

(Oct. 1990)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



224

1. NAME OF PROPERTY

HISTORIC NAME: International & Great Northern Railroad Passenger Depot
OTHER NAME/SITE NUMBER: N/A

2. LOCATION

STREET & NUMBER: 11 North Main Street

CITY OR TOWN: Rockdale

STATE: Texas

CODE: TX

COUNTY: Milam

CODE: 331

NOT FOR PUBLICATION: N/A

VICINITY: N/A

ZIP CODE: 76567

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this (☒ 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 (☒ meets) (☐ does not meet) the National Register criteria. I recommend that this property be considered significant (☐ nationally) (☐ statewide) (☒ locally). (☐ See continuation sheet for additional comments.)

Signature of certifying official

July 28, 2006
Date

State Historic Preservation Officer, Texas Historical Commission

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

☐ other (explain):

Signature of the Keeper

Date of Action

9.13.06

5. CLASSIFICATION**OWNERSHIP OF PROPERTY:** Private**CATEGORY OF PROPERTY:** Building

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	1	0 BUILDINGS
	0	0 SITES
	2	0 STRUCTURES
	0	0 OBJECTS
	3	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0**NAME OF RELATED MULTIPLE PROPERTY LISTING:** N/A**6. FUNCTION OR USE****HISTORIC FUNCTIONS:** TRANSPORTATION/rail-related = depot, passenger dining car, caboose**CURRENT FUNCTIONS:** Work in progress**7. DESCRIPTION****ARCHITECTURAL CLASSIFICATION:** LATE VICTORIAN: Renaissance Revival/Eclectic; LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Prairie School

MATERIALS:	FOUNDATION	Concrete
	WALLS	Brick, cast stone
	ROOF	Slate
	OTHER	Glass, wood

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-7).

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International & Great Northern Railroad Passenger Depot
Rockdale, Milam County, Texas

DESCRIPTION

Located on Main Street, one block south of US Highway 79 in Rockdale's original section, the International & Great Northern Railroad (I&GN) Passenger Depot (1906) is a one-story, Late Victorian building constructed of wood framing with brick veneer and cast stone trim (Photos 1, 2). The depot's distinguishing feature is its hipped slate roof topped with an ornate lantern. The I&GN Depot is one of two surviving rail-related buildings in Rockdale and it represents a tangible link to an era when the passenger depot served as the community's gateway to the outside world and reflected the tastes, aspirations, character, and sense of importance of its citizens. The exterior of the building has been restored to its original appearance (Figures 1, 2) and the interior is being adaptively rehabilitated for use as a museum. The depot retains a high level of integrity of location, setting, materials, design, workmanship, association, and feeling.

The I&GN Passenger Depot sits on a level 0.67-acre site bounded by Main Street on the east, Milam Avenue on the north, Scarbrough Street on the west, and the Union Pacific Railroad tracks to the south. A shed containing railroad signal control equipment sits outside the property boundary at the southeastern corner. The principal facade of the depot faces east toward Main Street. Commercial buildings face the depot across Main Street on the east and Milam Avenue on the north. At the eastern property line, a concrete sidewalk runs along Main Street from Milam Avenue south to the Union Pacific Railroad tracks. The east facade of the depot is set back 49' from Main Street. Between Main Street and the depot there is a concrete sidewalk and a grass lawn. The remainder of the site is devoid of landscaping. Historic photographs do not reveal any evidence of landscaping or other beautification of the site. A pole-mounted Texas Historical Commission subject marker is displayed on the east lawn.

To the west of the depot, on the site formerly occupied by the Rockdale I&GN Freight Depot, the Rockdale Historical Society displays a caboose and a streamlined dining car as interpretive exhibits. The caboose, #12263, was built in the Missouri Pacific Railroad's Sedalia, Missouri shops in 1948 and it operated on the railroad until 1985. The passenger dining car, #36, was built by the Budd Corporation in 1942 for the Missouri Pacific's *Colorado Eagle* passenger train and once bore the name "Cheyenne Mountain." These cars are included in the nomination as *contributing structures*.

The I&GN Depot was built in 1906 from plans created by an unknown architect or engineer on a parcel between the railroad tracks and Milam Avenue. The 59' by 73' depot has a Latin-cross plan that is functionally divided into two wings separated by a breezeway or *porte cochere*. The eastern wing originally contained the waiting rooms and the agent's office, while the western wing contained the express baggage room (Figure 3). The building's plan and orientation perpendicular to the tracks is unusual for a passenger depot serving a single railroad: other known depots of this plan type in Texas (e.g. Elgin, Giddings) were union depots constructed jointly by and served multiple railroads.

The building rests on a concrete foundation. Exterior walls are face brick with narrow mortar joints, painted reddish-brown, and cast stone accents, painted cream. Accents consist of the water table, window sills, and pier capitals. The east wing is an elongated octagon in footprint and measures approximately 59' north-south by 27' east-west. A centrally placed 12' by 27' porch extends eastward from the facade and shelters the entrances to the waiting rooms. The porch has a floor of brick pavers laid in a herringbone pattern. The porch's hipped roof is supported by four freestanding brick piers and two engaged piers resting on a concrete perimeter beam. The piers measure 1'-8 1/2" by 1'-0 1/2" and have Tuscan order capitals of cast stone. Between, and flanking, the main entrances to the building are sets of coupled double-hung windows. This window type, which is the depot's typical fenestration, has a single pane of clear glazing in the lower sash and geometric leaded glass in the upper sash. The north and south walls of the eastern wing have three faces. The center

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faces are normal to the east and west walls of the building, while the outer faces are canted approximately 30°. The canted faces have single typical windows and the normal faces have coupled typical windows. The west wall contains secondary entrances to the waiting rooms, off the *porte cochere*. Between the two entrances is a single double-hung window, smaller than typical, with a metal security grille on the exterior. Flanking the west entrances are coupled typical windows. Each entrance contains a single hinged paneled wood door and an operable transom. The doors have two beveled wood panels in their lower portions and a single glazed panel in their upper portions. Transoms have a single panel of clear glass.

The rectangular western wing measures 27' north-south by 22' east-west. Its eastern face is pierced by a single double-hung window with metal security grille, centrally placed, of the same size and type as described above. The northern and southern facades have single wood freight doors and transoms. Each door measures 8'-4" in width by 9'-0" in height and slides horizontally on an overhead track. The southern door has a hinged 3'-9" by 8'-1" panel that allows personnel access. Transoms are divided by vertical mullions into six lights and are protected by metal grilles. The west facade contains two symmetrically placed windows high on the wall. Each sash has a single light and is hinged for ventilation. Exterior metal grilles protect both windows.

Separating the eastern and western portions of the depot is a 12' wide *porte cochere*. Portals to the open-air space on the north and south facades are framed by engaged brick piers with square Tuscan order cast stone capitals and plain brick architraves. The floor is scored, broom-finished concrete and the ceiling is beaded wood planking.

An 8-on-12 pitch hipped roof covers the building. The main roof extends over the eastern wing and supports an elaborate lantern. Lower hipped roofs cover the west wing/*porte cochere* and the porch. The roof overhang is 2'-8" deep and has a flat soffit of beaded wood planking. Roofing is typically a dark gray slate with copper hip caps, ornamental ridge, and finials. Above the agent's office is an octagonal lantern. The lantern was reconstructed in 2003 based on physical and photographic evidence to replace the original, which the railroad demolished about 1936. The lantern has a slate exterior up to the window sills, eight 6/1 hung windows, upper walls of wood car siding, and a bright red, copper, bell-shaped roof capped with a ball finial. The roof color is based on a 1906 newspaper description of the depot. Two brick chimneys pierce the roof above the west side of the waiting rooms.

The eastern wing originally contained two equal-sized waiting rooms separated by the agent's office and by a low partition that the railroad removed in the mid-1960s. Racially segregated waiting rooms, required by the "Jim Crow" laws of the late 19th century, are a feature peculiar to Southern depots. Even the smallest Southern depot had at least two waiting rooms. In the original plan of the Rockdale I&GN Passenger Depot the southern waiting room was designated for "White" and the northern waiting room was for "Colored." Ticket windows connecting the agent's office to each waiting room allowed the staff to serve both races while maintaining the separation required by state law. Unlike the elaborate exterior, the interior of the depot is finished in a simple, utilitarian manner. The waiting rooms have exposed concrete floors and walls with vertical beaded wood wainscoting and smooth-finished plaster above. The wainscoting shows evidence of having been originally stained and varnished; then painted light green, then dark green, then tan, then white. The cornice is a simple concave shape and is formed from pressed metal as is the ceiling. The agent's office is similarly finished but has a ceiling of beaded wood planking. The express baggage room's wall and ceiling finish materials are horizontal beaded wood planking.

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Changes that have taken place to the building since 1906 include removal of the lantern around 1936, removal of the partition or barrier between the racially segregated waiting rooms in the mid-1960s, and the addition of toilets in the waiting rooms in the 1940s. The recent rehabilitation project has restored the depot as closely as possible to its 1906 configuration lantern based on physical evidence and photographic documentation. The barrier between the waiting rooms, however, has not been replaced for functional reasons.

8. STATEMENT OF SIGNIFICANCE**APPLICABLE NATIONAL REGISTER CRITERIA**

- X **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.
- X **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: N/A

AREAS OF SIGNIFICANCE: Transportation; Architecture

PERIOD OF SIGNIFICANCE: 1906-1956

SIGNIFICANT DATES: 1906

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Unknown

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-8 through 8-10).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-11 through 9-12).

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 #

PRIMARY LOCATION OF ADDITIONAL DATA:

- ☐ State historic preservation office (*Texas Historical Commission*)
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository: Rockdale Historical Society

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International & Great Northern Railroad Passenger Depot
Rockdale, Milam County, Texas

STATEMENT OF SIGNIFICANCE

The International & Great Northern Railroad Passenger Depot in Rockdale was built in 1906 to replace an earlier passenger depot. The Rockdale Depot is a good example of the various commercial architectural styles that were in vogue in the first decade of the 20th century; among them Renaissance Revival and Prairie School. The imposing Renaissance Revival lantern is the dominant architectural feature of the building, a feature uncommon among extant Texas railroad depots. The I&GN depot is significant under Criterion A as Rockdale's primary transportation gateway to the larger world in the first half of the 20th Century. It is also significant under Criterion C as an excellent local example of early 20th Century railroad architecture.

Rockdale, Texas, is located at the junction of US Highway 79 and FM 487 and FM 908 in the southern part of Milam County about thirteen miles south of Cameron, just west of the junction of US 79 and US 77. Rockdale was created in 1873 when, in anticipation of the I&GN Railroad's arrival, George Green, B.F. Ackerman, and Frank Smith who had sold a large tract of land to the railroad, surveyed a new town at the site and sold off town lots at auction in 1873.

After the I&GN arrived in 1874, Rockdale quickly became an east-west hub for agricultural shipping, especially cotton, and blossomed as a temporary end-of-the-line boomtown and was incorporated in 1878. By the end of its first decade in 1884, Rockdale had a population of approximately 1,500 along with all the accessories of civilization: churches, a bank, two gins, a newspaper, and an opera house.

Lignite coal deposits in Milam County were discovered in 1867 but the extent of the coal was not determined until the late 1880s. This provided an incentive to the San Antonio and Aransas Pass Railroad (SA&AP), which was building an a line from Waco to its east-west line at Yoakum. The arrival of the SA&AP in 1891 gave Rockdale a second railroad. The use of lignite grew in popularity so that by 1910 the area was shipping 6,000 or more rail cars of lignite each week. The discovery of oil and natural gas in nearby Minerva in 1921 began the decline of the lignite industry and a period of decline for Rockdale as the lignite industry shrunk in the face of cheaper energy prices from petroleum. By 1931 there was only one lignite mine still in operation; however, the brown coal would later prove the town's greatest asset.

In 1951, the Aluminum Company of America (ALCOA), having developed a method for cheaply converting lignite into electricity so that the large amounts of electricity necessary to smelt aluminum could be more easily produced, decided to locate a new aluminum smelter near Rockdale and open a new lignite mine in nearby Sandow. This economic boon to the area quickly doubled the population from 2,321 in 1950 to 4,481 in 1960 as the new plant came on line. One of Rockdale's favorite sons, the award-winning writer George Sessions Perry, chronicled the temporary boom atmosphere where people felt that Alcoa was making anything possible in their little Texas town in his article in the December 27, 1952, edition of *The Saturday Evening Post* entitled, "The Town Where It Rains Money".

Rockdale's revival through the new Alcoa plant had a positive impact on local railroads and prompted the Missouri Pacific to make improvements to its tracks in Milam County in the 1950s. In 1959, the Texas & New Orleans, the successor to the SA&AP, abandoned its tracks between Cameron and Giddings, which ended north-south rail service to Rockdale and was a blow to agricultural shippers.

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Alcoa's Rockdale Works with its Point Comfort Operations Terminal on the Gulf Coast south of Victoria, in 1975 became the largest aluminum smelting operation in the nation with the capacity to produce more than 450,000 tons of aluminum each year. The Rockdale Works today have a reduced capacity of 252,000 metric tons of aluminum per year and more than 1,100 employees as the world price for aluminum has not risen to meet inflation. The Alcoa Works, however, remains the largest employer in Rockdale. Rockdale's population has remained stable over the last fifteen years with 5,235 residents in 1990, 5,439 in 2000, and an estimated 5,518 in 2005

THE INTERNATIONAL & GREAT NORTHERN RAILROAD IN ROCKDALE

Now a part of the Union Pacific Railroad, the I&GN was created in 1873 by the consolidation of the Houston & Great Northern Railroad and the International Railroad Company. At the time of the consolidation, the International had constructed 177 miles of track between Longview and Hearne. The I&GN began building westward from Hearne in 1874 and reached Rockdale, a distance of 28 miles, later that same year. Construction continued westward and reached Austin in December 1876. Soon after reaching Rockdale, the I&GN quickly constructed small freight and passenger depots. By 1889 the railroad had built a new freight depot on the south side of Milam Street at Burleson but retained the old and already decrepit passenger depot.

Apparently the town had been promised a new passenger depot in 1902 but by June, 1903, no steps had been taken to construct one so the local paper, *The Rockdale Reporter*, mounted a campaign to get a new passenger depot that would better represent the town, noting that, "...the people of Rockdale are still looking for the new depot. When will it ever come? When the old one rots down on some poor wretch and the I&GN has a damage suit on its hands?" (June 11, 1903). It was not until the spring of 1906 that the railroad completed the new passenger depot which *The Reporter* described as, "...this handsome edifice...veneered with red, pressed brick trimmed in cement, and its handsome slate roof is capped with a dome of flaming red which can be seen from all parts of town." (May 3, 1906).

The new passenger depot consisted of two parts connected by a breezeway, an express baggage room on the western side of the breezeway and passenger waiting rooms and agent's office on the east. In compliance with the "Jim Crow" laws of the time that required separate accommodations in public facilities for blacks and whites, the depot has two equally sized waiting rooms. The agent served both races through ticket windows in each waiting room. Railroad-car segregation had been mandated by the State legislature in 1889 and 1891 and in 1909 the legislature required railroads to provide separate waiting areas for "white" and "Negro" passengers in depots, although the practice had been in effect by custom and company policy for some time previously.

The I&GN Passenger Depot was remodeled several times and at some point the brick veneer was painted light yellow and, later, white and the lantern was removed, probably as a part of the roof work carried out in 1936.

The I&GN railroad had a long and colorful history. In 1880, the infamous financier Jay Gould acquired controlling interest in the I&GN to go along with his control of the Missouri Pacific, the Missouri-Kansas-Texas, and the Texas and Pacific railroads. Gould leased the I&GN for a time to the Missouri-Kansas-Texas Railroad. By 1914, and three receiverships, Gould had lost control of the railroad. In 1924, the I&GN was purchased by the New Orleans, Texas & Mexico Railway, a Missouri Pacific subsidiary. In 1933, major components of the Missouri Pacific Lines, including the I&GN, went into a receivership that lasted 23 years. In 1956, the financial interests finally agreed on a reorganization plan and on March 1, 1956, the I&GN was merged into the reorganized Missouri Pacific Railroad Company.

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By this time, passenger traffic on the railroad was in significant decline. In the 1930s, Rockdale was served by six daily passenger trains, but by 1958, that number had been reduced to four, and in 1968, it was cut to two. In the early 1960s the freight station and its platform were torn down as an economy measure, consolidating the Missouri Pacific freight and passenger operations into the passenger depot. The depot was remodeled for the last time in the mid-1960s with a combination office and waiting room. With the advent of desegregation in the 1960s, the separate waiting rooms were no longer required.

As railroad passenger service declined nationwide, Rockdale was also affected. In 1967 the United States Post Office cancelled its mail contract with the railroad. Finally, on July 15, 1970 the depot was closed by the Missouri Pacific agent Oscar M. Brockmann for the last time and 96 years of railroad passenger service to Rockdale ended on September 21, 1970, when the *Texas Eagle* left Rockdale at 4:50 p.m. for its final run. The Missouri Pacific sold the depot to local feed store operator Adolph McVoy, who used the building primarily for feed storage. In 1999, Mr. McVoy sold the building to the Rockdale Historical Society and they have endeavored to rehabilitate the building for use as a local museum over the last seven years.

SUMMARY

The 1906 International & Great Northern Railroad Passenger Depot is a landmark building in Rockdale and is a tangible link to a period in the history of the community when railroads were the principal means of transporting goods and people. The depot incorporates an eclectic mix of architectural styles, including Victorian Eclectic, Renaissance Revival, and Prairie School, that were popular in the first decade of the 20th century. The influence of the Victorian Eclectic style can be seen in the canted ends of the waiting rooms and in the diamond-pattern window glazing, Renaissance Revival influence can be seen in the octagonal lantern with bell-shaped roof and in the Tuscan pilaster capitals, and the Prairie School influence is seen in the roof's deep, overhanging boxed eaves. The lantern is a decorative feature that is unusual in I&GN depots and indicates the great hopes that the railroad placed in the economic future of Rockdale, based on the productivity of its lignite mines. The I&GN depot is significant under Criterion A as Rockdale's primary transportation gateway to the larger world in the first half of the 20th Century. It is also significant under Criterion C as an excellent local example of early 20th Century railroad architecture.

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International & Great Northern Railroad Passenger Depot
Rockdale, Milam County, Texas

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Electronic Sources

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- U.S. Bureau of the Census, *Census Quickfacts* at <http://quickfacts.census.gov/qfd/states/48000.html> for 1990, 2000, and 2004 Census data, accessed March 5, 2006 at 1:17 p.m.

Visual Sources

- Sanborn Map Co. map of Rockdale, Texas, August 1906.

10. GEOGRAPHICAL DATA**ACREAGE OF PROPERTY:** 0.67 acre

UTM REFERENCES	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
	14	691524	3393022

VERBAL BOUNDARY DESCRIPTION: (see continuation sheet 10-13)**BOUNDARY JUSTIFICATION:** The boundary includes all property historically associated with the building.**11. FORM PREPARED BY****NAME/TITLE:** Thomas P. Eisenhour, Project Director/Historical Architect; Richard C. Cilley, Historian**ORGANIZATION:****DATE:** March 10, 2006**STREET & NUMBER:** 1809 St. Albans Blvd.**TELEPHONE:** (512) 416-7576**CITY OR TOWN:** Austin**STATE:** Texas**ZIP CODE:** 78745**ADDITIONAL DOCUMENTATION****CONTINUATION SHEETS****MAPS****PHOTOGRAPHS** (see continuation sheet PHOTO-14)**ADDITIONAL ITEMS** (see continuation sheets FIGURE-19 through FIGURE-20)**PROPERTY OWNER****NAME:** Rockdale Historical Society**STREET & NUMBER:** P.O. Box 778**TELEPHONE:** (512) 446-6718**CITY OR TOWN:** Rockdale**STATE:** Texas**ZIP CODE:** 76567

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International & Great Northern Railroad Passenger Depot
Rockdale, Milam County, Texas

GEOGRAPHICAL DATA

Verbal Boundary Description

The Rockdale International & Great Northern Passenger Depot sits on an irregular 0.67-acre site that was once part of a 30.6-acre tract conveyed to the International & Great Northern Railway Company in 1880 by the Texas Land Company. The site, which is bounded by Main Street on the east, Milam Avenue on the north, Scarbrough Street on the west, and the Union Pacific Railroad tracks to the south, measures 50' north-south by 730' east-west. A shed containing railroad signal control equipment sits outside the property boundary at the southeastern corner of the tract.

Boundary Justification

The nomination includes all the property historically associated with the passenger depot and the demolished freight depot.

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International & Great Northern Railroad Passenger Depot
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Figure 1. I&GN Railroad Passenger Depot (foreground) and Freight Depot (background), circa 1911. Photograph courtesy of Rockdale Historical Society.



Figure 2. I&GN Railroad Passenger Depot, circa 1917. Photograph courtesy of Rockdale Historical Society.



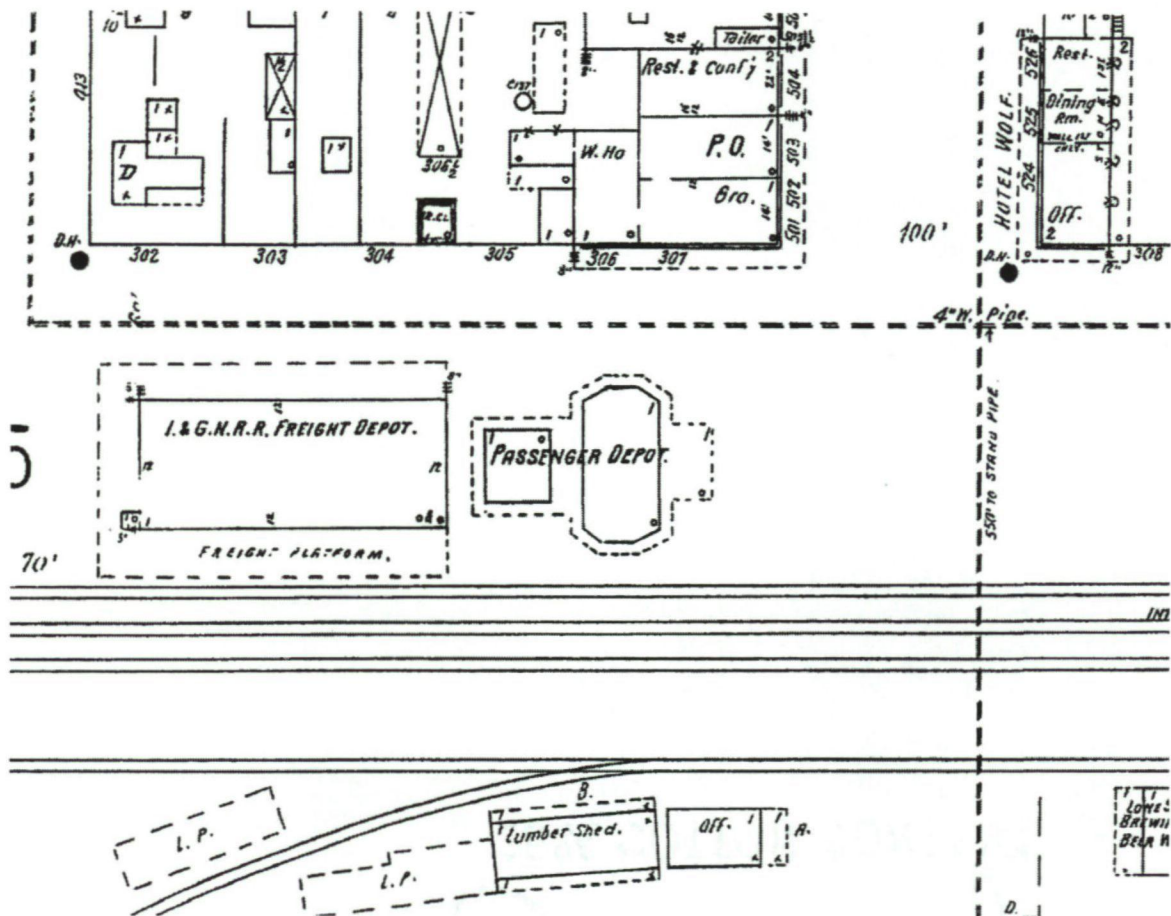
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Figure 3. Sanborn Map Co. map of Rockdale, Texas, August 1906, showing the I&GNRR freight and passenger depots.



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International & Great Northern Railroad Passenger Depot
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PHOTOGRAPHS

International & Great Northern Railroad Passenger Depot
11 North Main Street
Rockdale, Milam County, Texas
Photographed by Thomas P. Eisenhour, March 2006
Negatives on file at Texas Historical Commission

Northeast oblique
Camera facing southwest
Photograph 1 of 2

Southwest oblique
Camera facing northeast
Photograph 2 of 2

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY International & Great Northern Railroad Passenger Depot
NAME:

MULTIPLE
NAME:

STATE & COUNTY: TEXAS, Milam

DATE RECEIVED: 8/01/06 DATE OF PENDING LIST: 8/25/06
DATE OF 16TH DAY: 9/09/06 DATE OF 45TH DAY: 9/14/06
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 06000824

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 9.13.06 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

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.

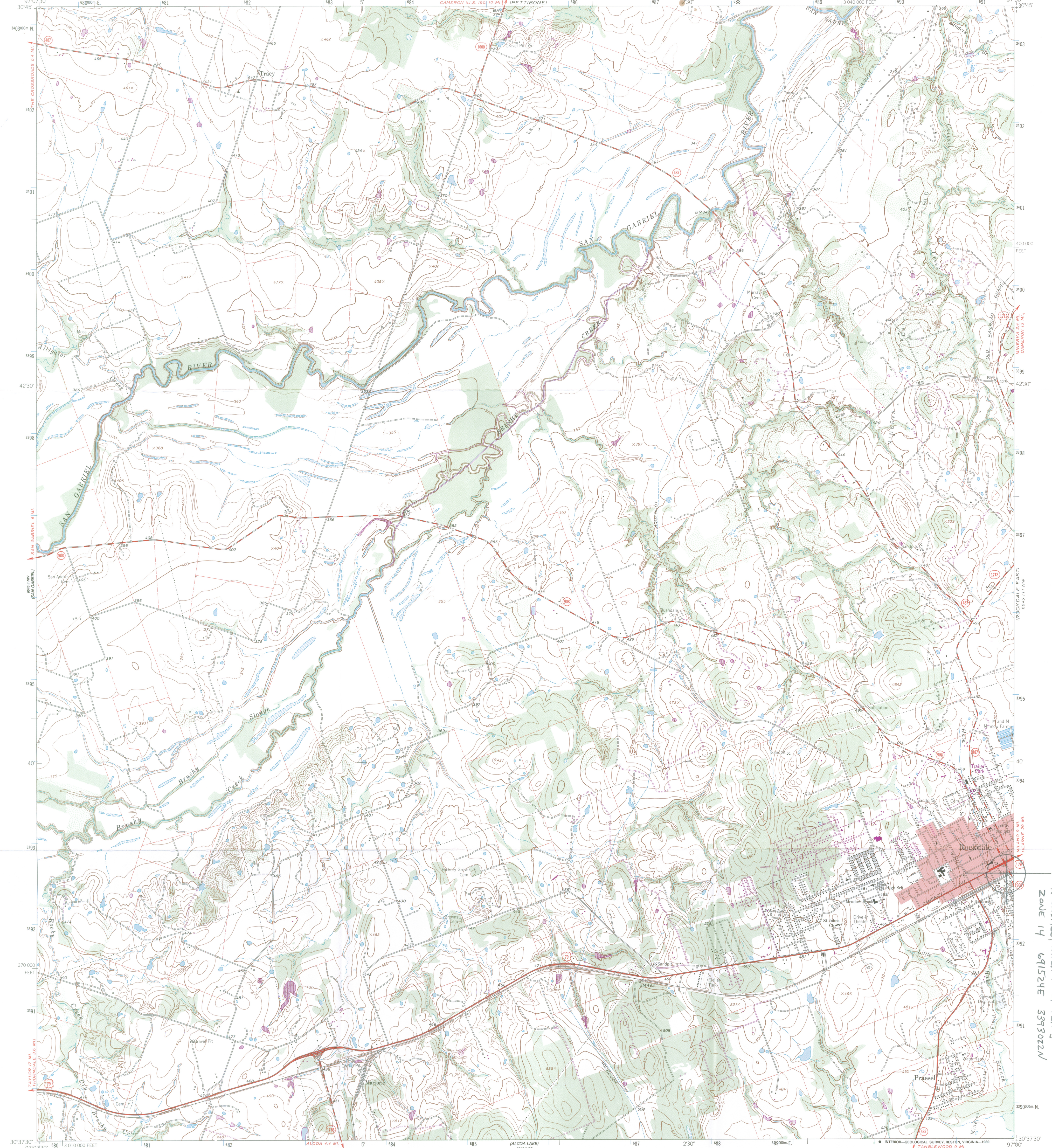


INTERNATIONAL & GREAT NORTHERN RR PASSENGER DEPT
ROCKDALE, MILAM CO., TEXAS

PHOTO 1 of 2



INTERNATIONAL AND GREAT NORTHERN RAILROAD PASSENGER DEPOT
ROCKDALE, MILAM CO., TEXAS
PHOTO 2 of 2





TEXAS HISTORICAL COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWRENCE OAKS, EXECUTIVE DIRECTOR



TO: Linda McClelland
National Register of Historic Places

FROM: Gregory W. Smith, National Register Coordinator
Texas Historical Commission

RE: International & Great Northern Railroad Passenger Depot, Rockdale, Milam County, Texas

DATE: July 28, 2006

- The following materials are submitted regarding the I&GN RR Passenger Depot:

☒	Original National Register of Historic Places form
☐	Resubmitted nomination
☐	Multiple Property nomination form
☒	Photographs
☒	USGS map
☐	Correspondence
☐	Other:

COMMENTS:

☐ SHPO requests substantive review

☐ The enclosed owner objections (do ☐) (do not ☐) constitute a majority of property owners

☐ Other: