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RECEIVED AUG 1 1979

DATE ENTERED

JUN 6 1980

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

Hugo Frisco Railroad Depot

AND/OR COMMON

Frisco Depot

LOCATION

STREET & NUMBER

North A and Jackson Streets

— NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Hugo

— VICINITY OF

003

STATE

CODE

COUNTY

CODE

Oklahoma

40

Choctaw

023

CLASSIFICATION

CATEGORY

- DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT

OWNERSHIP

- PUBLIC
 PRIVATE
 BOTH
PUBLIC ACQUISITION
 IN PROCESS
 BEING CONSIDERED

STATUS

- OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE

- AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:

OWNER OF PROPERTY

NAME

Choctaw County Historical Society

STREET & NUMBER

c/o Choctaw County Chamber of Commerce

CITY, TOWN

STATE

Hugo

— VICINITY OF

OK

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

County Clerk's Office

STREET & NUMBER

Choctaw County Courthouse

CITY, TOWN

STATE

Hugo

OK

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Oklahoma Comprehensive Survey

DATE

1979

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Preservation Office, Oklahoma Historical Society

CITY, TOWN

STATE

Oklahoma City

OK

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input 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 checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Constructed in 1914, the Frisco Railroad Depot was located on the site of an earlier depot which had been destroyed by fire in 1913. The new structure was designed to be fireproof. Supported by steel columns, its exterior walls were of red brick and concrete construction and were topped by a terra cotta cap. North to south the depot measured 229 feet; east to west it was 42 feet. Over each of the large glass in its western facade (track side) were horizontal wooden canopies; the same was true of the main entrance on the east. The second level, which reached 35 feet above ground surface, measured 166 feet by 42 feet and was set equal distance from either end of the lower floor. The upper story windows on the east to west were canopied by slanted tile roofs. The building is low, wide and symmetrical, and vaguely Italianate in style.

1.

2

In the interior of the building, the first floor was devoted to passenger and freight activities. From south to north, its rooms were divided as follows: express, baggage, kitchen, lunch room (an old Harvey House), general waiting room (with adjacent rooms for the news stand and toilets for white men and white women), ticket office, and Negro waiting (with adjacent toilets for men and women).

The second floor contained sleeping rooms for the women employees of the restaurant, offices for Frisco railroad officials, sleeping rooms for trainmen, and a large assembly hall (63' by 16') that was used by townspeople for public meetings. All walls within the depot were plastered, had chair rails, and utilized cornices of either wood or picture moulding. In the central waiting room the ceiling was beamed and the woodwork of the newstand was walnut. The toilets for white persons had marble floors and walls.

The Frisco depot at Hugo was closed as a passenger facility in 1960. Later in that decade the company sold the building. Since then it has been utilized as a salvage yard and a wood chip factory. In 1978 it was purchased by the Choctaw County Historical Society, the objective to restore the structure to its original state and to house a museum that will display items demonstrative of the history of the town and the region.

Today, the exterior of the Frisco depot is little changed from its original appearance. Its windows have been boarded up pending the restoration of the original frames and the addition of new panes. The interior of the building has been altered, but not substantially. All fixtures and portions of some walls have been removed, as have the facilities of the ticket office.

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 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 1914 to present

BUILDER/ARCHITECT Frisco Railroad

STATEMENT OF SIGNIFICANCE

The Hugo Frisco depot symbolizes the importance of the railroad to the community and recalls an era of transportation in the history of the nation that today few can recall. Hugo, Oklahoma, owes its existence to the railroad. Building southwest out of Arkansas, the St. Louis and San Francisco (Frisco) reached the area that is now Hugo in 1887, its tracks then being extended on south across Red River into Texas. In 1902 this line was intersected by another railroad also building out of Arkansas known as the Arkansas and Choctaw Railroad. At the junction of the two lines the town of Hugo was platted and soon became the principal commercial center of the region. Its significance was recognized in 1907 when it was designated as the county seat of Choctaw County by the new state of Oklahoma. The stability of the town was further assured when the Frisco purchased the Arkansas and Choctaw Railroad and made Hugo the site of its regional headquarters and roundhouse.

As early as 1902 the Frisco constructed its first passenger station in Hugo. This original facility was found to be inadequate to the needs of the company, causing it to build a new depot about 1911. Two years later (1913), however, the wooden structure caught fire and burned to its foundations. Railroad officials determined to rebuild the depot, but out of materials that would not burn. The result was the construction in 1914 of the present "Frisco Depot." Designed by staff architects and built by the company's Bridge and Building Crew, the new facility--by its size and bulk--demonstrated the importance of the community to the Frisco system. This was also suggested by the fact that the regional business offices of the company were housed in the building. That the depot also contained a Harvey House restaurant and provided self-contained quarters for the "Harvey House girls" also reflected the significance of the site. Operating until the depression, this restaurant provided the ultimate in passenger service for travelers utilizing the east-west or north-south trains on the Frisco system. But not all passengers were served in the Harvey House: at the north end of the depot was a segregated waiting room for blacks.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Interview, Mr. Smith Lutin, Hugo, Oklahoma, March 26, 1979.

ACREAGE NOT VERIFIED
UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY About 2 acres

QUADRANGLE NAME Hugo, OK

QUADRANGLE SCALE 7.5'

UTM REFERENCES

A 15 267760 3766150

B

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Within SE 1/4, SW 1/4 Section 22 T6S-R17E

East of the tracks and West of A Street, from 200' South of Bluff St. to 250' N. of Jackson St

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

W. David Baird, Supervised by Dr. Annetta L. Cheek

ORGANIZATION

Oklahoma Historic Preservation Survey

DATE

March, 1979

STREET & NUMBER

Oklahoma State University

TELEPHONE

(405) 624-5678

CITY OR TOWN

Stillwater

STATE

OK

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

TITLE

Harry L. Dwyer M.D.

DATE

7-16-79

FOR NPS USE ONLY

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

KEEPER OF THE NATIONAL REGISTER

DATE

6/6/80

ATTEST:

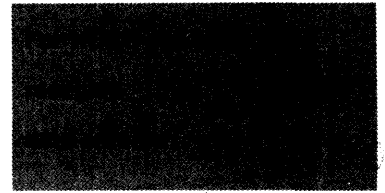
CHIEF OF REGISTRATION

DATE

6/5/80

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Item number

Page

Hugo Railroad Depot
Hugo, Choctaw County
Oklahoma

The roundhouse is no longer standing.