

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Santa Fe Depot
other names/site number Norman Santa Fe Depot

2. Location

street & number Abner Norman Drive and Comanche Street N/A not for publication
city, town Norman N/A vicinity
state Oklahoma code OK county Cleveland code 027 zip code 73069

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>1</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>1</u> Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

[Signature] 12/17/90
Signature of certifying official Date
State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. 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

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/Rail-related

Current Functions (enter categories from instructions)

SOCIAL/ClubhouseRECREATION AND CULTURE/Museum**7. Description**

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation CONCRETEwalls BRICKroof CERAMIC TILEother STONE/Limestone trim

Describe present and historic physical appearance.

Summary

The Norman Santa Fe Depot, built in 1909, is a one-story, brick building designed in a vernacular expression of the Mission Revival style. The depot is located along the Santa Fe Railway tracks, one block south of Main Street, in the heart of Norman's commercial and governmental district. The building was rehabilitated in 1989 and possesses a high degree of architectural integrity.

Description

The Norman Santa Fe Depot is sited along the east side of the Santa Fe Railway tracks, in the center of Edwards Park. The greenbelt, Norman's first urban park, extends north to Main Street, linking the depot to the Norman Downtown Historic District (NR 1978). To the east of the depot is the Cleveland County Courthouse and Jail Complex. Vacant land, churches, and residential neighborhoods lie to the west, and the city's warehouse district is located directly to the south of the depot.

The Norman Santa Fe Depot is a one-story, brick building on a concrete foundation. It is sheltered by a cross-gabled roof, clad in flat, clay tiles and crowned by a metal ridge cap. Straight-edge-gabled false fronts, at each face, visually dominate the roofline. The building is composed of three major sections: a central block, which contains the waiting room, flanked by a porte cochere and a baggage-room wing.

At the east (main) facade, the focal point of the central block is a projecting entry portal, with a false front. This portal features a straight-edge gabled parapet with the round Santa Fe logo at the gable apex, referencing the curvilinear parapets of the Mission Revival style. (The logo is also found at the north gable end and at the baggage wing.) The portal is entered by a glazed panel door, flanked by 4/1 double-hung windows with wooden sashes. The upper lights of the window and the transom above the door are tall and vertical, with a diamond-pane motif. This motif is repeated in the pair of small, fixed windows in the gable-end, which light the attic. On either side of the entry portal, pent

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roofs shelter pairs of windows. These roofs, clad with flat, clay tiles, are supported by large, scroll brackets, below jigsaw-cut rafter tails.

The west elevation, which faces the railroad tracks, echoes the main facade. The focal point of the projecting element is a large, round-arched opening, which is filled with a 5/1 window, flanked by 1/1 sashes, whose upper lights conform to the curve of the arch. This arched opening served as the telegraph window. It is embellished by a limestone keystone and limestone impost blocks. Above the window, the curvilinear parapet references the Santa Fe logo. To the north of the projecting element is an entry, flanked by windows, identical to that at the main facade. To the south, a third entry door and a single window pierce the wall.

On either side of the central block are the porte cochere and the baggage wing. These symmetrically-placed, flat-roofed extensions, lower in height than the main building, serve to visually emphasize the central core.

To the north of the central block, an arched porte cochere with a concrete platform once served as an outdoor waiting area. This element is characterized by a semi-elliptical arch at each of the three faces and crowned by a stepped parapet. Limestone keystones and impost blocks embellish each arch.

The baggage room extends southward from the central block. A flat roof is bounded by a stepped parapet, embellished by the Santa Fe logo at both major elevations. At both the east and west facades, two sets of double-doors flank a pair of small, fixed windows, with the diamond-pane motif found throughout the fenestration. The doors are inset with long, stepped panels, infilled with tongue-and-groove paneling. Above these decorative elements are trios of vertical lights.

Ornamentation unifies the design of the building. Limestone embellishes the windows: a beltcourse forms a continuous sill, continuous lintels tie pairs of windows at the central block, and continuous, lug sills link the windows at the baggage wing. Moreover, limestone caps delineate the parapets throughout. The use of long, vertical lights with a diamond-pane motif throughout the fenestration--a Craftsman influence--provide further visual cohesion. A brick end chimney is located at the south elevation of the central core.

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Noncontributing Structures

A low, arched wall was created to define the plaza at the front of the building. The structure, built in 1989, does not intrude on the visual integrity of the depot.

Alterations/Rehabilitation

In 1989, the depot was rehabilitated for adaptive use as a community center for exhibits, meetings, and special events. The exterior was rehabilitated following the Secretary of the Interior's Standards. Brick infill was removed from the arches of the porte cochere, the masonry surfaces were tuckpointed with mortar visually matching the original, and the baggage-room doors were replicated. The gabled roof was repaired and the original clay tiles installed back in place. The logos surmounting the baggage room, which were missing, were reconstructed of architectural concrete to match the existing limestone trim. On the interior, the dark-stained oak woodwork and the coved ceilings were restored. The principal alterations included the creating of spaces for an office and a kitchenette, the installation of recessed lighting in the ceilings, and the addition of a bathroom adjacent to the baggage room. Although alterations have been made on the interior and the grounds to accommodate new uses, the building continues to possess an unusually high degree of architectural integrity.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1909-1940

1909

Significant Dates

1909

1909

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Lungsren and Carlson, builders

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary

The Santa Fe Depot in Norman is significant for the role it played in the transportation history of Norman. It thereby contributed notably to the development of Norman as a trade center in south-central Oklahoma. The building is also architecturally significant as an example of a "county seat depot." Furthermore, the depot is importantly associated with the local history of the Atchison, Topeka, and Santa Fe Railway Company, which founded Norman in 1872. The depot, which remains located along the railroad tracks, is the only extant building associated with this most important facet of Norman's history.

Historical Background

The Santa Fe Railway Company played a principal part in the early development and settlement of Norman. In 1886, the Atchison, Topeka, and Santa Fe Railway Company selected "Norman's Camp" as a station site. The following year, the company platted a townsite, using the boundaries established by a United States Land Office Survey in 1872, and filed the plat with the United States Department of the Interior.

The town plat made clear the relationship of the railroad to the development of Norman. The civil engineers, headed by Charles Chamberlin, laid the townsite parallel with the railroad tracks so that all crossings would be at right angles to the right-of-way. This was a standard practice of the railway company in laying out townsites. Beginning at the initial point (located at the intersection of East Main Street, Acres Street, and Carter Avenue), Main Street was laid out at a right angle to the railroad until it reached the section line on the

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south side of section 30, near the southwest corner of the townsite. From this baseline, the other streets were laid out. Norman's Original Townsite was, thereby, developed along a diagonal, northwest-southeast axis. Because residential additions to the Original Townsite were laid out along a north-south axis, the railway company's diagonal plan remains distinctive.

The arrival of the Atchison, Topeka, and Santa Fe Railway signaled the inevitability of the opening of the Unassigned Lands to white settlement. Since the 1830s, present-day Oklahoma had been reserved for the exclusive use of numerous Native American groups, in an effort to segregate them from the Anglo-European population. But by the late 1880s, political pressure from whites to open the lands to settlement under the Homestead Act proved irresistible. Indeed, many of the men who secured employment with the railroad were "boomers"--land-hungry whites who agitated for the incorporation of the Unassigned Lands into the public domain--seeking to gain a legal foothold prior to the official opening. When the line was completed in 1887, the Santa Fe established railroad stations at intervals of approximately ten miles.

Norman acquired its first residents when the railway company's section foreman, J. L. Hefley, settled with his family at the new station and the first Santa Fe agent, Andrew Kingkade, moved into a cottage (demolished) built on the railroad right-of-way. The two men settled the town on April 17, 1889, less than one week before the area was officially opened to white settlement. Indeed, until the land run five days later, Hefley and Kingkade were the only legal residents of Norman. Kingkade became a member of the first town council.

Soon after the Presidential Proclamation of March 23, 1889, announcing the opening of the Unassigned Lands, Delbert L. Larsh, the Santa Fe agent in Purcell, Oklahoma, and a group of businessmen formed the Norman Townsite Company. Another Santa Fe employee, John Helvie, an engineer, also participated in the townsite company. On April 22, when the gun was fired signaling the beginning of the land run, the townsite company members claimed town lots and quartersections on the edge of the townsite boundaries. These quartersections were later platted as residential additions.

To stimulate settlement, during the 1890s the Santa Fe Railway Company distributed promotional material extolling the advantages of Norman and its surrounding farmlands. The company offered excursion passenger rates for round-trips from Kansas City to Norman to induce potential

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homesteaders to the area. This was one of the standard practices used by railroad companies throughout the West to create markets and freight traffic along the railroad route and thereby increase profits.

Transportation Significance

The Santa Fe Depot in Norman is significant for its association with the city's transportation history. The local importance of the Santa Fe Railway Company to transportation predates the present building. The designation of Norman as a station along the Santa Fe Railway line made the town a transportation center for a three-county area and, thereby, assured economic success. The first train rolled through Norman on June 13, 1887, heralding the future of the embryonic town. Shortly thereafter, the company erected a section house (demolished) just north of the Duffy Street crossing.

At the time of the land run, Norman had a sixteen-foot-square passenger depot (demolished), located at the Eufaula Street crossing. Almost immediately the depot proved to be inadequate to serve the needs of the emerging town. Consequently, in 1890, a larger building (demolished) was built directly to the south of the original depot.

Norman soon became a transportation hub for the area. The city became the transportation and trade center for the agricultural produce of Cleveland County and for most of the Chickasaw Nation (and later McClain County) to the south. The presence of the railroad station likewise made Norman the agricultural processing center for Cleveland and northern McClain counties. Similarly, when the Pottawatomie-Shawnee lands were opened in September 1891, the Norman depot was the shipping point for construction materials.

By 1909, the growth of Norman's transportation service necessitated a larger, more modern passenger depot, the present Norman Santa Fe Depot. Particularly during the following decade, the depot served an important function in the community. Historians Charles W. Bohi and H. Roger Grant wrote of similar depots in neighboring Kansas: "In a very real sense railroads were the communities' link to the outside world and

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depots their gateway."¹ The enlarged building provided a crucial transportation link as Norman, the home of the University of Oklahoma, developed into the state's largest university town. The railroad provided passenger service for college students and their parents traveling from distant parts of the state to school. Even with the increasing popularity of the automobile in the 1920s, the depot continued to serve the city's transportation needs. During World War II, thousands of servicemen disembarked at the Norman Santa Fe Depot to attend the university's Naval Training School, later renamed the Naval Air Technical Training Center. This depot served the city until passenger transportation ended in the early 1980s.

Architectural Significance

The Santa Fe Depot is further significant as an outstanding example of the standard "county seat depot" built by the Atchison, Topeka, and Santa Fe Railway Company in Oklahoma, Kansas, and Texas. Most of the Santa Fe company's depots were utilitarian buildings constructed of wood. However, in county seats traffic volume often grew sufficiently to make the small, standard "country depots" inadequate. Moreover, political pressure to create more substantial stations to reflect the importance of the county seats occasionally convinced the Santa Fe company to erect a more impressive edifice.² In Norman, Edward H. Burke, the editor of the Norman Transcript, J. J. Burke, and Mayor Miller called on the Santa Fe Railway to give Norman a "square deal" by constructing a new railroad depot. The waiting room, they argued, had become too small to accommodate the passengers who congregated at the depot. The Santa Fe Railway Company was cognizant of the progressive sentiment against the railroad's rates and political activities, manifest in the anti-railroad stance taken by the Oklahoma constitution

¹ Charles W. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," Kansas History: A Journal of the Central Plains 4 (Spring 1981): 39.

² Ibid., p. 42.

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and its railroad commission, and therefore responded in a good-will effort by constructing the present depot in 1909.³

The Santa Fe Depot in Norman typifies the county seat type of depot. Like their wooden counterparts, these depots were typically combination stations, containing a waiting room, an office, and a baggage room. Although they were built according to custom plans, they shared standard characteristics. The Norman depot is nearly identical to the depot in Stafford, Kansas, and quite similar to another Kansas station, in Kingman. In Oklahoma, depots designed within the same idiom are present in Waynoka (NR, 1974), Stillwater (NR, 1980), and Blackwell. Each, however, expresses a unique combination of architectural elements, and none possess the degree of integrity extant at the Norman station.⁴

The Norman depot was designed in a vernacular interpretation of the Mission Revival style, expressed by a cross-gabled, clay tile roof and curvilinear parapets incorporating the Santa Fe logo. The firm of Lungsren and Carlson served as the contractors for the construction of the building, erected at a cost of \$15,000.

³ Norman Transcript, 21 Jan. 1909, p. 1; 28 Jan. 1909, p. 1.

⁴ Bohi and Grant, "Standardized Railroad Stations," pp. 44 and 51.

9. Major Bibliographical Reference

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreege of property Less than one

UTM References

A

14

64	17	5	0
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3	89	8	34	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

Beginning 277.5 ft. south of Main Street and 31 ft. from the centerline of the Santa Fe RR tracks, thence E 40 ft., S 125 ft., W 40 ft., N 125 ft. to point of beginning.

See continuation sheet

Boundary Justification

The boundary encompasses the building and that portion of the grounds owned by the City of Norman.

See continuation sheet

11. Form Prepared By

name/title Marsha Weisiger
 organization Norman Santa Fe Depot, Inc. date August 1990
 street & number 1029 Chautauqua telephone 405/360-3245
 city or town Norman state OK zip code 73072

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BIBLIOGRAPHY

- Bohi, Charles W. and Grant, H. Roger. "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe." Kansas History: A Journal of the Central Plains 4 (Spring 1981): 39-52.
- "The New Santa Fe Depot." Norman Transcript, 10 June 1909, p. 1.
- Norman Transcript, 21 Jan. 1909, p. 1; 28 Jan. 1909, p. 1; 11 March 1909, p. 1; 29 April 1909, p. 1; 8 July 1909, p. 1; 9 Sept. 1909, p. 1; 25 Nov. 1909, p. 1; 9 Dec. 1909, p. 1.
- University of Oklahoma, Design Research Center. Architectural/Historic Survey of Norman, Oklahoma. Prepared for the Oklahoma Historical Society, State Historic Preservation Office, 1988.
- Womack, John, comp. The Annals of Cleveland County, Oklahoma, 1889-1959, from the "Norman Transcript." n.p., 1981.
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Santa Fe Depot

