

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Territorial Era Santa Fe Depots in South Central Oklahoma

and or common (two (2) contributing properties)

2. Location

street & number (Continuation Sheet) N/A not for publication

city, town N/A vicinity of

state Oklahoma code 40 county (Continuation Sheet) code (Cont. Sheet)

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input 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	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
<input checked="" type="checkbox"/> thematic	<input checked="" type="checkbox"/> N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name (Continuation Sheet)

street & number

city, town N/A vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. (Continuation Sheet)

street & number

city, town state

6. Representation in Existing Surveys

title Oklahoma Landmarks Inventory has this property been determined eligible?  yes  no

date 1984  federal  state  county  local

depository for survey records Oklahoma Historical Society

city, town Oklahoma City state Oklahoma 73105

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Territorial Era Santa Fe Depots of South Central Oklahoma thematic nomination consists of two commercial/transportation buildings constructed in the same year of 1903. Both are located along the Santa Fe railroad tracks near the central business districts in their respective communities of Lindsay and Pauls Valley.

Both properties were built by the Atchison, Topeka, and Santa Fe Railroad Company four years prior to Oklahoma Statehood in 1907 when railroad development was expanding into Indian Territory. Both were located on the Santa Fe line which ran through present-day Oklahoma in a north-south orientation connecting Oklahoma cities to the distant markets in Kansas City to the north and Dallas/Ft. Worth to the south. Both depots handled freight and passenger service from 1903 to mid-1930s when passenger service was discontinued.

Both properties have white clapboard wall finishes, gabled roofs, and three-sided bays which served as dispatch windows during the passenger service era. Additional characteristics of the two structures which display similarity include the long, rectangular-shaped floor plan; gabled roof of dispatch window which crosses with main roof orientation; the 6/6 double-hung wood windows in the bay; wide, overhanging eaves with multiplicity of bracketing; twin, corbelled, interior chimney stacks; and openings which are topped with transoms and slightly pedimented lintels.

Although some openings have been boarded over with plywood, the basic architectural integrity of both buildings has been retained for more than 80 years. The design, texture, and character of both properties remain the same as when they were constructed in 1903. Neither of the properties has ever been vacant and have served the Santa Fe Railroad Company as depots since their construction. Both are detached buildings which sit in an open area near the tracks. The open area is used for parking for railroad personnel and for loading/unloading purposes.

The two buildings included in the Territorial Era Santa Fe Depots of South Central Oklahoma thematic nomination are:

- (1) Santa Fe Depot of Pauls Valley (1903)
- (2) Santa Fe Depot of Lindsay (1903)

The two structures comprise the oldest surviving Santa Fe Depots in south central Oklahoma which retain both their historic and architectural integrity. There is one other original Santa Fe Depot in south central Oklahoma located at Marietta, however, it was constructed approximately ten years later and its use of brick for wall finish constitutes a different architectural style.

### Contributing Properties

Two (2) contributing buildings

# 8. Significance

Period	Areas of Significance—Check and justify below			
prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration-settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics-government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates      1903-1933                      Builder Architect      Unknown

**Statement of Significance (in one paragraph)**

The Territorial Era Santa Fe Depots of South Central Oklahoma thematic nomination is historically and architecturally significant because: (1) the two properties constitute the oldest and best remaining examples of railroad depots constructed during the Territorial Era, four years before Oklahoma statehood, in south central Oklahoma and (2) they are the oldest examples of vernacular architecture as applied to depots in south central Oklahoma.

The Atchison, Topeka and Santa Fe Railroad was the first railway line to lay tracks into the southern part of Indian Territory. During the latter quarter of the nineteenth century, branch lines of the Santa Fe began building south from the Kansas border through Oklahoma City to Purcell and north from the Red River (Texas border) to link with the northern branch at Purcell. The line extending from the north was the South Kansas branch and the southern line was the Gulf, Colorado, and Santa Fe.

These two branch lines of the Santa Fe were the most important transportation facilities in opening the Unassigned Lands of central Oklahoma and the Indian Territory lands of southern Oklahoma. It played a major role in bringing homesteaders into the Twin Territories (Oklahoma and Indian) during the Land Runs of 1889, 1892, 1893, and 1895. In addition, the Santa Fe brought large gangs of laborers for actual work of building tracks and related occupations such as tiemaking, lumbering, and furnishing supplies for railroaders.

The Santa Fe also assumed a key role in the settlement history of south central Oklahoma because it was significant in the location and development of townsites along the route. Although settlement of the Pauls Valley area began as early as the 1840s, the townsite was not laid out until 1892 after the Land Run of 1889 and it was not officially incorporated until 1897. Located in the fertile Washita River Valley, Pauls Valley became an agricultural center for the surrounding area. Construction of the Santa Fe Depot in 1903 linked Pauls Valley to distant markets in Kansas City to the north and Dallas-Ft. Worth to the south. By 1907, four years after the depot's construction, Pauls Valley's population totaled nearly 2,500 and it became the county seat of Garvin County.

Lindsay was established in 1902 when Lewis Lindsay, a large landowner platted a townsite along the Santa Fe tracks. Like Pauls Valley, Lindsay was located in the rich Washita River Valley and the bottom land produced varied agricultural products including broom corn. Construction of the Santa Fe Depot in 1903, one year after the town was founded, boosted the importance of the community as an agricultural node and helped Lindsay's population to reach almost 1,500 by 1910.

From 1903 to 1933, the Santa Fe depots, both of which were used for freight and passenger service, played a vital role in their respective communities because they made possible a more sophisticated and complex economy and opened the communities to a new kind of communication with the rest of the state and region. Since 1933, when passenger service was discontinued, the two depots have continued to serve their respective communities as shipping points for agricultural products and small industries.

Architecturally, the two structures embody frontier-like qualities of simple design and use of wood construction materials. They are both long, rectangular-shaped, wooden frame buildings with gable roofs. Their vernacular characteristics include the use of locally available building materials such as the clapboard wall finish which was common in the construction of buildings during the Territorial Era. Because they were both constructed in 1903, their close proximity, and similarity in design and texture, it seems likely they were built by the same Santa Fe construction crew. Although some of the openings have been boarded over, the overall architectural integrity of the two properties has remained intact for more than 80 years. Furthermore, the Santa Fe Railroad Company still retains ownership and operates freight service from both depots thereby preserving the historic integrity of each property.

# 9. Major Bibliographical References

(Continuation Sheet)

# 10. Geographical Data

Acreeage of nominated property each property less than one acre

Quadrangle name (Continuation Sheet)

Quadrangle scale 1:24,000

UTM References (Continuation Sheet)

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
C	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
D	<input type="text"/>	<input type="text"/>	<input type="text"/>
F	<input type="text"/>	<input type="text"/>	<input type="text"/>
H	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification

(Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

# 11. Form Prepared By

name/title Deb Brown, Supervised by Dr. George O. Carney

organization Department of Geography date December 1984

street & number Oklahoma State University telephone 405-624-6250

city or town Stillwater state Oklahoma 74078

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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 C Emetcaly date 7/30/85

title \_\_\_\_\_ date \_\_\_\_\_

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

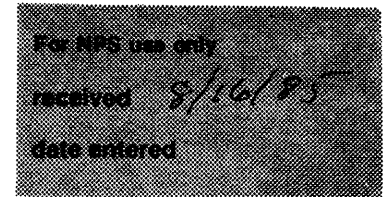
Attest:

date

Chief of Registration

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form



Continuation sheet

Item number

Page

Multiple Resource Area  
Thematic Group

dnr-11

Name Territorial Era Santa Fe Depots in South Central Oklahoma TR  
State Garvin County, OKLAHOMA

Conn RS

Nomination/Type of Review

Determined **Eligible**

Date/Signature

1. Santa Fe Depot of Pauls Valley

**DOE/OWNER OBJECTION** Keeper

William B. Burkoy 9/30/85

Substantive Review Attest

\* 2. Santa Fe Depot of Lindsay

**DOE/OWNER OBJECTION** Keeper

William B. Burkoy 9/30/85

**Entered in the National Register**

\* 3. Santa Fe Depot of Lindsay

Keeper

Melvin Byers 4/25/86  
(new owner - above objection with down)

4.

Keeper

Attest

5.

Keeper

Attest

6.

Keeper

Attest

7.

Keeper

Attest

8.

Keeper

Attest

9.

Keeper

Attest

10.

Keeper

Attest