

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Continuation sheet

Item number Various

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Eva Wood-frame Grain Elevator--(Wright Grain and Milling Company Elevator).

Location: Eva, Oklahoma, Texas County. OK 95

Owner of Property: James H. Porter, Box 8, Texhoma, Oklahoma.

Location of Legal Description: Texas County Courthouse, 319 N. Main St., Guymon, Oklahoma.

Description: Condition-fair, unaltered, original site;

The Eva elevator is of wood construction with metal siding and a stepped roof. The western elevation has a shed roof over the entry way into the unloading area, while the loft on the same elevation has a single window. The north elevation has a single door, ground level entry, as well as a loading spout, a window, and an upper level loading bay. The east elevation has a storage shed, with a shed roof, and a double sliding door entry into the unloading area. The south elevation has one single window in the loft. The entire structure, below the stepped roof, has horizontal support beams on the exterior, placed approximately 3 to 4 feet apart. The building is located in an open field with no other structures nearby.

Significance: 1930; Builder/Architect- Riffe and Gilmore Company.

The Eva Grain Elevator is significant because it served the vital agricultural, economic, and commercial interests of its immediate area. The Wright Grain and Milling Company operated the elevator from 1931 when the Beaver, Mead & Englewood reached Eva until 1958 when the depot was closed. Eva became a prosperous townsite after the Dust Bowl with wheat being its central commercial interest.

Acreage: under one acre. Quadrangle name: Eva. 1:24000

Verbal Boundary Description: R11E, T4N, Sec. 20 (NW $\frac{1}{4}$  of SW $\frac{1}{4}$  of Sec. 20). Starting at a point 2.5 miles north of Highway 95 and Highway 3 intersection, and 410' east along Beaver, Mead & Englewood Railroad bed; proceed south 150'; east 150'; north 150'; west along railroad bed 150' to the point of beginning.

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