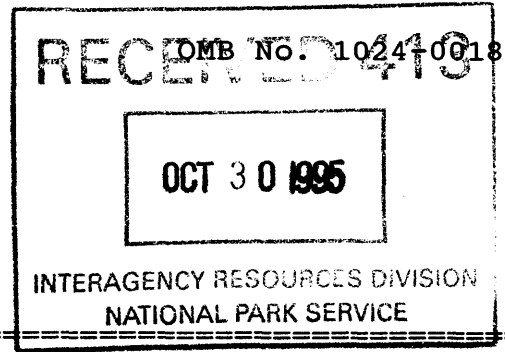


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



1. Name of Property

historic name Hobart Rock Island Depot

other names/site number Kiowa County Museum

2. Location

street & number 518 South Main not for publication N/A
 city or town Hobart vicinity N/A
 state Oklahoma code OK county Kiowa code 075
 zip code 73651

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this XX 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 XX meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide XX locally. (N/A See continuation sheet for additional comments.)

Stake Wade _____ 25 October 1995
Signature of certifying official Date

Oklahoma Historical Society, SHPO
State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
___ See continuation sheet.
- determined eligible for the National Register
___ See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register

Edson H. Boyd 12-7-95

___ other (explain): _____ Entered in the National Register

Boyd _____
Signature of 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

Number of Resources within Property

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> 8 </u> objects
<u> 1 </u>	<u> 8 </u> Total

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

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related

Current Functions (Enter categories from instructions)

Cat: RECREATION AND CULTURE Sub: museum

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Prairie School

Materials (Enter categories from instructions)

foundation CONCRETE

roof ASPHALT

walls BRICK

STUCCO

other METAL: copper

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

=====

8. Statement of Significance

=====

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

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance 1909-1944

Significant Dates 1909

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

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder SWIFT, GEORGE T., builder

CHICAGO, ROCK ISLAND, AND PACIFIC RAILWAY

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

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

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

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

Acreage of Property LESS THAN ONE (1) ACRE

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>14</u>	<u>491610</u>	<u>3875350</u>	3	___	___
2	___	___	___	4	___	___

N/A See continuation sheet.

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

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

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

name/title Dianna Everett, consultant to Kiowa County Historical Society
organization Everett Research Services date January 7, 1994
street & number 2510 Countrywood Lane telephone 405-348-4272
city or town Edmond state OK zip code 73003
=====

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

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

name Kiowa County Historical Society

street & number 518 South Main telephone 405-726-6202

city or town Hobart state OK zip code 73651

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GMP No. 1024-0018

RECEIVED 413

OCT 30 1995

INTERAGENCY RESOURCES DIVISION
~~NATIONAL PARK SERVICE~~
Hobart Rock Island Depot

name of property
Kiowa County, Oklahoma

county and State

Summary

The Hobart Rock Island Depot is a one-story, detached, balloon-frame building measuring 146 feet in length east to west and varying in width from 26.5 feet to 34 feet north to south. Located near downtown Hobart, the depot is positioned parallel to the abandoned tracks of the Chicago, Rock Island, and Pacific (Rock Island) Railroad. The surrounding area retains its original light-industrial focus. The depot's floor plan, designed in 1908, comprises an express office, a breezeway, a baggage room, three passenger waiting rooms, and a ticket office. The building derives its primary visual impact from its horizontal massing, copper decoration, and varied decorative fenestration and door surrounds. Exterior materials include brick veneer and stucco cladding, decorative wood and copper moulding, and copper decoration on the roof ridge, short towers, and two walls. Built in 1909, the depot exhibits architectural elements characteristic of the Prairie School style. The Prairie School influence is visible in the horizontal emphasis of the building which is accentuated by the roofline with its wide overhang and unboxed eaves. The design, detailing, and construction are typical of Rock Island railroad architecture in the years immediately surrounding Oklahoma statehood. The depot has retained its integrity because the building has been subjected to very few alterations. Those alterations which have occurred include: at some time in the 1940s or 1950s a passenger door was added in the west elevation; in 1987-1989 three of the four breezeway arches were infilled with wood muntins and glass and one was infilled with wood muntins and a metal-and-glass door; all original glazing was replaced with plexiglass panels; new composition shingles have been put on the roof; and, three of four original four-light, wood waiting-room doors were replaced with new, wood panel doors, duplicates of the originals. The building maintains its integrity of design, materials, workmanship, feeling and association.

Exterior Description

The Hobart Rock Island Depot's strongly horizontal massing visually conveys its historic function. It is a typical Rock Island station plan, with a large section devoted to passenger waiting and ticketing and a smaller section designed for freight handling.¹ The Hobart depot, however, is unusual among Oklahoma depots. Commonly, one-third or more of a depot was dedicated to freight storage and handling, with the remaining two-thirds designated as passenger areas. This "standard combination depot" was typical of virtually all railroad buildings in Oklahoma at the turn-of-the-century. But in Hobart, the Rock Island railway company decided to use the old 1901 depot for a freight house, thus allowing the new building's freight area to be utilized as an express shipping room and a covered breezeway that gave access to the baggage room. Additionally, a character defining visual

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element of a standard combination depot are the number of large, rolling freight doors in the exterior walls, but the Hobart Depot's "freight doors" (actually access to express and baggage rooms) are located under the breezeway and are not generally visible from a distance.

Exterior finishes and detailing visually define the building. Wall cladding is red brick veneer, extending from the concrete foundation up 6 feet; the brick is capped by a wooden moulding that is protected by copper flashing; above the moulding the walls are stucco (all original). The roof is double hipped, with the higher section over the central waiting areas. On the north and south sides, a very small third hip covers the ticket bay/restrooms area and here the eave line is broken by two short towers that project upward. The south-side ticket bay windows are protected by a half-hexagonal "awning" that projects outward from the flat wall. The roofing material consists of brown composition shingles protected at the ridge by a heavy copper cap with decorative copper hip knobs. In the central portion of the building the roofline is interrupted by a single brick chimney and two metal furnace vents.

Detailing identifies the Hobart Rock Island Depot's architectural style as Prairie School, often seen in Rock Island stations in the TransMississippi region around the turn-of-the-century.² Prairie School elements evident in the Hobart depot include: a strong horizontal massing, wide roof overhang with exposed, decoratively shaped rafter tails, dual wall finishes (brick and stucco with a wood-and-copper moulding band emphasizing the horizontal effect), three-part windows, recessed door surrounds with multiple-pane side lights and divided-light transoms over the doors and a four-over-one glazing pattern in windows and doors. Decorative elements that might further be attributed to a Prairie School influence include the short, square, towers that break the eave line in the center of the north and south facades, and the simple wooden trim applied to window openings and doorways.

The building derives its primary visual impact from its horizontal massing, copper decoration, and varied decorative fenestration and door surrounds. Original copper brackets still appear on the fronts and sides of the towers. The original copper brackets separating the baggage/freight portion of the building from the ticketing and waiting areas are also extant. Above the central windows in the bays on the north and south facades, the original copper letters spelling out "HOBART" still remain, surrounded by a heavy, rectangular copper band.

Fenestration and other openings are regularly placed in each facade. All windows still have concrete sills and original wood casings, glazing bars, and mouldings. There are several glazing patterns in the double-hung windows, but the prevalent types are categorized as follows: Type 1, small windows in 4x1

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pattern, with the 4-light section having 4 vertical lights side by side; Type 2, medium-sized windows, consisting of a 4-light window (4 vertical lights) flanked by 1x1 windows; Type 3, large windows, consisting of a 4x1 window (4 vertical lights) flanked by 1x1 windows; and Type 4, large windows in 4x1 pattern (4 vertical lights). The variety of window sizes and glazing patterns adds to the building's character by virtue of visual diversity. Door surrounds (except for the one in the west wall) are recessed and are three-part, consisting of a one-light panel door topped by a four-light transom and flanked by three-light vertical windows over a wood panel.

From the west elevation, placement of openings is as follows: In the west wall of the express section, the facade is pierced by a Type 2 window that rises above the level of the moulding and a one-light panel door with four-light transom; this door opening is not original but was added in the 1940s or 1950s. The east wall of the express section and the west wall of the passenger section, both under the now-enclosed breezeway, have single large, rolling doors to accommodate bulky containers. In the south elevation, west to east, are two Type 4 windows that extend below the moulding (illuminating the express section); two muntin and glass infilled breezeway arches, one of which contains a metal-and-glass door; a Type 2 window that rises above the moulding (baggage room); a three-part door surround (accessing the "colored waiting room"); a bay window (in the ticket office) that consists of a 6x6 window flanked by 4x4 windows; a three-part door surround (main waiting room); a Type 3 window that extends below the moulding (main waiting room); and a three-part door surround (smoking room). In the east facade is a single Type 3 window extending below the moulding (smoking room). The north elevation, from east to west, includes two Type 3 windows (one illuminating the smoking room and one the main waiting room), that extend below the moulding; a three-part door surround (main waiting room's rear door); a 1x1 window, 4x1 window, and 1x1 window (three separate windows illuminating restrooms); a Type 3 window extending below the moulding (lighting the "colored waiting room"); a Type 2 window that rises above the moulding (for the baggage room); breezeway arches infilled with muntins and glass; and two Type 1 windows that rise above the moulding.

Interior Description

Various interior features also help to define the building's character. The arrangement of spaces is typical of passenger depots of the early Oklahoma statehood era. As mentioned before, the would-be freight section was divided into an express room and breezeway. The baggage room was conveniently located adjacent to the breezeway. Passenger waiting rooms followed the code established by 1907 Oklahoma state law. By this edict, the first to be enacted by the legislature of the new state, Black customers were segregated into separate waiting rooms and restroom areas.³ At Hobart, Blacks were relegated

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to a "Colored Waiting Room" in the small space between the baggage room and the ticket office. They used two small restrooms across the hall from the ticket office. White passengers used two larger adjacent restrooms; but white passengers waited in capacious areas, a large main waiting room east of the ticket office, and a smoking room (for men) at the east end of the depot building. All waiting areas have original decorative wood tongue-and-groove paneling and crown moulding, restored to their original finish in the late 1980s. Three of four four-light waiting room doors are only duplicates of the originals. All of the other three-panel wooden interior doors are original. In the hallway between the waiting rooms and the ticket office are decorative wooden arches. The ticket office also retains its original tongue-and-groove wallboard. A water fountain in the main waiting room dates from the time of original construction.

Interior rehabilitation work was performed in 1987-89 due to the severely deteriorated condition of ceilings and floors (because of a dilapidated roof and vandalism): the original lapboard ceilings were replaced with plaster and the original wood flooring was replaced with new wood flooring. Light fixtures in the building are new.⁴ The building's basement, under the baggage and "colored waiting rooms," once housed a coal furnace and is now storage.

Alterations/ Additions

Alterations to the building's exterior have been minimal. At some time in the 1940s or 1950s a passenger door was added in the west wall of the building. The Historical Society's 1987-1989 alterations/rehabilitation of the building included repairing cracks and repainting the stucco walls; for security purposes, infilling three breezeway arches with wood muntins and glass and infilling of the fourth with wood muntins and a metal-and-glass door; replacement of all glazing (all original glass was broken out by vandals) with plexiglass panels; replacing three of four original four-light, wood waiting room doors with duplicates of the original doors (using the old doors for guidance as all were alike); and replacement of the roofing material (virtually gone due to decades of neglect) with new composition shingles.⁵ Green metal guttering was placed at the eaves all around the building. None of these measures significantly affects the building's architectural integrity.

Noncontributing objects placed in 1987 within the resource's boundaries include four light poles (replicas of the originals) on the south side of the platform, a railroad switching light adjacent to the ticket window on the south, and three condensing units on the north side. These additions do not adversely affect the building's integrity as they do not significantly alter the overall appearance of the building. The Hobart Rock Island Depot continues to possess its integrity of location, design, setting, materials, workmanship, feeling and

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association.

ENDNOTES

1. Marshall Gettys and Bill E. Peavler, "Railroad Depots in Oklahoma," Outlook in Historic Conservation (March-April 1982), 3; H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America (Sioux Falls: Center for Western Studies, Augustana College, 1988), 107; H. Roger Grant, Kansas Depots (Topeka: Kansas State Historical Society, 1990), 72-84; Julian Cavalier, Classic American Railroad Stations (San Diego, Calif.: A. S. Barnes & Co., Inc., 1980, 90-93.
2. Grant, Kansas Depots, 72-84.
3. Gettys and Peavler, "Railroad Depots," 3; Grant and Bohi, Country Railroad Station, 14, 69-70, 107.
4. Allen Smith and Bill Williams, interview by Dianna Everett, November 11, 1994, Hobart, Oklahoma.
5. Ibid.

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SUMMARY

The Hobart Rock Island Depot is eligible for the National Register of Historic Places under Criteria A and C. The depot is significant within the history of transportation in Hobart, Oklahoma. Once among three early-twentieth-century depot buildings, only the Rock Island Depot retains its integrity sufficiently to illustrate the coming of rail transportation to Hobart and Kiowa County in the late territorial and early statehood era of 1901-1910. Its floor plan incorporates a "colored waiting room," a feature consistent with the 1907 state law that mandated racial segregation in all transportation facilities. Additionally, the Hobart Rock Island Depot is architecturally significant as the town's only extant example of a standardized station plan typical of the Rock Island railroad in the TransMississippi region. Furthermore, the Hobart building differs from its few peers elsewhere in the state because the standard plan was modified to restrict the building's function to passenger operations, relegating freight to another building. The depot's exterior wall cladding and detailing also set it apart from other Rock Island depots of this era in Oklahoma.

HISTORICAL SIGNIFICANCE

The Hobart Rock Island Depot is significant within the context of the early transportation history of Hobart, Oklahoma. Rail transportation became important in southwestern Oklahoma Territory shortly after the turn-of-the-century. At that time, large tracts of land in this area, formerly reserved for Indian tribes, were opened to non-Native American settlement by lottery. The site of present Hobart lay within the Kiowa-Comanche-Apache lands opened in 1901. Potential economic development in southwestern Oklahoma encouraged railroad corporations to create branch lines to new towns and proposed areas of settlement throughout the region.¹

The first railroad to serve the Kiowa County area was the Chicago, Rock Island, and Pacific (Rock Island). In the 1890s the Rock Island had built southward from Kansas to Chickasha, Oklahoma Territory. Just prior to the 1901 opening of the Kiowa-Comanche-Apache reservation in 1900, the Rock Island constructed a branch line in a southwesterly direction from Chickasha. The road passed through the townsite of "Kiowa," now Hobart, and eventually built to Mangum. At the site of Hobart the line built a small, wood-frame "combination station" building (handling both passengers and freight in one building).²

Within the former Kiowa-Comanche-Apache lands, three townsites had been designated as county seats: Lawton, Anadarko, and Hobart. On August 6, 1901, lots in these townsites were sold at public auction at El Reno, Oklahoma.

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Following this official opening, development of Hobart and the surrounding region was brisk as settlers arrived via the Rock Island. By the end of the month the town held several thousand people.³ Hobart quickly became an agricultural service center and a nexus for processing and transporting farm products, connecting Kiowa County with regional, state, and national markets.⁴ In its first few years Kiowa County became one of the top four cotton-producing counties in Oklahoma. By 1910 Hobart boasted a population of approximately 3,800.⁵

Leaders of Hobart's business community quickly realized the value of rail transportation for the town's economic future. They began to court various railroad corporations, offering inducements to several lines to build through Hobart. In 1902 the Blackwell, Enid, and Southern Railway, later part of the Frisco line, provided service to Hobart and constructed a wood-frame "combination station" east of downtown.⁶ In 1903 the Commercial Club's "railroad committee" offered \$50,000 to the Missouri, Kansas, and Texas Railroad to build a Hobart-Oklahoma City trunk, but the "Katy" rejected the offer. Similar overtures to the Orient line and to the Ft. Smith and Western received negative responses. A 1908 scheme for building an interurban line from Oklahoma City to Hobart also failed.⁷ The importance of the Rock Island and the Frisco to Hobart's economic well-being is underscored by these community efforts to increase rail traffic through Hobart.

Meanwhile, calling itself "The Zenith City of the New Country" and "The Magic City of the New Southwest," Hobart continued to grow, its prosperity based on agriculture and agricultural services. Corn, wheat, oats, and alfalfa were major crops, but cotton production remained paramount.⁸ Traffic in agricultural implements, seed, crops, and passenger traffic by salesmen and by local citizens and businessmen kept the Rock Island and the Frisco stations busy. By 1905 the town's other services included, in addition to various small factories and light industries, a flour mill, grain elevator, three cotton gins, a cotton compress, and one of Oklahoma's largest cotton oil mills.⁹ The volume of agricultural products, freight, and passengers in Hobart was a major boon to the Rock Island and Frisco railroads in the first decade of the town's history.

Despite its apparent moneymaking potential via expansion into new agricultural regions, the Rock Island railway company fell upon hard times in the early part of the twentieth century. Upper-level management neglected to plan for or to budget for maintenance of trackage, rolling stock, and travelers' facilities. This lack of foresight resulted in a series of unfortunate events that impacted the development of railroad services in Oklahoma and eventually resulted in the construction of a new depot in Hobart in 1908-1909.

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In the autumn of 1906 a Rock Island passenger train met with a calamitous accident at Dover, Oklahoma. Because of the deteriorated condition of roadbeds and bridges, it was no surprise when a wooden-trestle bridge over the Canadian River collapsed and an entire train and its passengers were lost as the locomotive plunged into the flood-swollen river. Oklahomans joined a national chorus of protest against poorly maintained railroad facilities. A shakeup in the higher levels of Rock Island corporate personnel followed. On January 1 of 1907 Oklahoma City businessmen, shippers, and dealers sent an appeal to President Theodore Roosevelt asking him to push the Rock Island to improve its facilities. On January 6 of that year the Rock Island announced that it would implement a plan to improve its lines through the southwestern United States, including the Oklahoma Division. This decision came too late to halt a lawsuit filed against the Rock Island by Oklahoma Territorial Governor Frank Frantz, who asked for "better tracks, sidetracks, and terminals," as well as "improved equipment and operating conditions."¹⁰

When Oklahoma became a state in 1907, one of the state legislature's first acts was to regulate transportation and transportation facilities. Railroads were required to improve station houses and to provide, among other things, segregated waiting rooms for Black citizens and indoor, separate toilet facilities for each race.¹¹ Over the next few years the Rock Island spent \$1.8 million on upgrading its services in the Oklahoma Division.¹² The railroad constructed several new depots, including buildings that still stand at El Reno (1907), Hobart (1909), Chickasha (1910), and Elk City (1910).

The Rock Island submitted plans in 1908 for a new Hobart depot. After approval by the state's Railroad Commission, the plans were also approved by the citizens of Hobart and by the Corporation Commission. In preparation for construction of a new depot, the railroad moved the old wood-frame depot building westward, across Main Street, where it served as the freight house. In late October of that year the railroad sent a construction crew to Hobart to break ground for the new depot. Construction proceeded through the year and into 1909; the building was completed in late May of 1909.¹³ Other work that added to the Rock Island's facilities in Hobart included a new water column, a turntable, a roundhouse, track scales, and coal chutes, costing a grand total of more than \$200,000.¹⁴ The new depot was somewhat unusual in that it served passengers and express needs only, while all freight business was handled down the track in the old depot building.

The Rock Island Depot served Hobart through prosperity and decline, through war and peace for the next seven decades, although in later years the railroad allowed the building to deteriorate. The Chicago, Rock Island, and Pacific Railway ceased operations in 1979, and the depot stood empty until it

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was acquired by the City of Hobart and deeded to the Kiowa County Historical Society in 1987.¹⁵ It now serves as the Kiowa County Historical Society Museum.

ARCHITECTURAL SIGNIFICANCE

The Hobart Rock Island Depot is architecturally significant because it is the only extant example of turn-of-the-century standardized Rock Island Railroad depot architecture in Hobart, Oklahoma. Of the two railroads and three early-twentieth-century depots once in Hobart, only the Hobart Rock Island Depot retains its integrity. It is also one of only eleven remaining Rock Island depots built in Oklahoma during the first decade of statehood, 1907-1918.

In the early twentieth century, American railroads followed a generally consistent pattern in providing terminal facilities for small communities. A temporary, sometimes portable, depot would be erected at a terminus; the first Hobart Rock Island Depot, a small wood-frame building, was exemplary. If a town grew and lasted, a more permanent building would be built. West of the Mississippi, these first permanent buildings were seldom replaced unless the passenger traffic increased greatly. A station usually consisted of a depot, a water tower, coal chutes, platforms, and other necessary amenities. By 1916 there were 85,000 such stations across the United States.¹⁶

The Rock Island line provided access to and through many of the developing agricultural regions in the Midwest and Great Plains during the late nineteenth and early twentieth centuries. The Rock Island's western stations usually consisted of small, one- or two-story, wood-frame depots, to minimize the company's investment in an area that might ultimately fail to prosper. The pattern was generally repeated in central and western Oklahoma, as evidenced by the original Hobart Rock Island Depot.¹⁷ Opened by land run or lottery, promoted by townsite developers, and constructed during the rush of land settlement, towns in central and western Oklahoma grew overnight. Before or after the land openings, branch lines were built to these towns or townsites, and small "temporary" depots were set up, to be used until a town proved viable and lasting. Stingy railroad executives often maintained these "temporary" wood-frame depots long after the volume of traffic merited better facilities. Occasionally, heavier passenger traffic or other conditions would command the construction of a more substantial, comfortable, attractive building.¹⁸

Like other American railroads, the Rock Island often used standardized plans for their depot buildings. The most frequently used plans were for "combination stations," that is, buildings that incorporated both passenger waiting rooms/ticketing areas and freight storage/handling areas. These

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standardized floor plans were slightly modified to fit local conditions. The depots at Elk City, El Reno, and Waurika are examples of standardized "combination stations"; although all are large buildings, they fit the Rock Island pattern for one-story combination depots, housing freight and passenger functions under one roof. Although designed as a "combination station," the Hobart Rock Island Depot is an unusual example of a Rock Island passenger station, a facility that accommodated only passenger waiting/ticketing and railway express services in the main depot building. The freight traffic and storage were handled in the old depot, which the company moved to a spot down the tracks to the west of the new building.

Because depot buildings tended to be similar in design, their exteriors were often detailed to achieve an "individualized" look for each town. Thus, the Hobart Rock Island Depot combined two types of wall cladding, brick and stucco, with copper detailing. Designers of the Rock Island depots at Elk City (1910), El Reno (1907), and Waurika (1901) used only brick veneer on the exterior, detailing the building with a tile roof and varying window styles and glazing patterns. Some Rock Island depots were covered by tile roofs; in others, the roof covering was composition shingles. Although most of the Rock Island's Kansas depots were covered with composition shingles, in Oklahoma the majority of depots of this era have tile roofs. The Hobart depot's shingle roof was atypical of those in Oklahoma.

The Hobart Rock Island Depot's predecessor, the 1901 Rock Island freight depot, still stands in part, but it has been completely remodeled and covered with a tin roof and sheet-metal wall cladding. The rival wood-frame Frisco depot was demolished in the late 1970s. The Rock Island depot's exterior, with the exception of a new composition shingle roof and infill of the breezeways, is virtually intact. Additionally, the interior rehabilitation in 1987-89 did not alter the floor plan or decorative elements of the building. The Hobart Rock Island Depot is the only visible reminder of this aspect of Hobart's and Kiowa County's transportation history and of the variety of railroad architecture once visible in this small Oklahoma community.

ENDNOTES

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VERBAL BOUNDARY DESCRIPTION

Beginning at a point 10 feet west of the northwest corner of the depot building, proceed south for 57 feet; turn east and, parallelling the building, proceed 166 feet; turn north and proceed 67 feet; turn west and proceed 166 feet; turn south and proceed south 10 feet, to the point of beginning, having described an enclosed polygon measuring 67 by 166 feet.

BOUNDARY JUSTIFICATION

This polygon, corresponding approximately to the boundaries of the concrete pad presently surrounding the depot building, encompasses the building and the area of its original ground-level, gravel platform as shown in the station map filed with the Oklahoma Corporation Commission in 1911.