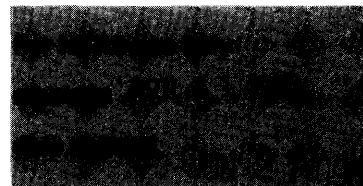


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Antlers Frisco Depot and Antlers Spring

and/or common

2. Location

street & number Main Street _____ not for publication

city, town Antlers _____ vicinity of _____ congressional district 003

state OK _____ code 40 _____ county Pushmataha _____ code 127

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 checked="" 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 checked="" type="checkbox"/> site	Public Acquisition	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 checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Frisco Railroad (General Office, Southwest Region)

street & number 906 Olive Street

city, town St. Louis _____ vicinity of _____ state MO 63101

5. Location of Legal Description

courthouse, registry of deeds, etc. County Clerk's Office

street & number Pushmataha County Courthouse

city, town Antlers _____ state OK

6. Representation in Existing Surveys

title Oklahoma Comprehensive Survey _____ has this property been determined eligible? yes no

date 1979 _____ federal state county local

depository for survey records Oklahoma Historical Society, Preservation Office

city, town Oklahoma City _____ state OK

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input 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

Constructed about 1911, the Frisco Railroad depot was located across the tracks opposite the site of an earlier wooden depot and Harvey House which burned in that year. The new structure was designed to be fireproof. Supported by steel columns, its exterior walls were of red brick and concrete construction with parapets topped by a terra cotta cap. Approximately 100 feet long and 30 feet wide, the depot is flat roofed with a horizontal wooden canopy over the controller's observation window. The building is low, long and symmetrical in a vaguely Italian style.

Roughly half of the interior was devoted to passenger activity, and half to freight storage and transfer. From north to south the building was divided as follows: general waiting room (with adjacent restrooms for white men and women), ticket office, and Negro waiting room (with adjacent toilets for men and women).

The railroad company has done little to the building other than remove the furnishings; leaving it empty (except for the agent's office) but virtually unchanged. Ticket windows and desks (in what appears to be walnut), and other fixtures are all original, as are the train order board lever controls which are still in use. Separate ticketing, waiting and restroom facilities bring to mind a time when separate was considered adequate under the law.

The building no longer houses crowds of hurried passengers, but is now used only for the railroad agent's office and controls and, occasionally, for storage.

The Spring is now enclosed in a cement well structure covered by a small wooden roof. The structure is approximately four feet in diameter and seven feet tall. The spring flows, but has not been well kept up, mostly due to lack of funding.

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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1911 to present **Builder/Architect** Railroad architect

Statement of Significance (in one paragraph)

As Antlers owes its existence to the St. Louis and San Francisco Railroad and its name and location to Antlers Spring, these two adjacent sites are of outstanding significance to the history of the town.

In 1887, when the Frisco built its line from Ft. Smith, Arkansas south through the Choctaw Nation into Texas, it established a stop near a large fresh-water spring which had long been used by hunters as a hunting and camping spot. The spring was marked as such by a pair of Antlers nailed in a tree nearby—thus the town's name. The building of this Arkansas-Texas Line spelled the end of the autonomy of the Choctaws and the beginning of a new era in which white outsiders moved in to exploit the area's resources. The early 20th century was a period of great economic growth and cultural change in southeast Oklahoma and the railroad was the key to both these changes. Antlers' economic growth was rapid because local merchants and businessmen were easily able to ship goods on the Frisco. Antlers also became a very popular passenger stop for several reasons—there was always a good supply of cool, fresh water from the spring, the Harvey House Restaurant boasted a wide selection of game foods (venison, wild turkey, quail, bear, etc.), and it was the only place along the line that hot, tired, travelers could get a bath. At one time, as many as five passenger trains passed through Antlers daily. Most of the original town was centered around this depot and the spring, as was much of the early social activity. Dances and picnics were often held on the lawn around the spring, and as it was the main source of water for the town in the early years it became a local gathering spot where one could see friends and catch up on town gossip. Eventually as the importance of the railroad declined, merchants located more permanent buildings further from the noise and danger of passing trains.

With the discontinuation of passenger service, the depot has lost most of its functions and has been used as a storage area for several local businesses. Now, only three to five trains weekly stop in Antlers, and the St. Louis and San Francisco is considering ending its service to the area entirely. But the brick depot and nearby spring will still recall the years at the turn of the century when this town, its economy and its culture grew up around the railroad.

9. Major Bibliographical References

Interview: Mr. Robert Nash, Antlers, OK, July 27, 1979.
 Interview: Mrs. Dowell West, Antlers, OK, July 26, 1979.

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property about 2.5 acres
 Quadrangle name Antlers East, OK

ACREAGE NOT VERIFIED

Quadrangle scale 7.5'

UMT References

A

1	5	2	5	8	6	1	0	3	7	9	0	5	6	1
Zone				Easting				Northing						

 C

Zone				Easting				Northing						

 E

Zone				Easting				Northing						

 G

Zone				Easting				Northing						

B

Zone				Easting				Northing						

 D

Zone				Easting				Northing						

 F

Zone				Easting				Northing						

 H

Zone				Easting				Northing						

Verbal boundary description and justification

Within the SW 1/4, SW 1/4, SW 1/4 Section 3 T4S-R16E. The nominated property consists of the entire (East to West) railroad right of way from Main Street (Rt 271) on the north to a line 50 yards south of Antlers Spring.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Jenifer Cray Supervised by Dr. Annetta L. Cheek
 organization Oklahoma Historic Preservation Survey date August, 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

title _____ date 4/10/80

For NCRS use only
 I hereby certify that this property is included in the National Register

[Signature] date 6/29/80
 Keeper of the National Register

Attest: [Signature] date 4/5/80
 Chief of Registration