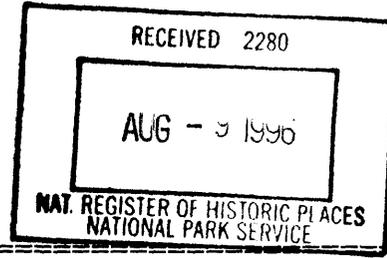


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



=====

1. Name of Property

=====

historic name Rock Island Depot

other names/site number n/a

=====

2. Location

=====

street & number 201 S. Bridge Road not for publication N/A

city or town Grandfield vicinity N/A

state Oklahoma code OK county Tillman code 141 zip code 73546

=====
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 X locally. (N/A See continuation sheet for additional comments.)

Blake Wade 31 July 1996
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 Beth Boland 9/23/96
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

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>0</u>	objects
<u>1</u>	<u>0</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: Education Sub: school

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Tudor Revival

Materials (Enter categories from instructions)

foundation CONCRETE
roof ASPHALT
walls WOOD: Weatherboard
STUCCO
other _____

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

Period of Significance 1920-1943

Significant Dates N/A

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

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder Chicago, Rock Island & Pacific Railway Co.

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

 X State Historic Preservation Office

 Other State agency

 Federal agency

 X Local government

 University

 Other

Name of repository: Grandfield Public Library

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

Acreage of Property less than one acre

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>14</u>	<u>529580</u>	<u>3787590</u>	3	___	_____
2	___	_____	_____	4	___	_____
	<u>n/a</u> 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 Susan Roth/Historic Preservation Consultant; ed. by Susan Allen, Architectural Historian, OK SHPO

organization Great Plains Archival Prints date March 7, 1995

street & number 425 Elm Avenue telephone (405) 360-9565

city or town Norman state OK zip code 73069

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

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative black and white photographs of the property.

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

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

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

name American Legion

street & number 201 S. Bridge Road telephone _____

city or town Grandfield state OK zip code 73546
=====

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Rock Island Depot
name of property
Tillman County, Oklahoma
county and State

=====
Summary

The Rock Island Depot in Grandfield, Oklahoma, built in 1920, is constructed of wood with a concrete foundation that has a full basement. Built in a vernacular interpretation of the Tudor Revival style, the building's exterior is sheathed in weatherboard with wood surrounds around the windows and doors. The steeply pitched roof is cross-gabled sheathed in asphalt shingles and has wide, over-hanging eaves. The steep roof and the stuccoed gable ends with half-timbering reflect a Tudor Revival influence. The depot site is to the east of the downtown area of Grandfield near older single family residences. Originally, the spur that connected the depot with the railroad ran east/west in front of the depot and terminated with a concrete stop. The rail was removed when the depot was closed by the Rock Island Railway Company. The Rock Island Depot is in good condition and has a high degree of architectural integrity.

Description

The Rock Island Depot, built in 1920, is constructed of wood with a concrete foundation. The steeply pitched roof, sheathed in asphalt shingles, is cross-gabled giving the building a slight cruciform shape. Decorative roof features are wide, overhanging eaves with exposed rafter ends and notches at the corners of the overhangs which provide some protection from the elements. The exterior walls are sheathed in weatherboard of two different sizes. The narrow boards on the upper wall and the lower wide boards closer to the foundation are separated by a wood stringcourse that has been painted white to match the wood surrounds of the windows and doors. The rest of the depot is painted a deep red.

The south-facing entry is under a small gabled porch roof supported by plain square wood columns. The gable end is covered with vertical shiplap siding. The entry has a non-original wooden slab door flanked by full-length paneled sidelights with three lights each. The porch roof is attached to a larger gabled projection at the center of this elevation. The gabled end is decorated with stucco and vertical wood slats or half-timbering reflecting a Tudor Revival influence. On the immediate east and west sides of the projection are single windows that are boarded over. Two large double hung, six-over-six, wooden windows are to the left of the gabled projection. The upper half of the windows are boarded over. To the right of the projection is one six-over-six window with the upper sash boarded over and two single paneled wood doors with three-over-three glazing. The windows have thin wood surrounds with a small cornice. The doors are also trimmed with wood surrounds matching the corner

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Section 7 Page 10

Rock Island Depot
name of property
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boards and the wood stringcourse running horizontally between the two widths of the weatherboard siding.

The west elevation features two paired windows that have been boarded over and a large air conditioning unit installed in the right (south) window. The east elevation has one window that has been boarded over. Each of the gabled ends on these elevations feature stucco and half-timbering. The north or rear elevation of the building has a central gabled projection with a similarly decorated gable end. Below this are two small windows that are boarded over. The east and west sides of the projection have single double hung windows that have been boarded over. Flanking the projection to the right (west) are three double hung six-over-six windows that have been either completely or partially boarded over. To the left (east) of the projection are four windows; the one closest to the projection is completely boarded over, the others are partially boarded over.

The depot has a full-basement with access inside the building by means of a ladder. There is no exterior access. The basement is constructed of poured in place concrete with no windows. On the exterior, the basement wall is exposed, giving the appearance of a built up foundation. The foundation is painted dark red to match the color of the depot. Two concrete stairs access the main entry. Single concrete steps are below the paneled wood doors on the front elevation. The area immediately in front of the depot has been paved with concrete.

An east/west spur from the railroad originally ran in front of the depot. A stop was at the west end of the track. The track was removed when the railroad company closed the depot in 1943, but there is still evidence of the position of the original tracks. Concrete steps which originally led from the street to the tracks are at the west end of the property facing Second Street. The depot is located at the end of a residential area which consists of small single family dwellings that appear to have been built by 1920.

Alterations

The depot is currently being utilized as a pre-school for the local Head Start program for the children of Grandfield. Minimum modifications were made to the building in order to suit the new use. On the interior, a kitchen was added to the east side, but none of the existing room configurations were changed and the original doors are still in use. The open space of the lobby is still intact, including the original ticket counter in the center of the room. The windows on the exterior of the building have been covered or partially covered with plywood to accommodate a lower suspended ceiling placed there for energy

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Rock Island Depot
name of property
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county and State

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conservation purposes. The windows, however are partially visible on the interior and appear to be intact and in good condition.

Also, the railroad tracks have been removed by the railroad company at the closing of the depot in the early 1940s. Evidence of the tracks remain and a visual connection with the railroad tracks and the depot is still readable. A chain link fence has been added around the front and west elevations. Portions of the yard within the fence have been paved with concrete or gravel. Pieces of modern playground equipment are within the fenced-in area. A freight depot constructed at the same time as the main depot was located to the northwest of the nominated property but has been removed along with the track siding. Despite these alterations, the Rock Island Depot remains in good condition and retains its integrity of location, design, materials, workmanship and conveys the feeling of its past environment.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 12

Rock Island Depot
name of property
Tillman County, Oklahoma
county and State

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Summary

The Rock Island Depot in Grandfield, Oklahoma, constructed in 1920, is eligible for the National Register of Historic Places under Criterion A for its association with the early transportation history of the town. The second depot to be built in Grandfield, the construction of the building was accomplished through the solicitation of hopeful citizens, who proclaimed Grandfield as the "Hub of the Big Pasture." Constructed during a time when the town was experiencing a population boom brought on by the discovery of large oil fields in the area and successful agricultural harvests, the depot represented the town's growing need for links with distant markets. It is the only extant depot in this town in southwestern Oklahoma.

Historical Background

Grandfield, Oklahoma was founded in 1908 as a compromise site between the towns of Kell City and Eschiti, which were founded in 1907. Both were located in "The Big Pasture," an area in the southwest corner of the state opened for non-Indian settlement in late 1906 by sealed bid. Eschiti, a townsite established by the federal government, obtained a post office after Kell City was declared ineligible because it was not an official townsite. Kell City, however, had a railroad running through the town, the Wichita Falls and Northwestern Railway, a desirable asset during an era when rail travel was the main form of transportation. Eschiti and Kell City competed for new homesteaders and also fought over prospective sites for expansion. In 1908, Reverend A.J. Tant made an agreement with J.A. Kemp and Frank Kell to establish a new town to combine the two existing towns. Rev. Tant agreed to deed every other lot to Kemp and Kell, who were also principle stockholders in the railroad that serviced the area. In turn, they agreed to give a free lot from their holdings to everyone who had a business building or house in either of the two towns and agreed to move it. The two towns accepted this offer, and the people from both towns began moving their buildings to the new location of Grandfield.¹

Transportation Significance

The Rock Island Depot, built in 1920, was the second depot built in the small town of Grandfield. The first depot, built in 1911 by the Wichita Falls and Northwestern Railway Company, connected Grandfield with Wichita Falls, Texas

¹First Presbyterian Church of Grandfield, First Presbyterian Church, U.S.A., Whashital Presbytery, Synod of Oklahoma, Grandfield (1908-1958) 1958.

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Section 8 Page 13

Rock Island Depot
name of property
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to the south and Altus, Oklahoma to the northwest.² This depot no longer exists in Grandfield. The Chicago, Rock Island & Pacific Railway (the CRI&P, or Rock Island), connected Grandfield with Lawton and Oklahoma City to the north, thereby expanding its markets.

The Rock Island was in the process of surveying the area between Chattanooga, Oklahoma and Grandfield in 1909. The survey efforts were used in a promotional issue of the Grandfield Enterprise, distributed by town businessmen to other cities in the hopes of convincing people to relocate to Grandfield.³ The advertisement brought many people to Grandfield, but not as many as the large oil strikes between 1912 to 1925. The town grew rapidly from a population of 830 in 1910 to 1,990 in 1920.⁴ By 1920, the townspeople again were soliciting the Rock Island to extend a branch line south fifteen miles from Chattanooga to Grandfield. The town offered to buy right-of-way between the two towns, plus a bonus of \$5,000 and a site of 45 acres to be given to the rail company to build a depot. The Rock Island accepted this offer.⁵ The official deed to the land was transferred on April 15, 1920, giving the rail company the surface rights on which to build the railroad.⁶

The first Rock Island passenger train arrived in Grandfield on May 8, 1920.⁷ With boosterism common to the day, the Grandfield Enterprise reported in August that the new depot was to be ready by the first of September, stating "While

²Grandfield, Oklahoma. "Where the Harvest Begins." Script to slide presentation, July 10, 1991. Grandfield, OK: Grandfield Public Library. Location and name of Railroad appears on 1914 Sanborn Fire Insurance Maps of Grandfield, Oklahoma.

³Wyatt, Robert Lee, III. Grandfield: The Hub of the Big Pasture. Vol. 1. Marceline, Missouri: Walsworth Publishers, 1974. p.36.

⁴Grandfield Enterprise, September 10, 1920.

⁵Wyatt, Grandfield: The Hub of the Big Pasture, Vol. 1, p. 167.

⁶Deed of Lands of Noncompetent Indians, dated April 15, 1920. County Clerks Office, record number 673.

⁷Grandfield Enterprise, June 4, 1920.

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Rock Island Depot
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not as large as the depot in Oklahoma City, it will be one of the most modern depot buildings in Southwest Oklahoma, being equipped with steam heat, toilets, wash basins, etc."⁸ The extra depot was desperately needed due to the oil- and agricultural-related activity. Between the years of 1912 and 1926⁹, Tillman County had successful harvests of corn, cotton, wheat, and cattle, boasting of a surplus of agricultural goods. Added to this was one of the largest oil finds in the history of Oklahoma, which brought several oil companies to Grandfield. Many of the farmers of Grandfield sold their mineral rights to the oil drillers, and then farmed the land, becoming very wealthy in the process.

During the time of the oil boom, the town was bustling with activity. Many people came to Grandfield on the railroads to work in the oil fields. As rail was the dominate means of shipping and receiving goods, Grandfield citizens were fortunate to have two railroads in their town. It was boasted in an article in the Grandfield Enterprise that more people got off of the train in Grandfield than in Oklahoma City and Tulsa. At the time of the construction of the Rock Island depot, the town was receiving ten passenger trains a day.¹⁰ This made Grandfield a thriving place and its residents promoted the town as "The Hub of the Big Pasture."¹¹

The Rock Island depot continued to service Grandfield until 1943, the end of the period of significance. The depot in Grandfield was no longer profitable for the railroad in the early 1940s. The Rock Island sold the depot in 1943 to A.M. McKinney. Later it was sold to the American Legion for use as a meeting hall for World War II and Korean War veterans. The organization still holds the deed to the depot, although it is used as a school for the local Head Start program. The Rock Island Depot merits listing in the National Register under Criterion A for its association with the early transportation history of Grandfield. It is the only surviving rail-related transportation facility in

⁸Ibid., August 20, 1920.

⁹This is the approximate end of the oil boom in Grandfield. According to newspaper sources and Sanborn Maps, many of the oil companies left the area at this time.

¹⁰Grandfield Enterprise, August 20, 1920.

¹¹Wyatt, Grandfield, 161-168. Quote from the Grandfield Enterprise, October 31, 1919.

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Rock Island Depot
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Grandfield. The Wichita Falls and Northwestern Railway Company depot is no longer extant nor is the Rock Island freight depot constructed at the same time as the nominated depot.

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Rock Island Depot
name of property
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Bibliography

Deed of Lands of Noncompetent Indians, dated April 15, 1920. Page 675, Book 114, Tillman County Clerk's Office, Frederick, Oklahoma.

First Presbyterian Church of Grandfield, First Presbyterian Church, U.S.A., Whashital Presbytery, Synod of Oklahoma, Grandfield (1908-1958). 1958.

Grandfield [Oklahoma] Enterprise, June 4, 1920; July 16, 1920; August 20, 1920; September 10, 1920.

Grandfield Public Library. "Where the Harvest Begins." Script to slide presentation. July 10, 1991.

Petersen, Peter L. and Donovan L. Hofsommer. "'Square Deal for Eschiti: A Footnote from the Progressive Era," in Railroads in Oklahoma, ed. by Donovan L. Hofsommer, Oklahoma City, OK: Oklahoma Historical Society, 1977, pp 86-94.

Quit-Claim Deed, dated July 14, 1943. Page 139, Book 265, Tillman County Clerk's Office, Frederick, Oklahoma.

Railway Age, June 11, 1920, p. 1696.

Sanborn Map Company. Grandfield, Tillman County, Oklahoma. Fire Insurance maps dated 1914, 1923, and 1930.

Wyatt, Robert Lee, III. Grandfield: The Hub of the Big Pasture. Vol.1., Marceline, Missouri: Walsworth Publishers, 1974.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 10 Page 17

Rock Island Depot
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=====

Verbal Boundary Description

All that part of the Northwest Quarter of Section 9, Township 4 south, Range 14 West, Tillman County described as follows:

Beginning at the northwest corner of Section 9; then south along the west line of said section a distance of 210 feet; then east and parallel with the north line of said section a distance of 210 feet; then north at right angles and parallel with the west line of said section to the north line of said section a distance of 210 feet; then west along the north line of said section to the point of beginning.

Boundary Justification

The boundaries include all of the area that is part of the legal description of the property where the Rock Island depot sits.