

United States Department of the Interior
National Park Service

SG 2874

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: Rock Island Passenger Station
Other names/site number: N/A
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 301 East Main Street
City or town: Anadarko State: Oklahoma County: Caddo
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	7-23-18
Signature of certifying official/Title:	Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

Title :	State or Federal agency/bureau or Tribal Government
----------------	--

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

8/31/18
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

Number of Resources within Property

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

RECREATION AND CULTURE/Museum

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS/MISSION REVIVAL

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, stucco

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Constructed in 1911 at 301 East Main Street in Anadarko, Caddo County, Oklahoma, the Rock Island Passenger Station is a detached, one-story, horizontally massed building measuring 146 feet east to west and varying in depth from 36 feet to 26 feet north to south. The surrounding area remains as in 1911, with downtown and residential areas to the west and north and light industrial and residential sections to the east and south. A typical CRI&P passenger station design of the era, the building comprised passenger waiting areas and ticket office as well as a baggage room and Railway Express office. The architectural style is Late 19th and Early 20th Century Revivals/ Mission Revival, featuring brick and stucco wall cladding, carved parapets, and a low-pitched, red-tiled, full-hipped roof slightly flared at the eaves, with wide, unboxed overhang and exposed, shaped rafter tails. Windows and doors are numerous, and all but four windows are original. Interior arrangement, including segregated waiting areas, and materials, such as doors, wood paneling, and terrazzo flooring, are original except for light fixtures and minor alterations to the baggage room. The building's exterior has experienced few alterations, mainly placing security bars over doors and windows. The Express room has seen the enlargement of two windows in the south wall (date unknown) and boarding of four small window openings and a freight door on secondary elevations (date unknown). Around the building, original metal gutters/downspouts were replaced (2012). Deteriorated original roofing was replaced with almost identical material circa 2012. These changes do not affect the building's integrity. The Rock Island Passenger Depot is essentially intact in all physical aspects.

Rock Island Passenger Station

Name of Property

County and State

Caddo County, Oklahoma

Narrative Description

Exterior:

The Rock Island Passenger Station, erected in 1911 at 301 East Main Street in Anadarko, Caddo County, Oklahoma, is a detached, one-story, horizontally massed building. It is sited with its long axis aligned with but not parallel to the former Chicago, Rock Island & Pacific Railway (now Union Pacific) track to the south and between that track and a long strip of land on the north where originally ran four more sets of tracks. Along these four were Rock Island water and storage facilities along with private warehousing facilities. To the west are the main business district and residential areas, to the south and immediate east is a light industrial property, and to the north and further east are residential areas.

The station is sited in the center of a brick platform, original to the property. The main platform presently measures approximately 120 feet along the south (paralleling the existing track), 70 feet along the east, 130 feet along the north, and 150 on the west edge. Originally it had brick walks that extended another 120 feet east and 120 feet west along the northern track. The platform extends under a breezeway on the west end of the building. On the south a chain-link fence separates the brick platform from a graveled area and the present Union Pacific tracks. Parts of the platform and walkways were removed by the railroad at an unknown date between 1990 and 2004 when the northern tracks were removed.

Like most county seat railroad depot buildings in Oklahoma and elsewhere, Anadarko's passenger station is visually distinguished by its long, low profile, arranged to provide both street and rail access on the south side and rail access on the north. Roofing material was historically and remains Spanish pantiles. The deteriorated originals were replaced in 2012. Several plumbing vents and an original brick chimney protrude through the roof. The exterior walls are wood-frame, clad with mixed materials. Red brick extends roughly halfway up the wall, ending at a water table, and above it, the wall is stucco and painted a dark beige. In the passenger sections some of the windows extend below the water table. The building rests on a concrete foundation that is visible by about a foot. The roof has overhanging eaves that extend another three feet outward from the building on all sides and steps inward two feet at the west end.

The station exists in three sections (two volumes and a void) which are all under one continuous hip roof. The volumes include the three-section Passenger Station proper and the Railway Express Room. The first volume, comprising the passenger areas, and not counting the three-foot overhang, has an overall east-west width of 146 feet and a north-south depth varying from 36 feet, in the center at the agent's office/track-view, to 30 feet in the flanking waiting areas. The roof height drops approximately eighteen inches to cover the breezeway and express room, the void and second volume respectively. The breezeway which separates the two volumes is 24 feet east-west and 26 feet north-south. A soffit runs the full width of the openings on either side, which partially encloses the breezeway at the top. The second volume, the Railway Express room, also measures 24 feet east-west and 26 feet north-south.

The Anadarko Rock Island Station provided passenger access to tracks on both sides. Further, waiting areas were segregated by race and (voluntarily) by gender. Thus, along its length on north and south, the facility is mainly marked by multiple entries and large windows. All of the passenger amenities were placed in the larger of the two volumes, which has three bays, and Railway Express package handling took place in the smaller volume, with entry only under the breezeway. All of the entry doors are original, wood, half-light panel doors under a three-light transom. Existing windows are single-hung wood units in patterns and shapes of tall 6-over-1 wood single-hung, tall and narrow 4-over-1, or square 6-light; headers are wood and sills are concrete.

Rock Island Passenger Station

Name of Property

County and State

Caddo County, Oklahoma

The **South elevation** is the primary facade and is approached from Main Street via a curving gravel drive. The volume serving passengers has three parts, or bays, each with irregular placement of openings. In the **first bay**, the easternmost bay, are openings accessing the historically white passenger waiting rooms. From east to west, there is a 6-over-1 window and a half-light panel door accessing the men's smoking room; to the west, a half-light panel door into the main waiting area is flanked by one 6-over-1 window on the east and two on the west. Outside this entry an inconspicuous low-angled concrete ramp with pipe rails has been added for handicapped access. The **second bay** projects outward two feet from the building. In the short walls on either side is a 4-over-1 window lighting restrooms inside (the northern opening is boarded). In the center are three contiguous windows comprising a central 6-over-1 unit flanked by 4-over-1 units. To the west is the **third bay**, comprising an entry with a half-light panel door and a 6-over-1 window to its west, accessing the historically segregated waiting room, and west of that, two 6-over-1 windows units light the baggage. The doorway into the segregated waiting room has a pipe railing at one side, and is the main entrance to the museum (current function). Outside the wall is a functioning fire plug. There are new, low-walled bright-red brick flower beds against the foot of the south wall in various places. A red fire plug sits close to the wall in the east end.

The second section is the breezeway. Its walls are stucco and the ceiling is bead-board. The side walls project two feet out into the open area and supports a three-foot soffit wall that extends from the ceiling. The combination provides a partial enclosure and windbreak. Under the breezeway, in the wall of the main volume, is a west-facing opening for a rolling freight door (now fixed in place) with three lights at the top.

The third section of the building, west of the breezeway, accommodated a Railway Express room. Its east wall, under the breezeway, has an opening for a freight door, but the opening is boarded and has a plain wooden slab door accessing a storage space. Beside the freight door is an original half-light panel door. The south wall of the room has two 6-over-1 windows; these appear to have been enlarged from smaller, square openings at an unknown date.

The **West elevation** is the rear wall of the express room, which has two square window openings, now boarded; one contains a small air conditioner. Flanking the windows are identical metal wall signs denoting "ROCK ISLAND". A sign suspended from the eave identifies the terminal as "ANADARKO". The wall has various electrical conduits.

The **North elevation** is similar to the south elevation in respect to number and placement of openings and decorative features. Looking south, beginning at the building's northeast corner and moving west, in the far end of the eastern part of the passenger bay, a half-light panel door provides access to the men's smoking room, and a 6-over-1 window to its west provides light. A few feet west are a two 6-over-1 units, a space, another 6-over-1 unit, and an entry with half-light panel door; these three windows and door serve the main waiting room. In the projecting center bay are three contiguous windows comprising 4-over-1 windows flanking a 6-over-1 unit. In the short projecting wall on each side, there is a tall, narrow 4-over-1 window; these provided the agent's view up and down the track. To the west is the wall of the segregated waiting room, with a single 6-over-1 window with a half-light panel to its west. Further west, a wall of the baggage room has two square 6-light windows. A portable tool shed has been placed near the northeast corner of the main volume but is not attached to the building, and an air conditioner condenser sits at the foot of the wall. The second section is the breezeway which is identical to that of the south, and to the west, the north wall of the third section, or Railway Express Room, has two square window openings, both boarded.

The **East elevation** is the east wall of the passenger area. It has two 6-over-1 windows. Flanking them are two metal wall signs denoting "Rock Island." A horizontal sign suspended from the eave identifies the terminal as "ANADARKO". An air conditioner condenser sits at the foot of the wall.

Rock Island Passenger Station

Name of Property

County and State

Caddo County, Oklahoma

Along its lines in Oklahoma, and in other Western states as well, the CRI&P liked to erect buildings with period references. The Mission Revival style, that this building represents, was often used in the Western states and Oklahoma. That style's principal elements are stucco walls, tile roofs, wide, unboxed eaves with brackets or exposed rafter tails, and shaped parapets (usually rounded and curved). Some of the railway's buildings were fully Mission, with fully stucco walls and rounded parapets; others, like Anadarko's, combined brick and stucco cladding.

Decorative elements of the CRI&P's Mission style distinguish the exterior of Anadarko's Rock Island Passenger Station. The full-hipped red pantile roof has flared eaves and a wide, unboxed overhang on all sides. Exposed rafter tails extend three feet past the wall to support the eave; bottom edges are scroll-sawn into a graceful S-curve, top edges are notched to support guttering, and ends are shaped and project, similar to *vigas*, slightly past the guttering. Cove molding covers the inside of the eaves' fascia and also the roof-wall junction. The north and south elevations, on the long axis, offer the building's principal exterior wall elaboration. In both elevations the central section projects outward, providing the agent's view of the track (on the north) and lighting for the women's restrooms (on the south). Here the roof has a small gable, perpendicular to the ridgeline, to bolster the parapet, which resembles the Mission style but instead of being curved, is angular and steps upward. The wall's front section is battered and stucco-clad, and the support wall behind it is brick. Contrasting with the lighter colored stucco, a file of red brick extends upward from the water table and around the outside of the windows. The line of brick is punctuated at the window corners and at the tops of mullions between them by rectangular, white concrete blocks. The stucco parapet is finished with a white concrete coping elaborated with rectangular blocks at the lower corners. At the top is a carved concrete shield featuring the intertwined letters C R I P, approximating a company logo.

Interior:

The interior plan of the Rock Island Passenger Station remains generally true to the original. There are three passenger areas, restrooms, and a ticket agent's office/ticket windows in the main volume. Each area is defined by its size and by its decoration, which suggests the race and gender of passengers who will wait there. A 1907 state law mandated racially segregated facilities in public transportation in Oklahoma. All waiting areas have terrazzo floors, paneled lower walls, and plastered upper walls, and twelve-foot ceilings. Lighting and plumbing fixtures in the main waiting areas have been replaced.

On the east end of the building is a waiting room for white men only, intended for tobacco users and men traveling alone. It measures 14 feet (east-west) by 28 feet (north-south) with exterior doors and windows on north and south walls. All four walls have eight-foot-high, dark-stained, panel-stile-and top rail wainscoting; the top rail is a foot above the door facings. Walls are plastered above the paneling and across the ceiling. The terrazzo floor is a simple diagonal pattern in a speckled buff color; the flooring has a two-part green terrazzo border all around the room. A doorway in the northeast corner connects this room with the main waiting room (door removed).

Further west is the main waiting room, intended for white women, children, and nonsmoking men. It measures 30 feet (east-west) by 28 feet and is made to feel spacious by a broad-arched ceiling. The walls repeat the eight-foot-high panel-stile-and-rail wainscoting and are plastered above and across the ceiling. The terrazzo floor is speckled buff color in a diagonal pattern with green terrazzo diamonds connecting the diamonds' corners and three bands of green terrazzo around the room. The north and south walls are each provided with a door and several windows. In the northeast corner is an entry into the agent's office, and in the southwest corner is an entry into the white women's restroom; signage on the door that once offered the word "WHITE" has been overpainted with a white rectangle (the suggestion of segregation used as museum interpretive signage). This restroom remains in use.

Further west, near the center of the building, is the agent's office/ticketing/passenger convenience area, which projects further north and south than the other rooms. This area measures 14 feet (east-west) by

Rock Island Passenger Station

Name of Property

Caddo County, Oklahoma

County and State

34 feet. It is in three parts: the agent's office occupies the north side; in the center is a hallway, and to the south are restrooms. The office is an open room with terrazzo floor and walls of five-foot-high bead-board paneling with plaster above. The agent's window service counter is a marble slab; the patrons is a wood slab. The southwest corner of the office is chamfered and has a ticket window for white passengers in the opening to a five-foot-wide hallway that extends down the center. The window retains its original arts-and-crafts style grille. The north wall of the hallway has a door into the agent's office, under clerestory windows. On the south is a door to the white men's restroom (now storage). At the west end of the hallway is a wall with an opening for a doorway into the segregated waiting area (door removed).

Past the doorway and to the immediate right (north), in a chamfered corner of the agent's office, is the ticket window for non-whites. The window retains its original grille and wood slab counter. The room measures 18 feet east-west by 28 feet. The segregated men's restroom (now storage) is on the south and opens toward the ticket window. The women's restroom (now storage) is accessed in the southeast corner of the waiting room. The walls are plain, five-foot-high bead-board wall paneling with plaster above, and the floor is speckled buff terrazzo in the diamond pattern, with two green bands around the room. North and south walls each have one window and a door to the exterior.

At the west end of the main volume, a baggage room measuring 17 feet by 28 feet it accessed through a door from the segregated waiting room. The room has a wood floor placed on a shallow slab on grade, one step down from the waiting room. In the south half the walls have been covered with gypsum board but the ceiling structure is exposed. In the north half, a tin ceiling and new wall materials have created a museum exhibit. The exterior freight opening in the west wall has been covered by storage rooms. The breezeway is open (described above with the exterior), and the Railway Express room is plain and undecorated. It is set on a shallow slab on grade.

Site details:

A planting area is enclosed by a new, low bright red-brick wall on the south part of the platform. Fixed features immediately south of the building include museum signage, a steel flagpole, and a wooden light pole, not counted as resources. The south platform functions as a rest area, with portable park benches and a picnic table, not counted as resources. An eight-foot-tall monument base, part of a 1920s World War I sculptural memorial moved on site in 2013, sits at the southwest corner of the platform; the "doughboy" figural sculpture that once graced the top of the base now resides inside the Caddo County Courthouse. The monument is counted as an historic object because of its age and importance but as noncontributing because it is altered and was moved from its original location.

Alterations:

There have been few alterations to the exterior of the Rock Island Passenger Station. These include the enlargement of two small windows in the Express room's south wall into larger, 6-over-1 windows (date unknown), boarding of four small windows in secondary elevations of the Express room (date unknown), installation of burglar bars on all existing windows and doors (2012), and installation of a low-profile handicapped access ramp and pipe railing outside the doorway of one waiting room (2012). One original freight door opening has been boarded (date unknown). The original, but deteriorated, pantile roofing was replaced with near identical material in 2012. These alterations do not affect the building's integrity. Newer guttering extends around the building's eaves on all sides and very similar to the original material from 1911; metal downspouts on all sides of the building are also new but the original concrete standpipes remain against the walls. The 1911 building retains almost complete physical integrity.

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Rock Island Passenger Station
Name of Property

County and State

Caddo County, Oklahoma

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
ARCHITECTURE

Period of Significance

1911

Significant Dates

1911

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builder/CRI&P Railway Company

Rock Island Passenger Station
Name of Property

County and State

Caddo County, Oklahoma

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located at 301 East Main Street in Anadarko, Caddo County, Oklahoma, the Rock Island Passenger Station is eligible for the National Register of Historic Places under Criterion A, Transportation, as a significant local example of a rail transportation-related property, the only such resource extant in Anadarko. It is also eligible under Criterion C, Architecture, as the town's only example of a "railroad-Mission-style" building as created by the CRI&P railroad for depot buildings/passenger stations and one of only a few examples of Mission Revival detailing in the city. The building is a Late 19th and Early 20th Century Revivals/Mission Revival-style railroad station house, an architectural type ubiquitous in the Western states among transportation-related buildings in the 1910s-1930s. The Anadarko station exhibits a low-pitched, tiled, hipped roof, shaped parapets, and projecting, shaped rafter tails. The building has been altered only in the replacement of its tile roof with identical material in 2012 and removal of four small windows on secondary elevations. It retains a high degree of physical integrity in all of the requisite aspects, retains a setting almost identical to the original, and is easily able to transmit information about the rise and decline of railroad transportation and railroad architecture in Anadarko.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Transportation Significance:

Located at 301 East Main Street in Anadarko, Caddo County, Oklahoma, the Rock Island Passenger Station is eligible for the National Register of Historic Places under Criterion A, Transportation, as a significant local example of a rail-transportation-related property, the only such resource extant in Anadarko to illustrate rail transportation history in that community. Erected in 1911 on Block 24, the Chicago, Rock Island & Pacific Railway Company's property lies east of downtown Anadarko. It remains today set in a semi-industrial, semi-residential district whose character has not changed since the building's construction. Historically, the rail path through Anadarko comprised of five tracks that ran east-west to the north of the depot and along on the north edge of downtown and a sixth track that ran past the depot on the south, curving southward to serve another industrial area. Within the immediate vicinity there was the railroad's water station and platforms, privately owned elevators, warehouses, corn cribs, and other facilities.¹ A block away to the north, south, and east were residential areas and to the west, downtown. The setting has changed only slightly, with the removal of the rail tracks north of the depot and razing of private warehouses and platforms. The track to the south remains in use.

The Chicago, Rock Island, and Pacific (CRI&P, or Rock Island) entered southwestern Oklahoma in the late 1890s in preparation for the opening of Native American reservation lands to settlement by non-Indians. In 1900 it completed 98 miles from Chickasha to Anadarko to Hobart to Mangum; in 1901 it completed 36 miles from Anadarko to Lawton and in 1902 extended south to Waurika.² The routes lay across the Kiowa,

¹ Station Map of Rock Island Lines, Anadarko, Oklahoma, Chief Engineer's Office, Chicago, Ill., September 1911, Record Group 9, Records of the Corporation Commission, State Archive, Oklahoma Department of Libraries.

² *Railroads of Oklahoma, June 6, 1870-April 1, 1978* (Oklahoma City: State of Oklahoma Department of Transportation Survey Division, 1970, 1978), 43. See also Sanborn Fire Insurance Maps, Anadarko, May 1910, September 1916.

Rock Island Passenger Station

Caddo County, Oklahoma

Name of Property

County and State

Comanche, and Apache reservations, opened by lottery in August 1901.³ The company constructed several small depots at new towns (which later served as county seats) along its route from Chickasha (on the east) to Mangum (on the west). Anadarko's first Rock Island depot was built in 1899-1900.⁴ It was a small, wood-frame, combination passenger/freight station house building. Other depot related facilities were also constructed at the same time.

The CRI&P's confidence in the future of southwestern Oklahoma was not misplaced. Anadarko's town lot auction, which drew twenty thousand people on August 6, 1901, resulted in a permanent population of several thousand almost overnight. Anadarko became an agricultural service center for a surrounding region that grew great volumes of corn, cattle, and hogs which provided a good shipping business for the railroad in the community's first decade. Cotton was added as a prime crop and shipping product. The population grew from 2,100 in 1907 to 3,400 in 1910 and traffic remained steady and lucrative for the railroad.⁵ As traffic burgeoned along that line through the 1900s, the earlier buildings became inadequate for the volume of traffic. Further, they were generally deteriorating due to the CRI&P's poor maintenance.

By the time of Oklahoma's statehood in 1907, passengers and shippers across the state were generally decrying the shabby state of the CRI&P facilities. Although many of these were relatively new by railroad standards and by virtue of Oklahoma's short transportation and commercial history, the company had intermittently faced hard times. Neglect caused passenger discomfort, occasional fatal accidents to occur in Oklahoma and elsewhere, and lawsuits to be filed. In 1907, after a serious fatal accident at Dover, near Kingfisher, Oklahoma, pressure mounted. Shippers petitioned President Theodore Roosevelt for assistance, saying that they were losing business because of railroad intransigence. Early in 1907 the CRI&P announced a new program of improvements, promising massive expenditures in Oklahoma. Meanwhile, Oklahoma's Governor Frank Frantz, pressed by citizens and businessmen, called on the railroad management to improve depots and passenger facilities. Subsequently, along Anadarko's line, Hobart's (Kiowa County) depot was erected in 1907 and Chickasha's (Grady County) in 1910.⁶

Anadarko citizens campaigned for a new depot for two years, badgering CRI&P management with newspaper editorials, articles, and letters from the Anadarko Commercial Club. For example, a front-page diatribe from the February 24, 1910, *Anadarko Daily Democrat* described the "Old Depot Nuisance" and its "vile conditions": "To see men, women, and children packed into a little room while about one-third of the crowd is forced to stand outside on the platform in the snow makes the mind get busy and wonder why Anadarko is not given a decent depot."⁷ A March 1 article called it an "old barn" that should be condemned as a "menace to health" and "a public nuisance" because smokers (men) and chewers of tobacco were allowed inside during cold weather, and women and children had to mix with them. Passengers, it said, sometimes found tobacco spittle on the handles of their suitcases.⁸ In an era when tuberculosis was rampant, and a time when expectorating on floors and sidewalks in public areas was being outlawed by city governments, this was an appropriate condemnation of a health hazard.

³ Ibid., 40-43; Benjamin R. Kracht, "Kiowa-Comanche-Apache Opening," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett), accessed online at www.okhistory.org/encyclopedia, 3 January 2018.

⁴ See also Augustus J. Veenendaal, Jr., "Chicago, Rock Island and Pacific Railway," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett), accessed online at www.okhistory.org/encyclopedia, 3 January 2018. A depot usually comprised a passenger station, freight facility, often in combination in one building, water wells and towers, platforms, train, coal, and other sheds, and so forth.

⁵ Carolyn Riffel and Betty Bell, "Anadarko," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett), accessed online at www.okhistory.org/encyclopedia, 3 January 2018. A post office called Anadarko had been established there in 1873. See also *Anadarko: Our First Hundred Years, 1901-2001* (Oklahoma City: Globe Color Press, 2001).

⁶ Robert E. Smith, "Dark Morning near Dover," in Donovan Hofsommer, ed., *Railroads in Oklahoma* (Oklahoma City: Oklahoma Historical Society, 1977), pp. 83-85.

⁷ *Anadarko Daily Democrat*, 24 February 1910.

⁸ Ibid., 1 March 1910.

Rock Island Passenger Station

Caddo County, Oklahoma

Name of Property

County and State

The CRI&P did take action. In late March railroad superintendents, managers, and other officials traveled the southwestern Oklahoma line on a special train to meet with city officials and the Anadarko Commercial Club. The railroad men promised to send a delegation "within thirty days" to consult with locals "on the kind and location of a new depot" that they would like. For their part, Anadarko civic leaders promised that the city government and businesses had pledged a half-million dollars for civic improvements that would benefit the railroad, including paving and sidewalks accessing the depot property.⁹ Before the end of 1910 the Commercial Club reported that they were satisfied with the plans as presented by the railroad, which promised to begin work shortly after the first of 1911.¹⁰ When that did not become reality, canny citizens kept writing letters and asking questions. In late January, a general manager of the CRI&P in Oklahoma and Texas sent copies of the blueprints to the Commercial Club, and noting that a contract was going to be signed in a few days and that "in the meantime, we kindly solicit your further forbearance in the matter."¹¹

For the new Anadarko passenger station, shovel work began in March 1911, and by mid-April the foundation work was complete. The brick-and-stucco building was substantially finished by the first of August (See Fig. 1 Station Plat Filed 1911, Sec. 8, Continuation Sheet 1; Fig 2 Construction photo, 1911, Sec. 8, Continuation Sheet 2; and Fig. 3, Completed Rock Island Passenger Station, East and North Elevations 1911, Sec. 8, Continuation Sheet 3). The cost was unknown but may have been around \$50,000, as the building is similar in size to Waurika's \$50,000 building.¹² As promised, the city provided street paving, but the railway also put in sidewalks and Macadam crossings of the nearby streets.¹³ Anadarko's CRI&P depot area was large, strung out along five tracks north of the passenger station and one to the south; the water station, corn cribs, cotton platforms and warehouses, and other railroad-owned and private facilities stood along the northern tracks. The old combination station building was moved a block west and served as a freight house only. Of all of these facilities, only the passenger station is extant.

Anadarko's Rock Island Passenger Station served the community and the region for more than six decades. After World War II, however, the automobile and trucking industries became the nation's transportation of choice; fewer people took the train, and fewer businesses shipped via rail. Passenger travel by rail had peaked in the United States in 1920, and by the 1930s, due to the Great Depression's dampening effect on travel, had dropped by two-thirds. Although it recovered during World War II due to troop movements and related travel, by the 1950s passenger business no longer provided profit for railroad corporations. By the 1970s most railroads had curtailed or ended it. The Chicago, Rock Island, and Pacific Railway, never very efficient, began to decline in the 1960s and went into receivership in 1975. Its passenger service had ended almost everywhere in the United States, and the passenger station in Anadarko closed in 1974. A freight office was maintained in the building for several years, by arrangement with the operating railroad. A similar agreement had allowed the City of Anadarko and the Anadarko Philomathic Club to operate a museum in the building since 1979. Since then the lessees have maintained the building. The stucco was repaired and the deteriorated roof tiles were replaced with identical material in 2012.¹⁴

⁹ Ibid., 31 March and 7 April 1910.

¹⁰ Ibid., 31 December 1910.

¹¹ *Anadarko Tribune*, 2 February 1911.

¹² Ibid., 3 August and 28 September 1911.

¹³ Ibid., 2 November 1911.

¹⁴ In 1980 the State of Oklahoma purchased the CRI&P's north-south trunk line through central Oklahoma and also its side line through Anadarko to Lawton. This included the Anadarko depot property (and the passenger station). From October 1982 the State maintained a "lease-purchase and operating agreement" with a succession of owners that operated the track and maintained a freight agent in the passenger building for a few years. Since that same time, the City of Anadarko has sub-leased the passenger station and immediate area from the lessee for the use of the Anadarko Heritage Museum. In 2012 the State sold outright all of its railway holdings to the Union Pacific Railroad, which owns all of the property and leases the passenger station building and immediate area to the City of Anadarko for the use of the museum. Sources: Letter, Real Estate Division Union Pacific Railroad, to City of Anadarko, 18 August 2004, with attachment "Lease of Property," 14 August 1995, between Missouri Pacific Railroad Co. and City of Anadarko, City Manager's Files, Anadarko, Oklahoma.

Rock Island Passenger Station

Caddo County, Oklahoma

Name of Property

County and State

The Rock Island Passenger Station stands as evidence of the Anadarko community's connection to a wider industrial America. Through the depot flowed agricultural products to feed the nation, and into it flowed consumer goods made in faraway parts of the nation. Through it also traveled two generations of American men to service in World Wars I and II. These associations are still called to mind by the Passenger Station east of downtown Anadarko, and it is eligible for the National Register under Criterion A, for objectifying the importance of rail transportation to the community.

Architectural Significance:

Anadarko's Rock Island Passenger Station is also significant under Criterion C, Architecture, as the city's only extant example of Mission Revival-style railroad architecture and one of only a few buildings in town offering that style of detailing. The building is in the category of Late 19th and Early 20th Century Revivals/Mission Revival-style railroad station house, an architectural type popular in residential buildings from 1900 into the 1920s, was ubiquitous in the Western states among transportation-related buildings. The Anadarko building presents the defining visual characteristics of a typical small-town transportation center in western and southwestern Oklahoma. The buildings have a massing and a sameness of appearance and feeling that made them easy for a potential traveler or shipper to locate and use. At a distant view these buildings are strongly horizontal with a low-pitched (sometimes flat) roof; in CRI&P buildings the roofing usually comprised red tiles. At a medium view, the visual characteristic is one of many doors and windows; most had several passenger doors of normal size and several large "barn" doors for baggage and freight.

Each railroad had several standard floor plans for depot buildings, the selection and design depended on the size of the town being served and the volume of freight/number of passengers that would pass through the depot/passenger station. In the CRI&P's initial foray into western Oklahoma, it used its standard one-story, wood-frame building that accommodated freight and passengers in one building, often called a "combination depot." Such was Anadarko's first depot, erected in 1899-1900. The stingy management at CRI&P often maintained these first flimsy buildings for long past their useful life.¹⁵

The new 1911 Anadarko station's exterior and ornamentation is typical of the CRI&P county-seat passenger stations of the 1910s and 1920s. The buildings had to be similar, because of their function, but the designers used period detailing to make similarly sized and planned stations along the same line vary in outward appearance, which they did by combining decorative elements from various periods or styles. While Anadarko's Rock Island Passenger Station is generally identifiable as a Mission Revival-style building because of its hipped roof and wide overhang (the latter element being functional and therefore typical of nearly all passenger buildings of the era). Its red-tiled roof varies with unboxed eaves and exposed, shaped rafter tails that are carved into graceful curves on the underside and the ends are also stylistic. The Anadarko station's use of multiple wall cladding—beige stucco over red brick—was sometimes used in Mission-style buildings.¹⁶ Further, In the center of the north and south elevations, at the ticket agent's window area, the wall projects outward two feet and rises above the eave-line into an angular, up-stepped (rather than curved) parapet that is decorated with a raised pattern in the shape of the CRI&P logo (all four letters layered and intertwined).

Of the fifteen Rock Island passenger facilities identified as extant in Oklahoma in 2018, this pattern of architectural variety holds true. Seven, all in the western part of Oklahoma, date from the early statehood/pre-

¹⁵ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls: Center for Western Studies, Augustana College, 1988), 69-70, 107; H. Roger Grant, *Kansas Depots* (Topeka: Kansas State Historical Society, 1990), 72-84. See also Marshall Gettys and Bill E. Peavler, "Railroad Depots in Oklahoma," *Outlook in Historic Conservation* 3 (March-April 1982).

¹⁶ Virginia S. McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, , rev. ed , 2015), 551, 556-68.

Rock Island Passenger Station

Caddo County, Oklahoma

Name of Property

County and State

World War I era, 1907-1917 (seven others scattered around the state date from 1920-31).¹⁷ The seven comparable properties are in El Reno (1907, Prairie, NRIS 83002078 [identified there as Mission/Spanish]), Hobart (1909, Prairie, NRIS 95001418), Chickasha (1910, Mission Revival, NRIS 85000699), Enid (1910, Mission Revival, NRIS 79003639), Elk City, (1910, Tudor Revival/Jacobethan, still extant as of 2014, not NR listed), Anadarko (1911, Mission Revival, not listed), and Waurika (Jacobethan/1912, NRIS 02000173).¹⁸ The Anadarko and Lawton passenger stations, erected on separate lines in 1911 and ca. 1920, respectively, appeared to have varied only in fenestration,¹⁹ but Lawton's was razed in 1966. Thus, Anadarko is one of the state's three extant examples of the CRI&P's use of generalized Mission Revival style.

The Anadarko's Rock Island Passenger Station's interior arrangement and decoration remain true to the original plan of 1911. The interior retains its original racially segregated spaces, which adds to the building's importance (interior significance is not being argued). The building's main section, arranged around a centrally placed agent's office and ticketing window area, served, separately, men, women, and "colored persons." There were three waiting rooms. One accommodated smokers and chewers (men) and had decorative wood paneling and a plain terrazzo floor. The spacious main waiting room had an arched ceiling, elaborately patterned terrazzo flooring, and decorative wood paneling; this space was intended for women (and children) but also for men of a more genteel sort. The room had separate men's and women's restrooms; one is operable. State law mandated a segregated waiting room for African American (and Native American) passengers. The "white" and "colored" waiting rooms were separated by a small room comprising the ticket office, with a separate ticket window for the segregated passengers. The "colored waiting room" had much less elaborate simple bead-board paneling and plain terrazzo. The adjacent baggage room was accessed from the "colored waiting room" so that those passengers would not mingle with the others. White passengers apparently gathered their bags from an entry under a covered breezeway that connected the main building with a separate Railway Express room.

The Rock Island Passenger Station is unique within Anadarko's transportation and architectural environment. There are no other similar transportation-related buildings in the downtown area or elsewhere. The Rock Island Passenger Station stands as an excellent local example of its architectural type and style in Anadarko. It is essentially unaltered. For its integrity in all aspects—location, setting, design, materials, workmanship, as well as its ability to transmit the associations and feeling of a transportation facility adjacent to the downtown area of a county seat, it is eligible for the National Register under Criteria A and C for Transportation and Architecture.

Additional Documentation:

Anadarko's Downtown Historic District was listed in the National Register of Historic Places in 1990. Within that area, for purposes of local comparison, the primary styles are Commercial, Romanesque Revival, and Italian Renaissance Revival, with a few in Modern Movement styles.²⁰ That document identifies no Mission-style buildings; elsewhere in town a few small commercial buildings have tiled roofs or pents. The Historic District, described generally as "Roughly bounded by the Chicago, Rock Island & Pacific Railroad, East 2nd Street, the alley between Oklahoma and Central Streets, and West 3rd Street and including the Post Office,"

¹⁷ National Register nominations for Grandfield, Enid, Hobart, Waurika, El Reno, Sayre, Chickasha, and Walters; "The Oklahoma List" at okrailfan.com; and Savage, "Rock Island Passenger Station [Waurika, Okla.], Sec. 8, p. 22.

¹⁸ The El Reno nomination identifies it as Mission/Spanish Colonial Revival, but Savage (Waurika nomination, 2002), identifies El Reno as Prairie though it has a Mission-style parapet). The extant 1920-1931 stations are in Seminole (Mission Revival), Wewoka (Prairie, wood-frame), Olney (style unknown), Ponca City (), Grandfield (Jacobethan, wood-frame), Walters (Italian Renaissance Revival), and Sayre (Italian Renaissance Revival).

¹⁹ *Ibid.*

²⁰ Susan Allen, et al., "Anadarko Downtown Historic District," National Register nomination, 1990, State Historic Preservation Office, Oklahoma Historical Society.

Rock Island Passenger Station
Name of Property

County and State

Caddo County, Oklahoma

does not extend east to include the Passenger Station. A 2004 resurvey and report suggested expanding the boundaries for the "Business District" eastward and identified the "Chicago, Rock Island and Pacific RR Depot" at "200 East 3rd" as a resource that "Would Contribute" to an expanded district (the building is actually addressed at 301 East Main).²¹

²¹Cathy Ambler, "Anadarko Historic Resources Resurvey Report, West Residential District and Business District," Prepared for the City of Anadarko, 2004, Appendix B, p. 1.

Rock Island Passenger Station

Name of Property

County and State

Caddo County, Oklahoma

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Allen, Susan, et al. "Anadarko Downtown Historic District," National Register nomination. State Historic Preservation Office, Oklahoma Historical Society. 1990.
- Ambler, Cathy. "Anadarko Historic Resources Resurvey Report, West Residential District and Business District." Prepared for the City of Anadarko. State Historic Preservation Office, Oklahoma Historical Society. 2004.
- Anadarko (Oklahoma) Daily Democrat*, February 1910-December 1910.
- Anadarko (Oklahoma) Tribune*, February 1911-November 1911.
- Anadarko: Our First Hundred Years, 1901-2001*. Oklahoma City: Globe Color Press, 2001.
- Everett, Dianna. "Hobart Rock Island Depot," National Register nomination. State Historic Preservation Office, Oklahoma Historical Society. 1995.
- Gettys, Marshall, and Bill E. Peavler. "Railroad Depots in Oklahoma." *Outlook in Historic Conservation* 3 (March-April 1982).
- Grant, H. Roger. *Kansas Depots*. Topeka: Kansas State Historical Society, 1990.
- Grant., H. Roger, and Charles W. Bohi. *The Country Railroad Station in America*. Sioux Falls: Center for Western Studies, Augustana College, 1988.
- Riffel, Carolyn Riffel and Betty Bell. "Anadarko," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett. Accessed online at www.okhistory.org/encyclopedia, 3 January 2018.
- Sanborn Fire Insurance Maps, Anadarko, Oklahoma. May 1910, September 1916.
- Savage, Cynthia. "Rock Island Passenger Station [Waurika, Okla.]." State Historic Preservation Office, Oklahoma Historical Society. 2002.
- Station Map of Rock Island Lines, Anadarko, Oklahoma, Chief Engineer's Office, Chicago, Ill., September 1911. Record Group 9, Records of the Corporation Commission. State Archive, Oklahoma Department of Libraries.
- Railroads of Oklahoma, June 6, 1870-April 1, 1978*. Oklahoma City: State of Oklahoma Department of Transportation Survey Division, 1970, 1978.
- Riffel, Carolyn, and Betty Bell, "Anadarko." *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett. Accessed online at www.okhistory.org/encyclopedia, 3 January 2018.
- Veenendaal, Augustus J., Jr. "Chicago, Rock Island and Pacific Railway," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett, Accessed online at www.okhistory.org/encyclopedia, 3 January 2018.
-

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

Previous documentation on file (NPS): N/A

- 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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreeage of Property Less than 1 (one) acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 35.076981 Longitude: -98.239702
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

Or
UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at the northwest corner of the Railway Express room, proceed 12 feet due West; this is the Point of Beginning; from the Point of Beginning, turn due north and proceed for 20 feet (this is the northwest corner of the boundary); turn due East and proceed East for 163 feet (this is the northeast corner); turn due South and proceed South for 70 feet (this is the southwest corner); turn West-South-West and proceed along a compass bearing 240 degrees off true North for 181 feet (this is the southwest corner); turn due North and proceed for 143 feet North to the Point of Beginning, having described an enclosed polygon measuring 163 by 163 feet by 70 feet by 181 feet and encompassing the passenger station building and brick platform.

Boundary Justification (Explain why the boundaries were selected.)

These boundaries enclose the Passenger Station building and platform, the two remaining resources historically associated with the subject property.

11. Form Prepared By

name/title: Dianna Everett, Consultant to City of Anadarko
organization: _____
street & number: 2510 Countrywood Ln
city or town: Edmond state: OK zip code: 73012-6433
e-mail weaver25@cox.net
telephone: (405) 348-4679
date: 26 February 2018

Rock Island Passenger Station
Name of Property

Caddo County, Oklahoma
County and State

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Rock Island Passenger Station

City or Vicinity: Anadarko

County: Caddo State: Oklahoma

Photographer: Dianna Everett

Date Photographed: 26 January 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 7. 0001 South elevation, camera facing NE
- 2 of 7. 0002 North elevation, camera facing SW
- 3 of 7. 0003 North elevation, center (office) section, decorative detail, camera facing S
- 4 of 7. 0004 South elevation, camera facing NW
- 5 of 7. 0005 West elevation (Railway Express end), camera facing E
- 6 of 7. 0006 East elevation (Waiting room end), camera facing W
- 7 of 7. 0007 Interior view, center (office) section, looking toward "colored waiting room," camera facing W.

Rock Island Passenger Station

111 East Main St., Anadarko, Caddo County
WGS Datum 1984
Image Date: 10/17/2015
Retrieved 2 January 2018

Legend

 35.076981° -98.239702°



35.076981° -98.239702°



Rock Island Passenger Station

111 East Main St., Anadarko, Caddo County
WGS Datum 1984
Image Date: 10/17/2015
Retrieved 2 January 2018

Legend
□ 35.076981° -98.239702°

35.076981° -98.239702°

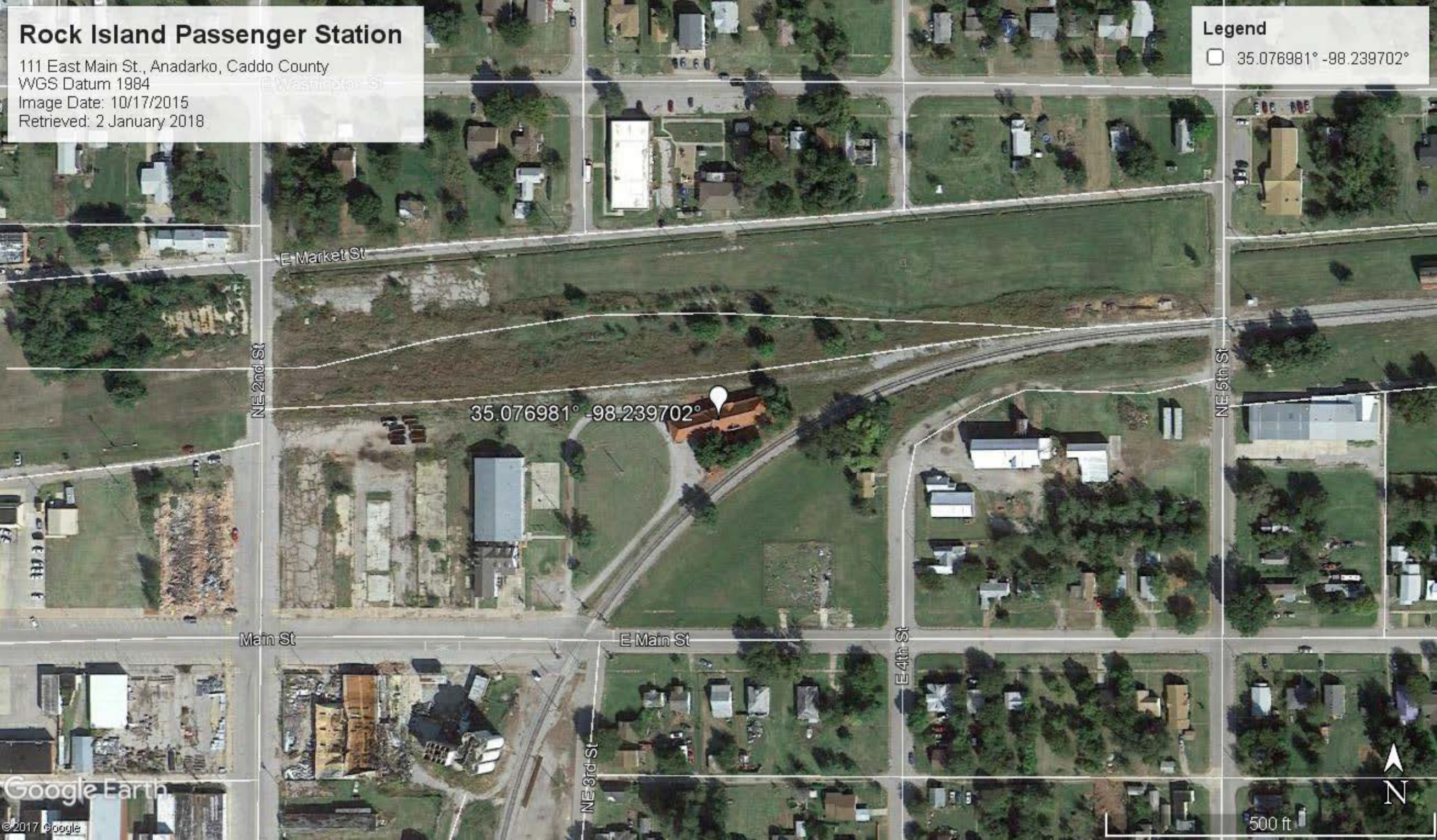


Rock Island Passenger Station

111 East Main St., Anadarko, Caddo County
WGS Datum 1984
Image Date: 10/17/2015
Retrieved: 2 January 2018

Legend

35.076981° -98.239702°



35.076981° -98.239702°













ANADARKO.

Rock
Island

Rock
Island

ANADARKO

Rock
Island

Rock
Island





LITTLE



FIRE ALARM PULL STATION



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 7/25/2018 Date of Pending List: 8/16/2018 Date of 16th Day: 8/31/2018 Date of 45th Day: 9/10/2018 Date of Weekly List: 8/31/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 8/31/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Control Unit Discipline _____

Telephone _____ Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

July 24, 2018

Joy Beasley
Keeper of the National Register
of Historic Places
National Park Service
1849 C Street NW, Mail Stop 7228
Washington D.C. 20240



Dear Ms. Beasley:

We are pleased to transmit two National Register of Historic Places nominations. The nominations are for the following properties:

Rock Island Passenger Station in Anadarko, Caddo County, Oklahoma
Southridge Addition Historic District in Norman, Cleveland County, Oklahoma

We are also transmitting one delisting of a National Register of Historic Places nomination. The delisting request is for the following property:

DeBarr Historic District in Norman, Cleveland County, Oklahoma

All members of the Historic Preservation Review Committee (state review board) were present for the public meeting at which this nomination was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of the nominated property participated in the recommendation's formulation.

The Historic Preservation Review Committee recommended to table the nomination. The State Historic Preservation Officer took their recommendation into consideration and has opted to forward the nomination with his recommendation for designation.

We look forward to the results of your review. If there any further questions regarding the nominations, please do not hesitate to contact me.

Sincerely,

Lynda Ozan
Deputy State Historic
Preservation Officer

Enclosures