

PH0667781

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED APR 26 1978
DATE ENTERED NOV 29 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Wichita Falls Route Building

AND/OR COMMON

Kemp and Kell Depot

2 LOCATION

STREET & NUMBER

503 Eighth Street

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Wichita Falls

VICINITY OF

13

STATE

CODE

COUNTY

CODE

Texas

48

Wichita

485

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input checked="" type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input checked="" type="checkbox"/> OTHER (vacant)

4 OWNER OF PROPERTY

NAME

City of Wichita Falls

STREET & NUMBER

1301 Sixth

CITY, TOWN

STATE

Wichita Falls

VICINITY OF

Texas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Wichita County Courthouse

STREET & NUMBER

Seventh Street

CITY, TOWN

STATE

Wichita Falls

Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Kemp and Kell Depot at 503 Eighth Street is located on Lots 1 and 2 of Block 177 of the original townsite of Wichita Falls, Texas, platted by John A. Scott in July 1876.

The existing building is structurally sound, although only half of it still remains, the other half having been destroyed by fire on February 10, 1974. A photograph taken between 1947 and 1949 included in this report shows the building as it was originally built except for the alterations in the facade on the right, the part which is now gone.

At the turn of the century, Wichita Falls boasted in its newspapers and promotional materials of its many fine brick buildings. This one is typical of the substantial commercial buildings of the second Romanesque Revival but on a much smaller and more simplified scale. It illustrates a break with the Victorian commercial buildings of the past and an attempt to attain a more national character of perhaps the Richardson style. Through the use of masonry detail, the builders tried to give the impression of rusticated stonework, then very popular. Darker toned brick forms imitation quoins, the archivolt of the basket arch and its corbels, the five radiating voussoirs of the flat arches in the upper windows, and the string courses under these windows, under the roof cornice and also at the wainscott level.

The large basket arched entryway facing Eighth Street encloses three arched wooden frame openings--a window flanked by two doorways. The semi-circles above these openings are filled with stained glass in the image of an elk in the middle window and a grape design on the outer two pieces.

The two story building is thirty by ninety feet and has a flat roof sloping slightly to the back with large metal downspouts on the back wall to catch the runoff through openings in the brick parapet. There was once a very wide projecting wood cornice supported by brackets, the stubs of which can still be seen, but this was removed some time ago.

On the east side of the building facing the railroad tracks are two more large arched openings like the one on the street side. They do not have stained glass, and one is obviously a freight entrance with one wide opening as compared to the other, with two French doors, which would be for passengers. There are also three windows and another small door on this side. The nine upper story windows are flat arches like the three on the front. All these openings have been boarded closed.

On the west side of the building was a story spanning an alley and connected to the other half of the building forming an arch. The tracks extended through this alley to Eighth Street so that railroad cars could run through the middle of the building and unload on either side. The tracks still remain in place. There is another large basket arch enclosing three windows on this side plus a door and several windows with segmental arches. The wall stood very well the removal of this story after the fire. Some limestone and other concrete sills are used under the windows. Beige and rust bricks were used for the important street and train side of the building and common red brick for the other two sides.

The lobby ceiling is decorated with ornate stamped metal with a freize border. An interior wall between two large columns in the lobby has been added to enclose the cafe. Because of multiple uses over the years, several minor changes have been made to adapt to the various businesses, two arches have been enclosed and made into doorways, a loft has been added in the back part which was used as a garage for many years. There is a wide stairway in the lobby to the second story.

After all railroad offices moved out in 1920, cafes and shops, including the American Express Office, remained. In 1925, the lower floors of the western section became the bus station for ten different regional stage lines. In 1927, the lower eastern half and all the upper floors became the Moro Hotel and its shops with the bus station still in the lower west

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

wing. In 1929, the bus lines moved out, and the Magnolia Beer Co., a beauty supply, and the Union Gospel Mission moved in.

These developments illustrate the movement of the central business district of the town further west, and the decay of that part of downtown closest to the tracks. The main business intersection was originally the block of Seventh to Eighth and Ohio, but it was moving west even at this early date. Also, with the increased ownership of automobiles and less use of trains for traveling, and the general decline of this area of downtown during the depression years, the blight grew. The building remained the Moro Hotel with various shops moving in and out until 1947 when it became the Anderson Hotel. In 1946, the property had been acquired from James Anderson by W. B. Marks.

In 1953, the name of the hotel was changed to the Milner, and by this time many bars, cafes, and garages had come and gone. In 1957, it became the Banner Hotel, and in 1964, the whole building was vacated, and it was used as a warehouse by Pioneer Furniture.

The building was recently purchased by the City of Wichita Falls from Michel Marks in February 1977 to be the central historic structure in a historic district in the downtown area. It is presently unoccupied but is intended to be restored and open to the public with a slide show of the history of the community and local history exhibits. The boundaries of this historic district have been determined by the architectural, historic, and commercial significance of the existing structures and land use controls are being created to preserve its integrity. The key development within this district will be "Depot Square," an area of parks, restaurants, offices, a farmers' market, and other shops with indoor and outdoor spaces for exhibits and concerts to create an activity hub and play a major role in the revitalization of the district. A railroad exhibit with several different types of cars is proposed on the tracks around the building. Wichita Falls has the opportunity to create an aesthetically and architecturally superior downtown preservation district that will eventually draw visitors from all over the North Texas trade area. The City plans to lease the Depot to the Heritage Society to restore. Restoration will be started in the next year on the interior of the building.

The area may once again be a center for passenger transportation as the building across the street (even older than the Depot) will be restored and used for the municipal bus terminal and a hoped-for Amtrack Station. The Kemp and Kell Depot will soon be the anchor for an area of the city that will serve as a reminder to the citizens of Wichita Falls and visitors that our city is now prosperous because of our heritage in railroading and the dedication of Joseph A. Kemp and Frank Kell.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1909

BUILDER/ARCHITECT Moore and Richolt

STATEMENT OF SIGNIFICANCE

Railroading possibly more than any other factor was responsible for the founding, settlement, growth and stature of Wichita Falls. The Kemp and Kell Depot, a building of outstanding character with fine masonry detail, is the oldest railroading structure left in Wichita Falls. It was built by two grain and railroad entrepreneurs who were responsible for much of the early economic development of the community. These two men constructed a network of lines out of Wichita Falls into the surrounding area insuring markets for cattle, grain, coal, and later oil, and gave Wichita Falls a route not only from the Gulf to the Rockies but to St. Louis and the Northeast as well. This building was where much of the early planning and financial dealings took place, in the offices of the Wichita Falls Route and the Missouri-Kansas-Texas Railway. It only served as the main depot building for the city for three years when a grand building known as the Union Station was completed adjacent to it, but it was still used as part of this transportation complex for many years thereafter. Now that the Union Depot has been destroyed, this building is the oldest structure pertaining to this railroading legacy the city contains.

Without Frank Kell and his brother-in-law, J. A. Kemp, Wichita Falls would not exist as a major trade center of Northwest Texas. Their interest in the economic growth of Wichita Falls during the formative years of the city insured the growth and success of their community as well as other area towns. A local formula for success in business ventures was the following: "think like Kemp and work like Kell."

Both Kell and Kemp were born in Clifton, Texas (Bosque County). Kell was born on December 2, 1859, and Kemp was born two years later on July 31, 1861. In 1882, Joseph Kemp married Flora Anderson, moving a year later to Wichita Falls to start in the grain business. Frank Kell, in 1885, married the sister of Joseph Kemp, Miss Lula Kemp, and was persuaded by Kemp and the great opportunities in the grain business to move to Wichita Falls in 1897.

Donovan L. Hofsommer, in his book Katy Northwest, says of J. A. Kemp:

"His first enterprise in the new community was a modest retail firm which readily prospered on the heavy ranch trade. He sold out in 1887, but three years later, he established the J. A. Kemp Wholesale Grocery Company. Soon the firm was doing a business of more than one million dollars per year, and branch stores were established in several other parts of western Texas. In 1903 Kemp sold his controlling interest in the business but continued in its management. Earlier in 1890, Kemp had helped organize the City National Bank of Wichita Falls and eventually became its president."

However, both men came to prominence as a result of their railroad involvement. The Fort Worth and Denver City Railroad had been built through Henrietta to Wichita Falls in 1882, and neither community had any commercial advantage. Then in 1894, the Missouri-Kansas-Texas (Katy) was extended to Henrietta. With a rail route both to the Gulf and to the Northeast, Henrietta had every reason to believe it would become the trade center of the north-central plains. But Wichita Falls had J. A. Kemp and Henrietta did not. In spite of the panic of 1893 Kemp, together with R. E. Huff and M. Lasker, applied for, and received in 1894, a charter to

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Hofsommer, Donovan. Katy Northwest, The Story of a Branch Line Railroad. Boulder: Pruett Publishing Co., 1976.
2. Masterson, V. B. The Katy Railroad and the Last Frontier. Norman: University of Oklahoma Press, 1952.
3. Monahan, Forrest. Interview. Wichita Falls, October 6, 1977.
4. Morgan, Jonnie. The History of Wichita Falls. Oklahoma City: The Economy Co., 1977.
5. Worley's Directory of Wichita Falls, Texas 1909-1975, Wichita Falls, Texas.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .062 acres

UTM REFERENCES

A 14 514713119 371521500
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C
 ZONE EASTING NORTHING

D
 ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

The West 50 feet of the North 40 feet of Lot 2 and the West 50 feet of Lot 1 Block 177. Original Townsite of Wichita Falls, Texas, Wichita County, Texas

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Beth Francell

November 9, 1977

ORGANIZATION

Wichita County Heritage Society

DATE

STREET & NUMBER

4315 McNiell

TELEPHONE

692-7813

CITY OR TOWN

Wichita Falls

STATE

Texas

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL x

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

[Handwritten Signature] 4-13-78

TITLE

SHPO

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

[Handwritten Signature]

DATE

11/29/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST: Bill Labovich
 KEEPER OF THE NATIONAL REGISTER

DATE

Nov 28 1978

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incorporate the Wichita Falls Railway. The line was built from Wichita Falls to Henrietta and then leased to the Katy on a division of earnings on freight tonage and passengers. The new road soon acquired the reputation of paying the largest dividends of any railroad in the U.S. It diverted a large part of the Denver Road's traffic and favored Wichita Falls with a direct line to Kansas City, St. Louis, and the East.

Hofsommer again comments on this era of railroading and what it meant for the economic development of the area:

"In the early 20th century, a number of enterprising businessmen from Wichita Falls, Texas, sponsored the construction of numerous short line railroads extending from Wichita Falls like spokes from the hub of a wheel. Judge R. E. Huff of that city was fond of saying that only one railroad had been built into Wichita Falls; the others were built out of it. Most important of these several lines was the Wichita Falls and Northwestern Railway, an organization headed by Joseph A. Kemp and Frank Kell. Initially, the Wichita Falls and Northwestern Railway was chartered to build from Wichita Falls through Oklahoma to Englewood, Kansas. There were no transcontinental or truck line aspirations then, nor were there ever. The line was designed to foster the commercial development of Wichita Falls and to make a profit for its owners. Indeed, the twin goals of urban economic imperialism and pursuit of private profit were central to the inception of all Kemp and Kell roads."

In 1905, Frank Kell acquired all the other interests in the Wichita Falls Railway except for Kemp's. The Wichita Falls and Northwestern was chartered in 1905, to run through the Burke Burnett ranch into Oklahoma Territory. By 1911, this road extended 300 miles to the northwest. It eventually became the lifeblood and impetus for economic development of this grain producing region and its small towns and villages. In building this railroad, Kell had to have permission to cross through the Indian reservations. To do this, his friend Burke Burnett went with him to talk to Chief Quanah Parker. Because Parker was also a friend of Burnett's, the right-of-way was granted. In 1907, Kemp and Kell organized the Wichita Falls and Southern Railway. This line was built to Newcastle, Texas, and was used to transport the area's coal and agricultural products.

It was in the midst of all this railroad construction that the Kemp and Kell Depot itself was constructed. Lot number one was purchased by the Wichita Falls Railway Company, owned by Joseph A. Kemp and Frank Kell from Nelson Fant et. al., on September 29, 1909 for \$1,500.00. Lot number two had been purchased by Kemp and Kell from Mr. and Mrs. Aaron Blum on January 15, 1895, for \$400.00. The Kemp & Kell offices had been located in the old post office building on 801 - 803 Ohio in the same block as the structure we are discussing. The Ft. Worth and Denver Depot, a small frame building on 500 Seventh, had been used as the depot for some time. There was at this time a need for a large station, offices, and shops because of the building of the three lines of the Wichita Falls Route and increased passenger and freight service. For this reason, this building was constructed in 1909. The cornerstone which remains in the lower right-hand corner, reads as follows:

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Lee Moore

J. A. Richolt

Built By
Moore and Richolt
1909
Wichita Falls Route

J. A. Kemp, President

Frank Kell, Vice-President
and General Manager

Wiley Blair, Secretary-Treasurer

M. M. Murray, Auditor

C. L. Fontaine, General Freight and Passenger Agent

In 1909, they moved into their newly constructed offices and soon plans were underway for a more grand railroad station adjacent to the Kemp & Kell Depot. The Northwestern Railway shared ownership of this large ornate brick edifice constructed at a cost of \$200,000 in 1912 and called Union Station. This building was the pride of the city for many years. However, as another sign of the decline of the railroads in this country, it was abandoned and demolished in 1968 because the property it stood on was of more commercial value than the historic building itself. Ironically, however, the lot still stands vacant. All that remained of the grand railroading legacy which created Wichita Falls was the old Kemp and Kell Depot. Until 1920 this building housed the offices of the Kemp and Kell Railroads, and the Katy, and various shops associated with the traveling public. The American Express Company was housed in the building along with two to four cafes, confectioneries, a taxi service, and clothing cleaners. Railroad cars could still run up to both sides of the building and be unloaded. The Union Depot took up the other half of Lots 1 and 2 and also covered Lots 3, 4, and 5 of Block 177, but at the height of passenger service there was still need for more shop and office space, and this is what the old Depot provided.

In 1911, Kell and Kemp sold all of their railroad interests to the Katy, still retaining controlling stock, but in 1920, with some associates, they repurchased the Wichita Falls and Southern and extended it through Graham to Breckenridge, Texas. In 1926, this same group bought the Wichita Falls, Ranger and Fort Worth Railroad Company, a line from Breckenridge through Ranger to Dublin, Texas. In 1928, the Wichita Falls and Southern acquired a trackage right on the Wichita Falls and Oklahoma. This was a line from Byers, Texas, to Waurika, Oklahoma. From 1914 to 1927, Kell was also sole owner of the Clinton and Oklahoma Western Railway Company, a fifty mile route from Clinton to Strong City, Oklahoma.

During the teens, the Katy fell on hard times, and was reorganized and came out of bankruptcy in 1920. It was then that Kemp and Kell repurchased the Wichita Falls and Southern, but the Kemp and Kell Depot building was sold in receivership by a C. E. Schaff to J. F. O'Donohoe, A. H. Carrigan, and L. H. Burns. From this point on, their offices elsewhere, Kemp and Kell and their railroads had nothing more to do with the building.

The motive of all of this railroad building was to reach out to the agricultural areas surrounding Wichita Falls and to make it the economic center of the region. For Kemp and Kell, railroading was a necessary enterprise, but secondary to their longtime interest in grain. Kell's first business interest was part ownership of the Wichita Valley Milling Company, and

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he later became sole owner of the Wichita Mill and Elevator Company. At his peak in the grain business, Kell was either sole owner, or in stock control, of nine milling companies throughout the Southwest. Part of the reason for Kell's involvement with railroading came as a result of unfair freight rates in his area of business. Long haul rates were often cheaper than short haul. In 1906, Kell went to the Interstate Commerce Commission to protest the rates charged by lines operating in Northwest Texas and Indian Territory. As a result, rates were adjusted and Kell's ideas were incorporated into I.C.C. policy.

Besides grain and railroading, Kemp and Kell were involved in a great many other projects. Joseph Kemp became the first president of the City National Bank when it was organized. He later served as Chairman of the Board, and at his death was again serving as President. As Wichita Falls began to flourish the Kemp family became closely associated to many good things that were to happen to the community, such as the Public Library, Lake Wichita, Lake Kemp and the Diversion Dam. A hotel, the library and a boulevard have been named for him. Mr. Kemp always considered his greatest achievement to be an irrigation project for which he fought for twenty-five years. In 1925, Lake Kemp and the Diversion Dam were completed, and his dream became a reality.

In 1906, when Burke Burnett sold 16,977 acres of his ranch along the Red River, Kemp and Kell purchased the land, and formed the Red River Land Company. They divided the land into 160 acre parcels and sold them. Soon after, Kell's Red River Valley Townsite Company enlisted the aid of President Theodore Roosevelt to insure that the newly platted town in that area was named Burkburnett.

Within Wichita Falls during this same period, Kell organized the first power company and started the Wichita Falls Traction Company, whose first streetcar ran on September 15, 1909. He was also involved in the windowglass company and the electric company.

In 1914, when the Federal Reserve System was created, Kell was elected a Director for the Eleventh District. When World War I began, Kell was made Milling Chairman of the National Food Administration for the states of Texas and New Mexico. In this role, Kell had frequent dealings with Herbert Hoover, head of the Food Administration.

Frank Kell and Joseph A. Kemp devoted their lives to grain, railroads, land, finance and most importantly to the promotion of Wichita Falls. Mr. Kemp died November 16, 1930, and Mr. Kell died September 17, 1941. As their lives were tied together by family and business interests, they left a unique and significant mark on their community. When they died, they were both mourned and honored across Texas. The Depot they had constructed in 1909 still stands as a reminder of their farsightedness.

Property

Wichita Falls Route Building

7800 2999

State

Texas

Working Number

4.26.78.2987

TECHNICAL

Photos

3

Maps

1

CONTROL

OK 4.27.78

HISTORIAN

Sheffy
9-20-78
accept

Resource is a sizeable remnant - but acceptable. The large building of which it was a part: was clearly a 2 part structure - so that this 1/2 is more distinct & separate than usual. Historical significance - both of original use & being structure's slow demise is good. That building chronicles life of public

ARCHITECTURAL HISTORIAN

Braverman
6.15.78

Problems here! - Over half of the building has been destroyed & the remaining portion has lost much of its detail - It does seem significant for local importance & I'm sure it is a potential graves project - my tendency however is to reject -

ARCHEOLOGIST

transportation in most Western towns. I find OK - but our site is possible area historic district.

OTHER

See attached comments

Sheffy
accept 11-27-78

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

This bldg is the original railroad depot. a later depot, attached to this bldg by 2nd story, was destroyed by fire. Despite loss of cornice and later depot, I believe this bldg is significant as community's symbol of railroad which was a key element in settling the town.

Accept
Lebovich
11/28/78

BRANCH CHIEF

This bldg still conveys sense of Texas vernacular version of Richardsonian/Sullivan/late 19th C styles

KEEPER

National Register Write-up _____

Send-back _____

Entered NOV 29 1978

Federal Register Entry

2-6-79

Re-submit _____

INT:2106-74

Comments 11/27/78 Sherfy

I continue to feel that we should list this property. See telephone report of my conversation with Marie. She was not sure that we would see a district. She is sure that community views this as historic in the way described in first paragraph of #8.

As written, #8 concentrates far more than it should on Kemp and Kell. We are about to list a very good house associated with Kell - that has a good deal more integrity. I see the structure less in the context of ~~the~~ specific personal links - and more (as first paragraph of #8 describes) in context of general importance of RRing to community. Defer to architects on value ascribed to building in second paragraph of #7.

As ~~the~~ primarily a historical resource ~~importance~~ important for its associations with general local development and commerce, I think this remnant (a half which is fairly discreet) possesses enough integrity to merit listing.

(Given the sound of the district, we may be better off ~~it~~ with ϕ individual listing that swallowing the district.)



Wichita Falls Route Building
503 Eighth Street
Wichita Falls, Wichita Co., TX

Texas Historical Commission
August 30, 1977

NOV 29 1978

West oblique

APR 26 1978



Wichita Falls Route Building
503 Eighth Street
Wichita Falls, Wichita Co., TX

Texas Historical Commission
August 30, 1977

NOV 29 1978

East oblique

APR 26 1978



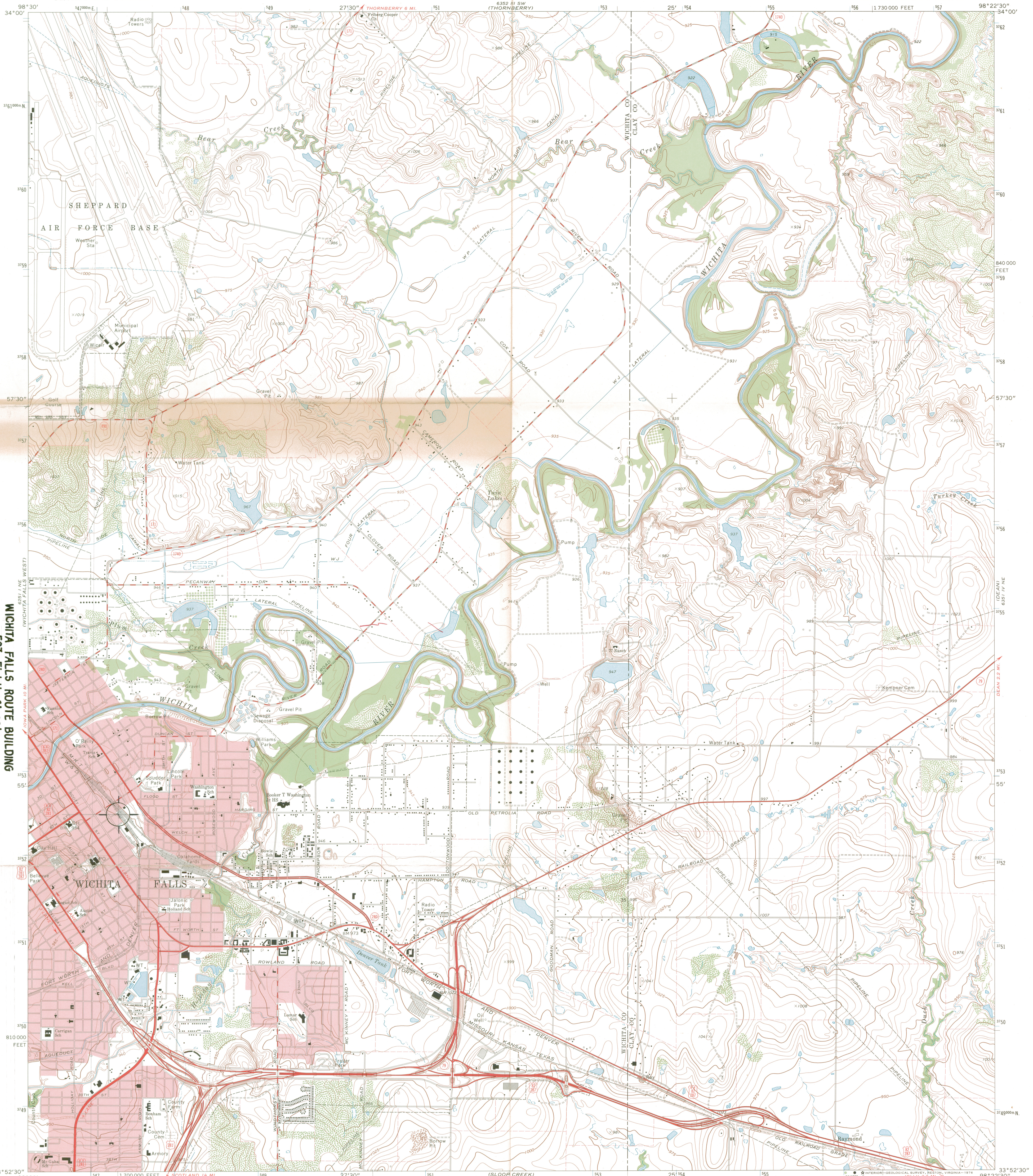
Wichita Falls Route Building
503 Eighth Street
Wichita Falls, Wichita Co., TX

Photographer Unknown, c. 1947

Northwest elevation of original
building

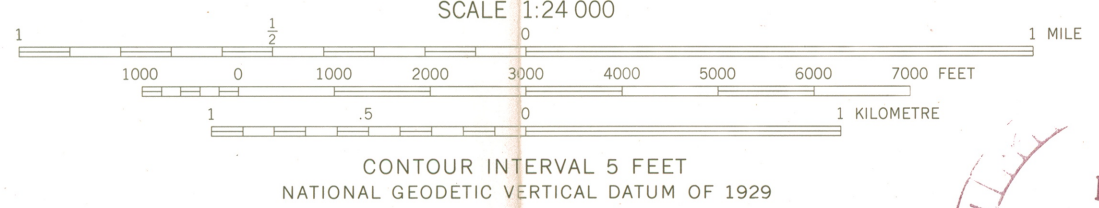
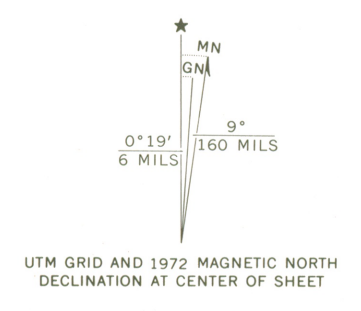
NOV 29 1978

APR 26 1978



WICHITA FALLS ROUTE BUILDING
505 Eighth Street
Wichita Falls, Wichita County, Texas
UTM: 14/547315/3752500

Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Planimetry by photogrammetric methods from aerial photographs taken 1954. Topography by planetable surveys 1957. Revised from aerial photographs taken 1971. Field checked 1972
Projection and 10,000-foot grid ticks: Texas coordinate system, north central zone (Lambert conformal conic)
1000-metre Universal Transverse Mercator grid ticks, zone 14, shown in blue. 1927 North American datum
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines

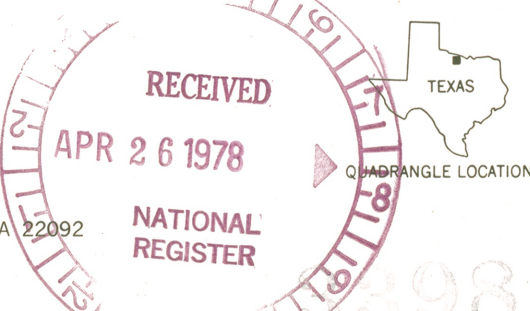


ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road

○ Interstate Route ○ U.S. Route ○ State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



WICHITA FALLS EAST, TEX.
NW/4 WICHITA FALLS EAST 15' QUADRANGLE
N 3352.5-W 9822.5/7.5
1972
AMS 6351 IV NW-SERIES V882

APR 76

393-433

NOV 29 1978

Bill ~~Marcella~~

I share your ambivalent feelings and this is appropriate for conference. However, first call Texas - find out if there is a district nomination pending, how staff feels about it, why we are seeing this how (grants?)

Thanks,
LEBOVITZ
9/30/78

NE REPORT

AND HISTORIC PRESERVATION

Falls

Moore

DATE: 10-2-78

PHONE:

DIVISION:

fy

familiar with nomination on the
faced me to mail
nomination it was

Lander whose

mail 319 - 338 - 8233 - Lower City

- Moore hadn't visited it herself
- But it is her sense that community didn't have a lot - that this building was in community perception - this was ~~the~~ one of a very few good buildings (one of the others is the Frank Kell house)
- Moore does not know whether there is a district resource - or if there is whether anyone is going to

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Wichita Falls

TO/FROM: David Moore
Maui

DATE: 10-2-78

ADDRESS:

PHONE:

STAFF MEMBER: Sheffy

DIVISION:

REPORT:

- David was not familiar with memorials in the community - referred me to Maui Lander whose memorial it was

Maui 319 - 338 - 8233 - Iowa City

- Maui hadn't visited it herself
- But it is her sense that - community didn't have a lot - that this building was -- in community perception -- this was ~~the~~ one of a very few good buildings (one of the others is the Frank Kell house)

- Maui does not know whether there is a district resource - or if there is whether anyone is going to

encourage its nomination

So while she ~~is~~ couldn't
answer all our questions - she thinks
degree of local interest / support / initiative
dictates historical significance

Staff could support on that basis

We are seeing it now - not because of
a specific grant - but because
community was rallying behind as major
preservation focus.

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered NOV 29 1978

<u>Name</u>	<u>Location</u>
Navarro, Jose Antonio, Elementary School	San Antonio Bexar County
Treue der Union Monument	Comfort Kendall County
Strain, W. A., House	Lancaster Dallas County
Wichita Falls Route Building	Wichita Falls Wichita County

Also Notified

Honorable Lloyd M. Bentsen
Honorable John G. Tower
Honorable Henry B. Gonzalez
Honorable Robert C. Krueger
Honorable Olin E. Teague
Honorable Jack E. Hightower

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas State Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Wichita Falls Route Building		2 OTHER NAMES: Kemp and Kell Depot		3 date of entry: NOV 29 1978		4 county code: 485	
5 LOCATION street & number 503 8th St.		city / town Wichita Falls		vicinity of TX		state Wichita	
						6 NPS REGION: SW	
7 OWNER <input type="checkbox"/> PRIVATE <input type="checkbox"/> STATE <input checked="" type="checkbox"/> MUNICIPAL <input type="checkbox"/> COUNTY <input type="checkbox"/> MULTIPLE <input type="checkbox"/> FEDERAL (agency name)		8 ADMINISTRATOR:					
9 EXISTING SURVEYS <input type="checkbox"/> HABS <input type="checkbox"/> HAER <input type="checkbox"/> NHL		10 FUNDED? <input type="checkbox"/> YES <input type="checkbox"/> NO		11 CONGRESS. DISTRICT 13th		12 SOURCE of NOMINATION <input checked="" type="checkbox"/> STATE <input type="checkbox"/> FEDERAL	
13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? <input type="checkbox"/> YES, NAME _____ <input type="checkbox"/> NO		14 WITHIN NATIONAL HISTORIC LANDMARK? <input type="checkbox"/> YES, NAME _____ <input type="checkbox"/> NO		15 ACREAGE _____		if state who prepared form? Wichita Co. Heritage Soc. <input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE ORGANIZATION	
16 CONDITION <input type="checkbox"/> deteriorated <input type="checkbox"/> altered <input type="checkbox"/> original site <input type="checkbox"/> excellent <input type="checkbox"/> ruins <input type="checkbox"/> unaltered <input type="checkbox"/> moved <input type="checkbox"/> good <input type="checkbox"/> unexposed <input type="checkbox"/> reconstructed <input type="checkbox"/> unknown <input type="checkbox"/> fair <input type="checkbox"/> unexcavated <input type="checkbox"/> excavated		17 features: INTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-1 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-4 <input type="checkbox"/> NOT APPLICABLE-7 EXTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-2 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-5 <input type="checkbox"/> NOT APPLICABLE-8 ENVIRONS <input type="checkbox"/> SUBSTANTIALLY INTACT-3 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-6 <input type="checkbox"/> NOT APPLICABLE-9					
18 ACCESS <input type="checkbox"/> YES-Restricted <input type="checkbox"/> YES-Unrestricted <input type="checkbox"/> No Access <input type="checkbox"/> Unknown		19 ADAPTIVE USE <input type="checkbox"/> YES <input type="checkbox"/> NO		20 SAVED? <input type="checkbox"/> YES <input type="checkbox"/> NO		21 IS PROPERTY A HISTORIC DISTRICT? <input type="checkbox"/> yes <input type="checkbox"/> no	
21 AREAS OF SIGNIFICANCE :		<input type="checkbox"/> ENGINEERING-11 <input type="checkbox"/> LANDSCAPE ARCH.-15 <input type="checkbox"/> POLITICS / GOVT.-21 <input type="checkbox"/> RECREATION -28		22 CLAIMS: explain			
<input type="checkbox"/> ARCHEOLOGY-prehistoric-2 <input type="checkbox"/> COMMERCE-6 <input type="checkbox"/> ENTERTAINMENT-26 <input type="checkbox"/> LAW-16 <input type="checkbox"/> RELIGION-22 <input type="checkbox"/> SETTLEMENT-29		<input type="checkbox"/> ARCHEOLOGY-historic-1 <input type="checkbox"/> COMMUNICATIONS-7 <input type="checkbox"/> EXPLORATION-12 <input type="checkbox"/> LITERATURE-17 <input type="checkbox"/> SCIENCE-23 <input type="checkbox"/> URBAN PLANNING-31		<input type="checkbox"/> 'first' <input type="checkbox"/>			
<input type="checkbox"/> AGRICULTURE-3 <input type="checkbox"/> CONSERVATION-8 <input type="checkbox"/> HEALTH-27 <input type="checkbox"/> MILITARY-18 <input type="checkbox"/> SOCIAL / HUMANITARIAN-24 <input type="checkbox"/> OTHER (SPECIFY) _____		<input type="checkbox"/> ARCHITECTURE-4 <input type="checkbox"/> ECONOMICS-9 <input type="checkbox"/> INDUSTRY-13 <input type="checkbox"/> MUSIC-19 <input type="checkbox"/> SOCIAL / CULTURAL-30 _____		<input type="checkbox"/> 'oldest' <input type="checkbox"/>			
<input type="checkbox"/> ART-5 <input type="checkbox"/> EDUCATION-10 <input type="checkbox"/> INVENTION-14 <input type="checkbox"/> PHILOSOPHY-20 <input type="checkbox"/> TRANSPORTATION-25 _____				<input type="checkbox"/> 'only' <input type="checkbox"/>			
23 functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:		24 dates of initial construction: major alterations: historic events:		25 ETHNIC GROUP ASSOCIATION			
26 architectural style(s):		27 architect:		28 master builder:		29 engineer:	
30 landscape architect / garden designer:		31 interior decorator:		32 artist:		33 artisan:	
						34 builder/contractor:	
35 NAMES give role & date PERSONAL: EVENTS: INSTITUTIONAL:							
36 NATIONAL REGISTER WRITE-UP							