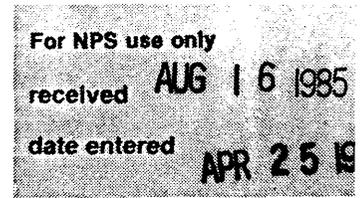


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(2) Santa Fe Depot of Lindsay (No. 2 on Sketch Map and Photo Nos. 8-12).

Location: 110 North Main
Lindsay, Oklahoma 73052

County: Garvin Code: 49

Owner of Property: Santa Fe Railroad
2224 South Michigan Ave. (Room 1426)
Chicago, Illinois 60604

Location of Legal Description: Office of the County Clerk
Garvin County Courthouse
Pauls Valley, Oklahoma 73075

Description: The Santa Fe Railroad depot located in Lindsay, Oklahoma is a single story detached, white clapboard commercial building with dimensions of approximately 30' x 175'. The depot has a pitched roof with exposed eaves and is covered by wood shingles. The low roof ridge is interrupted by two corbelled interior chimneys located on the eastern half of the building. Each chimney is constructed of brick masonry in a running bond pattern.

The facade (east side) of the building has five vertical brackets connected to the exposed eaves. Below the center bracket is a Santa Fe logo and the word "Lindsay" painted in bold black letters. On either side of the central bracket are two paneled flush wood doors, each with 3' x 9' dimensions, and framed by 2" wide wooden boards with a low-angle gable-shaped lintels. Three feet to the south of this door set is a 3½' x 9' paneled flush door with the same frame and lintel as the central doors. To the north of the central double doors is a 2½' x 2½' fixed window, covered by plywood, with an identical frame and lintel as the three doors.

The south side of the depot has fourteen vertically angling brackets connected to the exposed eaves identical to those on the building's facade. In the western half of south side are three 6' x 10' batten doors constructed of vertically arranged 2" wide wooden boards with a single light rectangular transom, all framed by wood. In the eastern half of south side a pair of 2/2 lights are set in a fixed window. A low-angle gable-shaped lintel is above each window. To the east of the two fixed windows is a 3½' x 12' wood paneled door with a three-light transom framed in wood. To the east of this door are two 6/6 double-hung windows with gable-shaped lintels framed in wood. To the east of the double sash windows is a plywood-covered single-light fixed window with a gable-shaped lintel.

The north side of the depot has fifteen brackets connecting to the exposed eaves. On the east end of north side are two wooden paneled doors, one of which is ground level and has a fixed transom and the other is 1½' off the ground. The latter opening has been closed with plywood. To the west of these two doors is a three-sided bay which served as a dispatch window during passenger service era. Each of the three bays contain 6/6 double-hung windows. The gabled roof of the bay has north-south orientation which intersects with east-west main roofline. To the west of the bay window is a 3½' x 10' paneled door with a plywood transom and a gable-shaped lintel, framed in 2" boards.

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Two and one-half feet to the west is 6/6 double-hung window with a gable-shaped lintel. Five feet to the west is a 6' x 10' batten door identical to those on the south side of the depot. Two identical doors, raised 2½' above ground level, are to the west of the batten door and arranged at 10' intervals.

The rear of the depot has five brackets connected to the open eaves. Beneath the middle bracket is a Santa Fe Railroad logo with the word "Lindsay" painted in bold black letters beneath it.

A 30' wide loading ramp which borders the south side of the building extends to the rear portion.

Although a few openings have been filled with plywood, the Santa Fe Depot in Lindsay has retained its architectural integrity for over 80 years.

Statement of Significance: The Santa Fe Depot of Lindsay is both historically and architecturally significant because: (1) it is one of the two oldest Santa Fe depots in south central Oklahoma having been constructed in 1903 during the Indian Territorial Era, four years before Oklahoma statehood, and (2) it is one of the two oldest and best remaining examples of vernacular architecture as applied to railroad depots in south central Oklahoma.

The Santa Fe Depot of Lindsay was constructed in 1903, one year after the townsite was platted by Lewis Lindsay. The town was situated in the fertile agricultural region of the Washita River Valley and, therefore, was a major market center for a variety of agricultural products. Broom corn, a specialized crop, became the principal product of area farmers. The depot provided a shipping point for this crop as it was transported to various markets within Oklahoma as well as distant markets throughout the country. In addition to its importance as an agricultural shipping point, the depot handled freight and passenger service for approximately 30 years (1903-1933). Located along the principal north-south route through the center of the state passengers were able to travel to and from other points along the line such as Guthrie and Oklahoma City (first and present state capitals) as well as locations in Texas and Kansas.

Passenger service was discontinued in the mid-1930s, however, the Lindsay depot retains its role as a shipping/receiving center, a function it has maintained for more than 80 years.

The Lindsay depot features the same vernacular architectural qualities as the Pauls Valley depot. Vernacular characteristics include the simply designed, long, rectangular floor plan; use of wood for the frame and clapboard wall finish; plain bracketing in the wide overhanging exposed eaves; and overall lack of ornamentation. The end walls are highlighted with the Santa Fe logo and the word "Lindsay" painted in bold, black letters. The side walls contain several openings and the side nearest the track features a three-sided bay which served as the dispatch window. The openings have slightly pedimented lintels. Alterations are minimal. A few of the openings have been boarded over.

The Lindsay Santa Fe Depot has retained its historic and architectural integrity for more than 80 years.

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Major Bibliographical References:

Bryant, Keith L., Jr., History of the Atchison, Topeka, and Santa Fe Railway. Lincoln: University of Nebraska Press, 1974.

Hofsommer, Don L. (ed.) Railroads in the West. Manhattan, Kansas: Sunflower University Press, 1978.

From Bluestem to Golden Trend: A Pictorial History of Garvin County. Ft. Worth: University Supply and Equipment Company, 1980.

Personal Interview: L. C. Henry, July 1984.

Quadrangle Name: Lindsay, OK Scale: 1:24,000

UTM: 14/627780/3855690

Verbal Boundary Description: Beginning at a point 133' north of the northeast corner of the intersection of Highway 19 and Choctaw Street in Lindsay, Oklahoma, proceed west 125' to the southwest corner of said property, thence north 100' to the northwest corner of the nominated property, thence east 125' to the northeast corner of depot, thence south 100' to the point of beginning. The nominated property lies within these boundaries.

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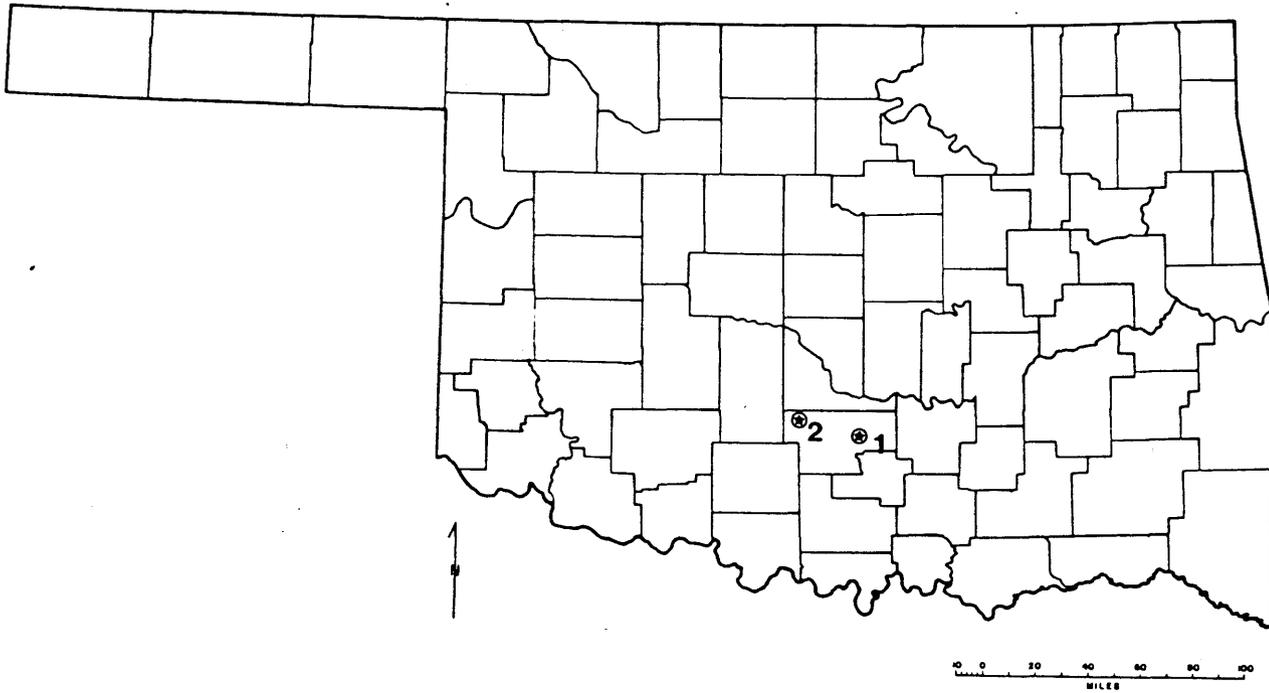
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TERRITORIAL ERA SANTA FE DEPOTS IN SOUTH CENTRAL OKLAHOMA



1. PAULS VALLEY DEPOT

2. LINDSAY DEPOT

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 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 oldest and best remaining examples of railroad depots constructed during the Territorial 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.

