone and would "...follow the plans published in The News some months ago, with provisions for trackage to accommodate the Enid & Waurika branch now in operation and the Ardmore & Waurika branch when it is built." Work was slated to start on 1 April and "...be pushed to completion." The following month, the eating house and passenger station had been combined into one building to be constructed of rough concrete. In July 1910, Division Superintendent H.M. Hallock informed the newspaper that the contract for the new passenger station and freight depot in Waurika had been let and that work was scheduled to begin shortly. By November 1910, the Rock Island continued to unload "...several carloads of material every week at this place for the new passenger station to be built here," but actual construction work was limited, if at all.<sup>5</sup>

Although the new passenger station had not yet materialized, Waurika was named a general passenger division point effective 15 January 1911. Passenger train crews made changes at these points, while new engines were attached to the passenger trains and the old engines were cleaned and recoaled for the next run. This designation had a significant economic meaning for the town as it

---

<sup>3</sup>The Waurika (Oklahoma) News, 5 February 1909.

<sup>4</sup>Ibid., 23 July 1909 and 24 September 1909.

<sup>5</sup>Ibid., 25 March 1910, 8 April 1910, 15 April 1910, 13 May 1910, 15 July 1910, 9 September 1910 and 18 November 1910.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 20

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

was anticipated "...many conductors, engineers, firemen, brakemen and porters will make this (their) headquarters."<sup>6</sup>

In April 1911, Mr. T. H. Beacom, the General Superintendent of the Southwestern lines, came through Waurika on an inspection tour. At that time, Beacom told a reporter that the passenger station and eating house at Waurika were still on the company agenda. He indicated that work on the Waurika depot would begin after work on the new station in Chickasha was completed. Although the local newspaper for much of the latter part of 1911 and most of 1912 is not available, the neighboring town of Cornish noted in early February 1912 that "...work on the new depot at Waurika is progressing rapidly." In mid-January, the Rock Island put "...a force of men" to work on excavating the grounds and building the foundation. By late March 1912, the Waurika newspaper noted "...work on the new depot is now nearing completion."<sup>7</sup>

According to newspaper information obtained from a local resident, the new passenger station opened in September 1912. There is no mention of an eating house. Interestingly, the opening of the new depot put a halt to the shipment of alcohol by rail into Waurika. As the new depot was located fifty feet east of the 98<sup>th</sup> Meridian, "booze" shipments were prohibited effective 1 August 1912. Although then within the state of Oklahoma, the new station was located in the former Indian Territory and was classified as an "Indian Territory town."<sup>8</sup> Using the authority granted in an 1896 law which prohibited the introduction of liquor from outside Indian Territory into any areas occupied by Native Americans, the federal authorities maintained jurisdiction over the shipment of liquor into Oklahoma despite the statewide prohibition enacted with statehood. As such, recipient of booze shipments violated both state and federal laws with the federal government the primary enforcer.

Eleven years after completion of the Rock Island Passenger Station, the Chicago, Burlington and Quincy (Burlington) Railway extended a branch from its Wichita Valley line. Operating the main line between Wichita Falls, Texas, and Byers, Texas, the new branch track heralded the Burlington's first road into Oklahoma. Additionally, the first train on the new road was "...the first

<sup>6</sup>Ibid., 12 January 1911.

<sup>7</sup>Ibid., 14 April 1911. See also The Waurika (Oklahoma) News-Democrat, 22 March 1912 and The Cornish (Oklahoma) News, 2 February 1912.

<sup>8</sup>See Notes from Nancy Way, on-file at the Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 21

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

train to enter the state over a new road since several years before the World war." The Burlington also used the Rock Island station for passenger deployment. Also in 1923, the Rock Island announced plans to extend a new line east of Waurika to Ringling. This "...gave people cause to rejoice..." as the extension to the east would open a direct route to the coal and timber regions of eastern Oklahoma and western and central Arkansas.<sup>9</sup>

The Rock Island Passenger Station in Waurika was constructed during the period that the railroad was still a dominant means of transportation. As such, the station was a recognizable hub for the community for many years. Despite the opening of the Burlington line in 1923, rail traffic was on the decline by the 1920s. In 1920, rail transportation peaked in America with 1,270 million passengers riding the rails to reach their destination. Within ten years, the number of railroad passengers had dropped to 708 million and continued to drop over the ensuing decade to 456 million. America's involvement in World War II brought an upsurge in rail-related travel which peacetime was unable to sustain.<sup>10</sup> By the 1950s, passenger travel had fallen so significantly that it was largely discontinued by railway companies.

In addition to representing the by-gone era of passenger rail travel in Waurika, the Rock Island Passenger Station is one of the last, direct, extant links to the railroad in general. The freight depot, round house and yards have all faded from the landscape. The railroad track, in addition to the passenger station, are the last vestiges of this grand industry. Besides providing the primary means of transportation of people and goods, the railroad was also a significant economic factor in the development of Waurika. Twenty years after the founding of the town, the local newspaper asserted that "The Rock Island pay roll in Waurika has long been one of the town's main assets." At that time, the Rock Island employed 120 locals which translated to "...almost that many families (being) supported from the pay roll of the company." With freight shipments averaging \$60,000 a month, the express business another \$3,000 and passenger travel an additional \$7,000, the pay roll in Waurika in 1923 equaled approximately \$20,000.<sup>11</sup>

<sup>9</sup>The Daily Oklahoman, Oklahoma City, Oklahoma, 4 March 1923.  
See also The Waurika News-Democrat, 2 March 1923.

<sup>10</sup>Albro Martin, Railroads Triumphant: The Growth, Rejection and Rebirth of a Vital American Force, (New York, New York: Oxford University Press, 1992), 110 and 124.

<sup>11</sup>The Waurika News-Democrat, 2 March 1923.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 22

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

The Rock Island Passenger Station remained in use as a passenger depot until the 1950s when the Rock Island discontinued passenger travel on its line. The Wichita Valley line had ceased operation into Waurika in 1942. From the 1950s to 1980, the Rock Island operated a radio communications system at the depot. In 1980, the Rock Island filed for bankruptcy and the building was vacated. Four years later, the city of Waurika purchased the station but they did not have an immediate use for the building. In 1987, the city began a rehabilitation project to turn the depot into the public library and a community meeting room. This project was finished in about 1990 and the building continues to operate in these capacities.

ARCHITECTURAL SIGNIFICANCE

The Rock Island Passenger Station in Waurika is architecturally significant as an excellent, unusual example of a brick, Jacobethan style depot and as the only extant rail-related resource left in the community. Of the seven Rock Island Depots listed on the National Register in Oklahoma, none are similar to the Rock Island Passenger Station in Waurika. Although all have the distinctive form that marks them as railroad depots, the majority differ from the Waurika station not only in materials but also style. Only the Rock Island Depot in El Reno (NR 1983) has full brick walls. Of the other six, three feature a combination of stucco and brick (Sayre Rock Island Depot (NR 2000), the Rock Island Depot in Walters (NR 1998) and Hobart Rock Island Depot in Hobart (NR 1995)) and two are stucco (Rock Island Depot in Chickasha (NR 1985) and Rock Island Depot in Enid (NR 1979)). Only one, the Rock Island Depot in Grandfield (NR 1996) is frame. Stylistically, two are classified as Italianate, Sayre and Walters; two as Mission/Spanish Colonial Revival, Chickasha and Enid; and, two as Prairie School, El Reno and Hobart. Although the Grandfield depot is classified as a Tudor Revival style, a close relative of the Jacobethan style, the stylistic features are significantly different from the Waurika station. The designation of the Grandfield station as Tudor Revival rests primarily on the steeply-pitched, cross-gabled roof and the stucco-clad gables end which featured decorative half-timbering.

Four of the listed depots were also built eight to sixteen years after the Waurika station. During the spanning years, much had changed with the Rock Island declaring bankruptcy in 1914, the government take over of all railroads following the United States entry into World War I which halted all rail-related building operations and the general decline of rail travel in the 1920s as the automobile began more affordable and interstate highways more accessible. Due to a combination of these factors, the depots constructed after 1920 were generally less opulent and smaller in size.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 23

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

According to the National Register nomination for the Hobart Rock Island Depot, there were only eleven Rock Island depots remaining in 1994 that were built in Oklahoma during the first decade of statehood, 1907 to 1918. Although railroad facilities were found throughout the Twin Territories, by statehood many of these were in poor condition due to heavy use and lack of maintenance. As such, one of the first acts of the first Oklahoma legislature was to regulate transportation and transportation facilities. This included mandates for improved station houses which were to include segregated waiting rooms and indoor, black and white, male and female restrooms. In response, the Rock Island expended \$1.8 million over the next few years improving their facilities in Oklahoma.<sup>12</sup> Three of these early statehood depots have been listed on the National Register, including the Rock Island Depot in El Reno built in 1909, the Rock Island Depot in Chickasha (NR 1985) built in 1910 and the Hobart Rock Island Depot in Hobart built in 1909. The brick Elk City depot was constructed in 1910 and the Waurika depot in 1912. Although information on the other six has not been ascertained, the early statehood depots are representative of the zenith of passenger rail travel in Oklahoma. Architecturally, the buildings represent the height of railroad construction with a wide variety in features and a spaciousness not found in subsequent depots. The depot in Waurika stands out among this group as an excellent example of the Jacobethan Revival style.

The employment of the Jacobethan Revival style for the Rock Island Passenger Station in Waurika also stands out within the local community. Combined with the overwhelmingly functional design of the building, the Rock Island Passenger Station is unique in Waurika. There are no other buildings in town which are similar to the station. Located east of the central business district, the depot is easily distinguished from the simple, brick, flat-roofed, Commercial style buildings dominating the downtown. Although historically the city water works and light and ice plants were located east of the depot, this area is now devoid of buildings. The depot occupies a fairly isolated location which reinforces the status and uniqueness of the building in the community.

Although there were three railroad lines running into Waurika at various times during the period of significance, all used the Rock Island Passenger Station for passenger travel. As such, there were no competing railway company depots ever constructed in Waurika. The first Rock Island passenger depot in town was converted for use as a freight depot following the construction of the existing passenger station. Although the exact date is unknown, the freight depot was

---

<sup>12</sup>Dianna Everett, National Register Nomination "Hobart Rock Island Depot," (On-file in the Oklahoma Landmarks Inventory, Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma, January 1994), 16-17.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8 Page 24

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

subsequently demolished. The roundhouse and railroad yards have likewise been torn down. The extant Rock Island Passenger Station is the last remaining rail-related resource in the community.

As the most public-oriented construction undertaken by the railroad and the first impression travelers had of the town, the depot was representative of the aspirations of the company and the community. Although fading from the limelight over time, the depot continues to illustrate the significance of the railroad industry in Waurika during the first part of the twentieth century. Maintaining a good degree of integrity, the station is easily distinguished from other buildings in the community and other Oklahoma passenger stations.



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section   9   Page  25 

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

BIBLIOGRAPHY

- Martin, Albro. Railroads Triumphant: The Growth, Rejection and Rebirth of a Vital American Force. New York, New York: Oxford University Press, 1992.
- The Cornish (Oklahoma) News. 2 February 1912.
- The Daily Oklahoman. Oklahoma City, Oklahoma. 4 March 1923.
- Dyer, J.M. and Mary A. "History of Jefferson County, Oklahoma." No publisher: c. 1957.
- Everett, Dianna. National Register Nomination, "Hobart Rock Island Depot." On-file in the Oklahoma Landmarks Inventory, Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma. January 1994.
- Jefferson County Oklahoma Family Histories. Waurika, Oklahoma: Chisholm Trail Historical Museum Society, 1997.
- McAlester, Virginia and Lee. A Field Guide to American Houses. New York, New York: Alfred A. Knopf, 1990.
- Notes from Nancy Way, On-file in the Oklahoma Landmarks Inventory, Oklahoma State Historic Preservation Office, Oklahoma City, Oklahoma. Various dates.
- Sanborn Fire Insurance Map, Waurika, Oklahoma. 1910, 1916 and 1923.
- "Waurika, Jefferson Co., Oklahoma." On-file in the Waurika Vertical Files, Research Library, Oklahoma Historical Society, Oklahoma City, Oklahoma. No date.
- The Waurika (Oklahoma) News. 5 February 1909; 23 July 1909; 24 September 1909; 25 March 1910; 8 April 1910; 15 April 1910; 13 May 1910; 15 July 1910; 9 September 1910; 18 November 1910; 12 January 1911; 14 April 1911.
- The Waurika (Oklahoma) News-Democrat. 22 March 1912 and 2 March 1923.
- The WPA Guide to 1930s Oklahoma. Lawrence, Kansas: University Press of Kansas, 1986.

VERBAL BOUNDARY DESCRIPTION

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 10 Page 26

Rock Island Passenger Station  
name of property  
Jefferson County, Oklahoma  
county and State

=====

A rectangular plot of land measuring 30 feet by 161 feet, 3 inches located in the Railroad Right-of-Way approximately 250 feet south of the intersection of the south line of Broadway Avenue and the Union Pacific's main track, in the City of Waurika, SW 1/4 of Section 36, Township 4 South, Range 8 West.

BOUNDARY JUSTIFICATION

The boundaries include only the building itself, located in the railroad right-of-way, which was sold to the city of Waurika in 1984. The surrounding area, including the parking lots and grounds, is owned by the Union Pacific Railway Company and leased to the city. Encompassing the primary historic artifact, the boundaries are sufficient to allow the property to convey its significance.