

United States Department of the Interior
National Park Service

577

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.

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Nat. Register of Historic Places
National Park Service

1. Name of Property

Historic name: KCS Railway Depot
Depot

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: 1 South Highway 59

City or town: Stilwell State: Oklahoma County: Adair

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


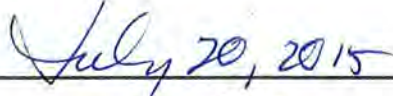
I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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 C D

 Signature of certifying official/Title:	 Date
State or Federal agency/bureau or Tribal Government	
<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
Signature of commenting official:	Date
Title :	
State or Federal agency/bureau or Tribal Government	

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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:)

Mr. Edson H. Beall

Signature of the Keeper

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u>1</u>	<u>1</u>	objects
<u>2</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 & CULTURE/museum

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & EARLY 20TH CENTURY REVIVALS/Mission

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK

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

The KCS Railway Depot, erected in 1915 at 1 South Highway 59 in Stilwell, Adair County, Oklahoma, is a detached, one-story horizontally massed building measuring 129 feet north-south and 26 feet east-west. It is sited parallel to the Kansas City Southern (KCS) Railway tracks to the east and U.S. Highway 59 to the west. The surrounding area is as original, with downtown and residential areas to the west and a light industrial area to the east; the KCS Railway continues to own and use the surrounding right of way and tracks through town. A typical combination depot of its era, the Stilwell building comprised passenger waiting areas and ticket office in the north half and a baggage/express and freight section in the south. In design it reflects Late Nineteenth-Early Twentieth Century Revival style called Mission, featuring a full hipped roof with a pent in the north and south gable ends and a low-pitch along the long axis. The roof provides a wide overhang and has unboxed eaves with wood brackets. The walls are reddish-brown brick with regularly placed openings for windows, people, and freight. Windows are original multi-light double-hung units; doors are original panel doors (in the passenger section) and newer wood-plank sliding doors in all three sides of the freight and baggage section. An original tile roof was replaced with composition shingles at an unknown date by the railroad before it gave the building to the City of Stilwell in 1971. There have been interior alterations to the walls but room arrangement stayed basically the same as original. The building's exterior retains a high degree of integrity of design, materials, and workmanship.

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Narrative Description

The KCS Railway Depot, erected in 1915 in Stilwell, Adair County, Oklahoma, is a detached, one-story, horizontally massed building. It is sited with its long axis parallel to the Kansas City Southern (KCS) Railway tracks to the east and U.S. Highway 59 to the west. To the east is a light industrial district served by multiple tracks accessing the freight depot and surrounding railroad right-of-way land on which large items could be stored. To the west are the main business district and residential areas of Stilwell, from which rail passengers accessed the depot.

Like most small-town railroad depot buildings in Oklahoma and elsewhere, Stilwell's KCS depot is a "standard combination depot," combining passenger and freight services in one building.¹ The Stilwell building measures 129 feet from north to south and 26 feet from east to west. A portion of the east wall projects an additional six feet outward, forming a thirteen-foot-wide extension that allows a view up and down the tracks. The depot is visually distinguished by its long, low profile, arranged to provide access to street on one side and rail on the other. Presently, a chain link fence separates the depot property, owned by the City of Stilwell, from the tracks. Roofing material since at least 1971 has been composition shingles, but originally, the roof was covered by KCS Railway's typical red ceramic tile.² Several plumbing vents and two original brick chimneys rise from the roof. The exterior walls are load-bearing reddish-brown brick.

In its venture through Missouri, Oklahoma, Arkansas, and Texas, the Kansas City Southern Railway tended to design buildings that were more or less in the Mission Revival style (as did other railroad companies). The style's main characteristics are stucco walls, tile roofs, wide, unboxed eaves with brackets, and shaped parapets (usually rounded and curved), some of which may present as part of a pent roof.³ Stilwell's KCS Depot visually refers to Mission style. The KCS Railway building has a full-hipped roof and (originally) a tile roof. The north and south ends are the building's most visually distinguished parts, with a roof parapet. The end walls extend up into the triangular gable end, and the brick wall rises, in the same plane, into sections of flat parapet on either side of the gable. The upper gable end, which is an extension of the roof's ridge, has a semicircular louvered vent and extends

¹ See Marshall Gettys and Bill E. Peavler, "Railroad Depots in Oklahoma," *Outlook in Historic Conservation* 3 (March-April 1982).

² The Stilwell depot is similar to other KCS depots in its Mission detailing; see "Kansas City Southern Depot, DeQuincy, Arkansas," NR 83000494; "Mena Kansas City Southern Depot, Mena, Arkansas," NR 91000685; "Decatur Kansas City Southern Depot, Decatur, Arkansas," NR 92000606.

³ Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1989), 409ff.

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outward slightly past the end wall, supported by three brackets. Below, the hipped roof's six-foot overhang extends around the end wall in a visor or pent. A wide overhang was a necessity in a period depot; the roof extension protected passengers and freight needing shelter while awaiting passage. All around, the depot's six-foot-deep overhang is supported by simple but heavy wooden brackets.

Beneath the overhang are passenger and freight platforms. An original, eight-foot-deep brick platform extends around the east side, north side, and north half of the west side. An original, raised wooden freight loading platform originally extended around the south side of the building and halfway around the west side, providing wagon/truck access to the freight and baggage doors. The platform deteriorated over the 1971-2000 period and was removed and replaced in 2004 with a facsimile that extends ten feet out from the building's south and west walls and measures seventy-two feet in length north to south. The depot is sited on a slight slope, so that the ground drops approximately two feet from track side to the street and from south to north; accordingly, the wooden freight platform is flush with the ground at the building's southeast corner, trackside, but is elevated roughly two feet on the west side of the building, streetside. Wooden stairs access the platform on the west side, and pedestrians are restrained by new steel fencing that extends the length and width of the south end and around the west side along the freight platform. In the north end of the building in the west elevation a small concrete stoop and steps, also protected by steel fencing, provides access to the passenger waiting area. The ceiling of the overhang is beadboard, perhaps not original, and new lighting fixtures with warehouse-style shades provide security around the building.

A traditional combination depot was originally and remains divided into two basic sections, one for passengers and one for freight.⁴ The Stilwell KCS Depot maintained its passenger section in the north end of the building and its baggage, express, and freight section in the south end. As per Oklahoma's 1907 "Jim Crow" law, separate waiting and restroom facilities were designed for white and black travelers.

Most doors and windows on the exterior appear to be original. Pedestrian doors are wood panel, with or without lights, and each sits under a 3x3 transom. Windows are wood casings and multilight, single-hung, units in pairs or groups. Openings are irregular and vary according to the interior functions (see below, plan). In the freight door openings, the original steel doorframes and corner guards remain in place.

In the **north elevation** two pairs of contiguous 4x6 units light the "white waiting room" There are no other openings and no distinguishing features other than brickwork and roof braces.

On the **west elevation**, north to south, two pairs of contiguous 6x9 windows light the "white waiting room." To their south is a single-light pedestrian panel door. Further south are two pairs of 6x9 windows that light an interior passageway along the length of the ticket office and the baggage/express room. This door and window arrangement signifies the passenger-related section of the building. The entry is accessed via a concrete stoop and steps, protected by steel fencing. Further along to the south are two openings for rolling doors. The openings now are infilled with fixed, reinforced, grooved panels styled to replicate the original doors. One provided access from the freight dock to the express room, and the new "door" is a single pedestrian door within the infilled slab. Further south, another rolling door, also now a fixed grooved slab, provided access to the freight room from the dock. Near the south end of the elevation, the freight room is lighted by a fixed, horizontal, contiguous pair of 3x3 windows.

The **east elevation** generally resembles the west elevation. Beginning at the north end are two pairs of 6x9 windows and a single-light pedestrian panel door, both in the "white waiting room." South of that, the extended telegrapher/agent part of the ticket office has one 4x6 unit on each of the short sides (giving a view up and down the tracks), and three 4x6 separated units facing the tracks. South of the agent/telegrapher extension are a full-panel door and a pair of contiguous 6x9 windows. The door originally functioned to give access to the "colored waiting room," and one-half of the window pair lighted

⁴ KCS engineer's measured drawing of the site and building, attached to Quit Claim Deed, KCS Railway to City of Stilwater, 22 February 1971, Book 137, Page 418, Deed Records, County Clerk's Office, Adair County, Oklahoma.

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it. The other window lighted the baggage/express room. South of this are rolling freight doors that accessed the baggage/express and freight rooms. The express door is fixed and made of grooved paneling with reinforcing and is not original, but the freight door appears to be made of original 2x6 timbers with reinforcing, although a pedestrian door has been cut into it. Near the south end of the elevation, the freight room is lighted by a fixed, horizontal, contiguous pair of 3x3 windows.

The **south elevation** has only a single opening for a freight door. The opening now has a new grooved, cross-braced panel that is fixed in place. Other than brickwork and roof braces, there are no other distinguishing features in the south elevation.

Exterior decoration also includes brickwork. All of the windowsills are brick and extend into a water table all around the building. The wall header is a soldier row all around. The brick pattern of the wall is a variant Flemish bond with headers in every seventh row. The foot of the wall comprises columns (not rows) alternating between two soldiers and one-soldier-and-two-stretchers. The footer is punctuated with square ventilation holes and rests on a concrete stem-wall foundation, restored during rehabilitation.

The **interior plan** of the combination depot is also standard. The north half of the building (64.5 feet) was devoted to passenger-related activity, and the other (south) half (64.5 feet) to freight related business. Passengers entered in the north end of the west elevation, into a twenty-six-foot (east-west) by thirty-seven-foot "white waiting room." It is also accessed from trackside via pedestrian doors. A pair of restrooms, originally placed in the northwest corner, were removed at an unknown date after 1971. The original interior boasted oak benches along the north and east walls and in the middle of the room. The "white" ticket window, with original millwork, is still in place on the south wall.⁵ Other openings in the waiting room's south wall lead, on the left, into the ticket office, and on the right, into a five-foot-wide passageway against the west wall, which accesses all the other rooms. Originally, the passage extended only past the ticket office and ended in a doorway leading into the baggage/express room. In the 2004 reconstruction the passage was extended to the freight room, and the interior wall was moved a foot or so to the west to give the rooms more space and the wall has transoms, windows, and door.⁶

The passage's first door on the left (east) accesses the agent/ticket office, now an exhibit room. Entry is through an apparently new set of multi-light transoms and windows flanking a door in the interior wall (the exterior wall has no openings in this area). This office has a six foot-by-thirteen foot extension, enabling a view down the track in both directions. Originally, there was a ticket window in the room's south wall through which African American purchased their fare.

Further south along the passage, past the ticket office, and also to the left, are presently men's and women's rooms; formerly, this area was blank wall of the "back side" of the segregated waiting room and restroom area for African Americans. The waiting room was thirteen feet wide and about twenty-one feet deep, including the restrooms. This area was accessible only from trackside; there was no door to these areas from the passage. During rehabilitation, the interior part of this area was reconstituted into the new men's and women's rooms, accessible now from the passage. Behind these, the rest of the "colored waiting room" became a small storage room that opens only into the baggage/express room. The trackside exterior pedestrian door to the former segregated waiting room has been closed off inside, but the door unit remains. Between the colored waiting room and the ticket office, the ticket window for African Americans has been removed and the wall infilled.

Further south along the passage, past the new restrooms and also on the left, is the original baggage/express room, measuring roughly twenty-two feet wide by twenty-one feet. It is now only accessible via one of the new sets of transoms/windows/doorway in the interior wall. This room has been generally re-fitted with shelving, gypsum board, and wood paneling. Between the baggage/express room

⁵ Mary Frances Combs, circa 1940s interior plan, drawn from memory circa 2000, Adair County Historical and Genealogical Association, Stilwell, Oklahoma.

⁶ Assessed by comparing Mary Frances Combs, circa 1940s interior plan with KCS engineer's 1971 building footprint.

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(now office) and freight room, the original brick wall has not been covered but has been broken by the insertion of two new, large, plate-glass windows. The room is now the office of the Adair County Historical and Genealogical Association.

The "extended" interior passage ends in a (new) doorway into the original freight room, which comprises most of the south section of the building. The original six-foot-wide freight door between express and freight has been filled with a wall and a fitted with a new, standard-sized panel door. The steel corner guards are still visible. The 26-by-40 foot unadorned freight room was accessed from outside by a sliding freight doors in each of the three walls. Now used as a museum, the freight room has a drop ceiling and lighting placed high up in the roof structure, leaving the original arrangement of beams, bracing, and rafters visible. Original plank flooring remains generally intact. The iron fixtures that enable the sliding doors to move remain in the walls, though the doors are now fixed in place. The brick walls on all four sides remain exposed.

Alterations have been minimal. On the exterior, the 2004 rehabilitation project provided a facsimile freight dock and facsimile freight doors. The original concrete footing for the brick wall, and the bottom layers of brick, appear to have been restored or replaced for structural security. Inside, with the exception of original wood floors, and a few original doors and perhaps wainscoting throughout, the interior millwork is generally new and dates from the 1971-2004 period. Most interior walls have been framed out and covered with gypsum board. In the "white waiting room," the brick of exterior walls is exposed up to wainscot high, below a new furred-out wall. Photos from the 2004 rehabilitation indicate that the interior walls between the rooms were originally brick with a covering of lath and plaster. In the white waiting area, now used as a community meeting room, the restrooms were removed at an unknown date. There is new cabinetry against one wall. Presently, the white waiting room's ticket office retains only its "white" ticket window as original.

The property deeded to the City of Stilwell by the KCS Railway in 1971 measures 58 feet east to west and 415 feet north to south. The depot building is generally placed in the center, flanked by parking lots. There are flower beds and a concrete sidewalk on the north and west sides, a new "railroad style" pole light outside the north elevation, and various new electric and light poles installed by the city. Signage for the museum has been placed outside the west wall. Out fifteen or twenty feet from the northwest corner of the building is an "Oklahoma 2007 Centennial Clock," one of a standard variety sold as a fundraising project around the state to commemorate the one hundredth anniversary of statehood. As it is a commemorative artifact, the clock has been counted as a noncontributing object. The property includes one contributing object, the original trainman's signal pole, situated outside the east elevation at the corner of the agent/telegrapher's extension.

The exterior of the KCS Railway Depot in Stilwell, Oklahoma, retains sufficient integrity of location and setting, as well as architectural design, materials, and workmanship to enable its listing in the National Register.

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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

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Areas of Significance
(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1915-65

Significant Dates

1915

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

BUILDER: Goodlander Construction

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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.)

The KCS Railway Depot, at 1 South Highway 59 in Stilwell, Adair County, Oklahoma, is being nominated at the local level in the area of Criterion A, Transportation, as a rail-related property significant in the history of Stilwell, Oklahoma. Erected in 1915 at 1 South Highway 59 in Stilwell, Adair County, Oklahoma, by the Kansas City Southern Railway, the building is one of only a few of its type constructed by that corporation. Within the context of transportation, the Stilwell KCS Railway Depot provided local residents and businesses with goods and services that would otherwise have been difficult or impossible to acquire and with a way to market their products. The period of significance, 1915–1965, continued from 1915 until the KCS Railway's passenger traffic began to severely decline. The railroad terminated passenger service in 1969 and in 1971 sold the building the City of Stilwell. The KCS Railway Depot retains sufficient integrity of location, setting, design, materials, workmanship, feeling, and association to enable its listing under Criterion A., Transportation, for its significance in Stilwell's transportation history.

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

Stilwell's KCS Railway Depot building is being nominated on a local level, in the area of Criterion A, Transportation, as a rail-related property significant in the history of Stilwell, Oklahoma. The period of significance, 1915–1965, continued from 1915 until the KCS Railway's passenger traffic began to severely decline; it ended in 1971 and the building was sold to the City of Stilwell. Erected in 1915 at 1 South Highway 59 in Stilwell, Adair County, Oklahoma, by the Kansas City Southern Railway, the building is one of only a few of its type constructed by that corporation to replace earlier, smaller, less elaborate station facilities installed by its predecessor, the Kansas City, Pittsburg and Gulf Railroad (later, Railway) earlier in the early twentieth century. (The Pittsburg in question was located in Kansas.) The first Stilwell KCS depot was built in 1895 and was superseded by the present building.

In the pre-railroad days, far eastern Oklahoma had no way to send or receive goods other than by wagon road. The situation retarded settlement and commercial growth. Then, created by Arthur E. Stilwell, a New Yorker and Kansas railroad tycoon, the Kansas City Pittsburg and Gulf (KCP&G) took as its goal the creation of rail access from Kansas City south along the Kansas-Missouri line, through Arkansas and Texas, to the Gulf of Mexico. Stilwell purchased various small lines and eventually in 1893 incorporated them as the KCP&G. It began building south from Missouri into Arkansas that year. Stilwell has become famous for his entrepreneurial skills because he developed a small "horizontal" organization that included real estate development, lumber and coal production, and telegraph and telephone utilities, which would work together to expand his fortune and to facilitate the operation of the railroad by controlling costs. He is also celebrated as a town builder because he instructed his surveyors and the associated Arkansas Townsite Company, to select good places for towns and railroad stations and promote them as townsites. His methodology included "booming" the developments in the press,

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promising that investors who bought into the scheme would get rich by buying and selling lots or by opening businesses in the towns.

Altering the route to avoid the arduous process of building line through the Boston Mountains, the KCP&G's construction engineers routed it into Arkansas and then back through the eastern edge of the Cherokee Nation, at that time part of an unofficial region called "Indian Territory." The area affected by the railroad's progress now comprises present Adair, Sequoyah, and Le Flore counties of Oklahoma. The line came out of Arkansas near Watts, in far northeastern Adair, built southward through Adair and Sequoyah, creating towns along the way, and exited near the rural community of Page, in far southeastern Le Flore.⁸ Construction then continued into Arkansas toward Mena, another Stilwell-created town. Towns that appeared along the way included Westville and Stilwell in present Adair County. From there, construction continued to Texarkana and southward until the road was finally completed to the new town of Port Arthur, on the Texas Gulf Coast, in 1898. After falling on hard financial times, the KCP&G eventually became reorganized as the Kansas City Southern Railway in 1900.⁹

Like other towns along the KCP&G, Stilwell was a child of the railroad, and it became a division point. Originally, a railroad division point had been established across the line at Gentry, Arkansas, northeast of Watts. Although boomed and nourished by the townsite company, Gentry failed to flourish, and Stilwell replaced it as the division point in 1895.¹⁰ The KCP&G erected a small, wood-frame depot building and other, more elaborate facilities befitting a centralized location of railroad maintenance activities. These included an eight-stall roundhouse with a turntable, a coal chute and loading ramp, and various small shops.¹¹ The railroad's functions required a reasonably sized population of workers and businesses, and therefore a local population, grew up to fill the everyday needs for housing, food, clothing, furniture, and other amenities of town life. By 1896, according to the *Oklahoma State Gazetteer*, the town was "settled." Incorporation formalized in January 1897. By 1900 the population was 770, and by 1910, 1,039.¹² In that year Stilwell became the governmental seat of Adair County.¹³

While a railroad connection from Kansas City to the Gulf provided an important lifeline for Arthur Stilwell's fortunes and was also vital to Kansas City's commercial health, a railroad station became an absolute necessity for the survival of a small town in Indian Territory and early-day Oklahoma. Any object that was coming to or going from Stilwell came or left by rail. It is impossible to overestimate the economic significance of rail transportation on an early-twentieth-century community. In 1909 Stilwell's population supported three churches, a public school, two banks, a flour mill, a cotton gin, and two newspapers, the *Sentinel* and the *Standard*.

In addition to a being railroad division point, Stilwell was a regional agricultural and trade center, shipping wheat, corn, cotton, apples, peaches, poultry, and eggs to points north and south. Incoming goods defy an adequate cataloguing, but it is certain that furniture, clothing, medical supplies, cash money from the U.S. Treasury, schoolbooks, repair parts for the gin and the flour mill, agricultural

⁷ Keith L. Bryant, Jr., *Arthur E. Stilwell, Promoter with a Hunch* (Nashville, Tenn: Vanderbilt University Press, 1971), 86, 88-89. See also Howard Vanhooser, "The Railroads in Adair County," in *History of Adair County* (Cane Hill, Ark.: ARC Press, 1991), 7-9.

⁸ Oklahoma Department of Transportation, Railroad Map of Oklahoma, 2014-15, accessed at www.odot.gov, 3 March 2015.

⁹ Gus Veenendaal, Jr., "Kansas City Southern," *Encyclopedia of Oklahoma History and Culture*, ed. Dianna Everett et al. (Oklahoma City: Oklahoma Historical Society, 2009), 1:784.

¹⁰ Bryant, *Arthur E. Stilwell*, 86-86.

¹¹ Sanborn Fire Insurance Maps, Stilwell, 1901, 1904, 1909; Vanhooser, "Railroads," 7.

¹² *Oklahoma Red Book* (Oklahoma City: N.p., 1912), 2: 459; *Oklahoma State Gazetteer and Business Directory, 1909* (Memphis, Tenn.: R. L. Polk & Co., 1909), 764.

¹³ Betty Barker, "Stilwell," *Encyclopedia of Oklahoma History and Culture*, 2:1345.

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implements and machinery, and every conceivable life supply, not produced on a local farm, came to town by rail. In 1911, according to the State Board of Trade, more than two hundred rail cars of goods had been shipped to Stilwell for the local retailers.¹⁴ At that time the town had thirteen general merchandise stores, four grocers, two hardware stores, a lumber mill, and other numerous other enterprises flourished. An electric light system and waterworks had been installed.¹⁵ A small town's connections to state and national politics were generated by the exchange table at the local newspaper office. The train brought the latest papers to town, and therefore the exchange table held most of the daily or weekly journals from Oklahoma, surrounding states, and national centers. The train took Stilwell's two journals outward, so that news from Stilwell might actually turn up in the Kansas City newspaper or even in a more metropolitan paper. At least one historian has compared the railroad's impact on the spread of ideas to that of the "world wide web", or internet, of the day.¹⁶

In 1912 the KCS Railway demoted Stilwell from a division point, for reasons unknown, moving the facilities to Watts.¹⁷ The railroad had not done well and was reorganized without Arthur Stilwell, and facilities had been allowed to deteriorate. This was typical of the era, as older, original depots were wood-frame, were often not well maintained, and did not provide for segregation of blacks and whites¹⁸ as specified by Oklahoma's 1907 "Jim Crow" law. Complaints on the poor condition of passenger depots of several railroads reached the Oklahoma Supreme Court, which required they henceforth must be "commodious" and in keeping with the size and general characteristics of the communities in which they operated.¹⁹

Stilwell had prospered in the early 1900s, but its wood-frame depot had become deplorable. KCS sent a special train through the region to inspect all the lines and stations. Afterward, KCS management declined to change Stilwell's building. The railroad's chief engineer pronounced the old depot "efficient."²⁰ Fortuitously, the growth of agriculture and the suggestion of an oil boom in the vicinity, combined with public agitation, provided the necessary impetus.²¹ The Oklahoma Corporation Commission ordered the railroad to provide a new depot, demanded that plans be submitted by February 1915, and specified that the building be constructed of brick or concrete.²² Drawings were approved in March 1915, and construction began in early October by Goodlander Construction of Kansas City.²³

The new Stilwell KCS Railway Depot building was a standardized combination depot comprising a passenger area with a ticket office, both white and "colored" waiting rooms, and segregated restrooms (or only one for whites) in one end and with the freight and express rooms in a separate part of the building.²⁴ The style was one typical of the KCS, which erected Mission style and Craftsman style depots along the line in Oklahoma, Arkansas, and Louisiana.²⁵ By early December 1915 Stilwell's new KCS

¹⁴ *Stilwell Sentinel-Standard*, 4 January 1911.

¹⁵ *Oklahoma State Gazetteer and Business Directory, 1913* (Memphis: R. L. Polk & Co., 1913), 964; *Stilwell Sentinel-Standard*, 4 January 1911.

¹⁶ Comparison by H. Roger Grant, "Chicago: America's Railroad Mecca," Illinois Periodicals Online, accessed 29 March 2015 at www.lib.niu.edu. See also Donovan L. Hofsommer, "The Railroads of Oklahoma," in Donovan L. Hofsommer, ed., *Railroads in Oklahoma* (Oklahoma City: Oklahoma Historical Society, 1977), 3.

¹⁷ *Stilwell Sentinel-Standard*, 7 November 1912.

¹⁸ H. Roger Grant and Charles W. Bohi, *The Country Railroad Station in America* (Sioux Falls: Center for Western Studies, Augustana College, 1988), 11–13, 22; Marshall Gettys and Bill E. Peavler, "Railroad Depots in Oklahoma," *Outlook in Historic Conservation* 3 (March-April 1982), 3.

¹⁹ *Daily Oklahoman* (Oklahoma City), 1 March 1912, 22 April 1912; Veenendaal, "Kansas City Southern."

²⁰ *Daily Oklahoman*, 1 March 1912; *Stilwell Sentinel-Standard*, 20 May 1913, 26 June 1913, 3 July 1913.

²¹ *Stilwell Sentinel-Standard*, 23 September 1913.

²² *Ibid.*, 12 April 1914, 12 November 1914.

²³ *Ibid.*, 11 arch 1915, 27 May 1915, 23 September 1913, 7 October 1915.

²⁴ Gettys and Peavler, "Railroad Depots," *Outlook in Historic Conservation*, 3. See also Grant and Bohi, *The Country Railroad Station*, 69–70 107ff. See Mary F. Combs, Memory Drawing, circa 2000, files, Adair County Historical and Genealogical Association, Stilwell, Oklahoma.

KCS Railway Depot

Name of Property

Adair, Oklahoma

County and State

depot was complete except for plaster and paint inside.²⁶ For the next fifty years the KCS Railway Depot of Stilwell served passengers and shippers. Passengers used the north end of the building; the center was reserved for ticket/agent offices and a "colored waiting room," and the south end handled baggage/express and freight.

The KCS Railway Depot played a major role in transportation in the Stilwell area for products and people. In the 1930s the strawberry industry burgeoned in the vicinity, and tons of the berry were shipped on the KCS. The two leading shippers were Stilwell Canning Company and Stilwell Foods, Inc., which began in the 1930s. After World War II, however, the trucking industry subsumed rail as the preferred method of shipping Stilwell strawberries. Although in 1940 the KCS instituted a "named" passenger train service called the "Southern Belle," which carried traffic to and from Kansas City and New Orleans, travel declined as the automobile became ubiquitous after World War II. In the early 1960s the KCS petitioned the Interstate Commerce Commission to end passenger service on the line, and on November 3, 1969, the Southern Belle was discontinued.²⁷ Therefore, the period of significance for the KCS Railway Depot in Stilwell ends in 1965. In February 1971 the KCS Railway Company sold the depot building and a small plot of surrounding property to the City of Stilwell.

Because the roofing material and various rolling doors were replaced at an unknown date, listing under Criterion C, Architectural Significance, is not being suggested for the KCS Railway Depot in Stilwell. Windows and pedestrian doors are original, Mission-style exterior decoration remains, and the footprint retains its original integrity. The building retains more than sufficient integrity of location, setting, design, materials, workmanship, feeling, and association to facilitate its listing under Criterion A, Historical Significance, for its role in rail-related Transportation for the population of Stilwell, Oklahoma.

²⁵ The Stilwell depot is similar to other KCS depots in its Mission detailing; see "Kansas City Southern Depot, DeQuincy, Arkansas," NR 83000494; "Mena Kansas City Southern Depot, Mena, Arkansas," NR 91000685; "Decatur Kansas City Southern Depot, Decatur, Arkansas," NR 92000606.

²⁶ *Stilwell Standard-Sentinel*, 9 December 1915.

²⁷ *Ibid.*, 2 July 1969, 7 and 21 August, 1969, 6 November 1969.

KCS Railway Depot
Name of Property

Adair, Oklahoma
County and State

9. Major Bibliographical References

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

Bryant, Keith L., Jr., *Arthur E. Stilwell, Promoter with a Hunch* Nashville, Tenn: Vanderbilt University Press, 1971.

Grant, H. Roger Grant, and Charles W. Bohi. *The Country Railroad Station in America*. Sioux Falls: Center for Western Studies, Augustana College, 1988.

Gettys, Marshall, and Bill E. Peavler, "Railroad Depots in Oklahoma," *Outlook in Historic Conservation* 3 (March-April 1982).

History of Adair County. Cane Hill, Ark.: ARC Press, 1991.

KCS Engineer Drawing, 1971, Depot and Property at Stilwell, Oklahoma. Deed Records, Adair County, Oklahoma.

Mary F. Combs. Drawing from Memory, 2000, Interior of Stilwell Depot. Files, Adair County Historical and Genealogical Association, Stilwell, Oklahoma.

Oklahoma State Gazetteer and Business Directory, 1909. Memphis, Tenn.: R. L. Polk & Co., 1909.

Oklahoma State Gazetteer and Business Directory, 1913. Memphis: R. L. Polk & Co., 1913.

Sanborn Fire Insurance Maps, Stilwell, Oklahoma. 1914, 1925, 1925 corrected to 1938.

Stilwell Standard-Sentinel (Stilwell, Oklahoma). 1912–1915.

Stilwell Democrat-Journal (Stilwell, Oklahoma), 1969.

Stilwell: The First 100 Years, 1897–1997. Cane Hill, Ark.: ARC Press, 1997.

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 # _____

KCS Railway Depot
Name of Property

Adair, Oklahoma
County and State

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 one (1) 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: 35.813847 | Longitude: -94.625859 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

KCS Railway Depot
Name of Property

Adair, Oklahoma
County and State

- | | | |
|----------|-----------|-----------|
| 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 intersection of a prolongation of the northerly line of Oak Street with the westerly line of the Kansas City Southern Railway Company right of way, which coincides with the east-side curb of Highway 59, proceed northeasterly along the curb and coincident with said right-of-way line 415 feet to a point; then proceed perpendicular (southeasterly) to the last described course for 58 feet to a point where lies a chain link fence that is 17 feet westerly from the Kansas City Southern Railway Company's main track; then proceed southwesterly along the chain link fence, and parallel to said K.C.S. main track, for a distance of 415 feet to a point to the westerly prolongation of the northerly line of Oak Street; then proceed northwesterly coincident with said prolongation 58 feet, more or less to the point of beginning at the curb/KCS right of way, having described a rectangle measuring 58 feet east to west and 415 feet north to south.

Boundary Justification (Explain why the boundaries were selected.)

These are the legally recorded boundaries of the property, measuring a rectangle of 58 feet by 415 feet, as given in Quit-Claim Deed, KCS Railway to City of Stilwell, in Book 137, page 418, of the Deed Records of Adair County, County Clerk's Office, and including the KCS Railway Depot building and adjacent parking areas on its north and south.

11. Form Prepared By

name/title: Dianna Everett, Public Historian
organization: Consultant to Preservation Oklahoma, Inc.
street & number: 2510 Countrywood Lane
city or town: Edmond state: Oklahoma zip code: 72013-6433
e-mail weaver25@cox.net
telephone: 405-348-4679
date: 15 April 2015

KCS Railway Depot
Name of Property

Adair, 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: Stilwell KCS Depot

City or Vicinity: Stilwell

County: Adair State: Oklahoma

Photographer: Dianna Everett

Date Photographed: April 6-7, 2015

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

1 of 7.

Photo 0001 North and West (primary) elevations, camera facing southeast
Photo 0002 North and West (primary) elevations, camera facing southeast
Photo 0003 North elevation, camera facing south
Photo 0004 South elevation, camera facing north
Photo 0005 West elevation, camera facing east

KCS Railway Depot

Adair, Oklahoma

Name of Property

County and State

Photo 0006 Interior hallway and interior door/windows/transom into agent's office, camera facing north

Photo 0007 Interior, freight room, camera facing southeast

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



W Division St

59

S Front St

35.813847 -94.625859

E Oak St

Google earth

© 2015 Google

Imagery Date: 6/10/2013 lat 35.813847° lon -94.625859° elev 1102 ft eye alt 2222 ft

1994

261 ft

West St



KCS Railway Depot
Stilwell, Adair Co., Oklahoma
WGS Datum 1984
Source: Google Earth
Image Date: 6/10/2013
Date Retrieved :2/3/2015

35.813847 -94.625859

W Division St

59

S Front St

E Oak St

1st St

261 ft

1994

© 2015 Google

Google-earth

Imagery Date: 6/10/2013 lat 35.813847° lon -94.625859° elev 1102 ft eye alt 2222 ft



59

35.813847 -94.625859

Google ea

© 2015 Google

Imagery Date: 6/10/2013 lat 35.813847° lon -94.625859° elev 1102 ft eye alt 14



59

35.813847 -94.625859

**KCS Railway Depot
Stilwell, Adair Co., Oklahoma
WGS Datum 1984
Source: Google Earth
Image Date: 6/10/2013
Date Retrieved :2/3/2015**

© 2015 Google

Google earth



1994

Imagery Date: 6/10/2013 lat 35.813847° lon -94.625859° elev 1102 ft eye alt 1482 ft



EST. 1864

BRICK BUILDING



STILWELL

STILWELL



STILWELL

STILWELL

ENTRANCE
←

♿
WHEELCHAIR
RAMP

♿
PARKING







L. W. P. S.



Nov 11, 1907
Oklahoma became a state!

CITY
OF
STEWART

JUNE
1 2 3
4 5 6
7 8 9 10
11 12 13 14
15 16 17 18
19 20 21 22
23 24 25 26
27 28 29 30

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: KCS Railway Depot

MULTIPLE NAME:

STATE & COUNTY: OKLAHOMA, Adair

DATE RECEIVED: 7/24/15 DATE OF PENDING LIST: 8/24/15
DATE OF 16TH DAY: 9/08/15 DATE OF 45TH DAY: 9/08/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000577

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 9.8.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered to
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

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

RECEIVED 2280

JUL 24 2015

Nat. Register of Historic Places
National Park Service

July 20, 2015

J. Paul Loether, Deputy Keeper and Chief
National Register and National Historic Landmark Programs
National Park Service 2280, 8th floor
1201 "I" (Eye) Street, NW
Washington D.C. 20005

Dear Mr. Loether:

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

Fuksa Portion of the Chisholm Trail, Bison Vicinity, Garfield County
Seminole Municipal Building, Seminole, Seminole County
Sally Ann Apartments, Tulsa, Tulsa County
James Martin Baggs Log Barn, Pickens Vicinity, Pushmataha County
KCS Railway Depot, Stilwell, Adair County

The members of the Historic Preservation Review Committee (state review board), professionally qualified in the fields of history and prehistoric archeology were absent from the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of KCS Railway Depot, Seminole Municipal Building and Fuksa Portion of the Chisholm Trail was not present for the HPRC's formulation of its recommendation on the nomination. However, substantive review of this nomination is not requested because the SHPO staff member possessing the requisite professional qualifications participated in the HPRC's deliberations on this noncontroversial nomination.

We look forward to the results of your review. If there may be any questions, please do not hesitate to contact either Lynda S. Ozan of my staff or myself.

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:iso

Enclosures