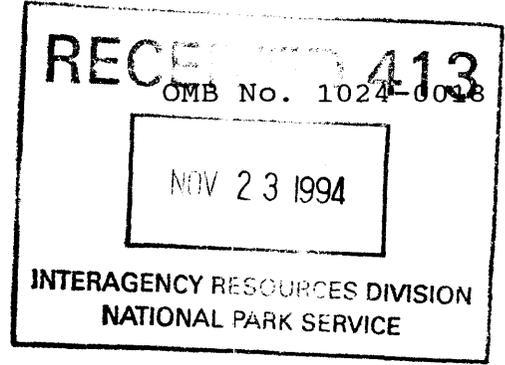


NPS Form 10-900
(Rev. 10-90)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



=====

1. Name of Property

=====

historic name Davis Santa Fe Depot

other names/site number Arbuckle Historical Museum

=====

2. Location

=====

street & number 12 Main Street not for publication N/A
city or town Davis vicinity N/A
state Oklahoma code OK county Murray code 099
zip code 73030

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX 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 XX meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide X locally. (n/a See continuation sheet for additional comments.)

Robert Wade November 14, 1994
Signature of certifying official Date
Oklahoma Historical Society, S.H.P.O.
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register Edson H. Beall 12-29-94
 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): _____

Edson H. Beall 12-29-94
Entered in the National Register
Signature of Keeper Date of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing	
<u> 1 </u>	<u> 0 </u>	buildings
<u> 0 </u>	<u> 0 </u>	sites
<u> 0 </u>	<u> 0 </u>	structures
<u> 0 </u>	<u> 0 </u>	objects
<u> 1 </u>	<u> 0 </u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related

Current Functions (Enter categories from instructions)

Cat: RECREATION AND CULTURE Sub: museum

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Italianate

Materials (Enter categories from instructions)

foundation CONCRETE

roof STONE:Slate

walls WOOD:Weatherboard

other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

Period of Significance 1908-1944

=====
8. Statement of Significance (Continued)
=====

Significant Dates 1908

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====
9. Major Bibliographical References
=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Kansas State Historical Society
Arbuckle Historical Society

=====
10. Geographical Data
=====

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>14</u>	<u>672450</u>	<u>3819380</u>	3	<u> </u>	<u> </u>
2	<u>N/A</u>	<u>See continuation sheet.</u>		4	<u> </u>	<u> </u>

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

name/title Patricia J. Norrell, President; Cynthia Smelker, ed.

organization Arbuckle Historical Society; OKSHPO date 29 July 1994

street & number 12 Main Street telephone 405/369-5369

city or town Davis state OK zip code 73030

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage
or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name Atchison, Topeka and Santa Fe Railway Company

street & number 3611 W. 38th Street telephone _____

city or town Chicago state IL zip code 60632

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 9

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Narrative Description

Summary

The Davis Santa Fe Depot is a standard, vernacular, Combination 9 depot with Italianate features. The depot is located on the south side of Main Street, east of the Atchison, Topeka and Santa Fe Railway tracks between First and "A" streets. Situated on the fringes of the downtown commercial area, the depot served as a critical early day transportation link for the town. Built in 1908, the depot was constructed standard in appearance with other Atchison, Topeka and Santa Fe (Santa Fe) depots. Measuring 24.2' wide by 145' long, the Davis Santa Fe Depot was a fairly large station serving freight and passenger demands for seventy-five years. Since 1983 the depot continues to serve community needs as the Arbuckle Historical Museum. The building's primary orientation is west towards the double Santa Fe railroad tracks. The gabled slate roof with wide overhanging eaves rests atop a weatherboard frame. The building's primary decorations are the eave brackets and the large, gabled bay window on the west side. Two corbelled brick chimneys, multiple six-over-six windows with pediments, and the painted name and Santa Fe trademark provide additional decorative detail to the depot. Although some alterations have been undertaken on the building, the Davis Santa Fe Depot retains its historical and architectural integrity.

Exterior Description

The Davis Santa Fe Depot is a one-story, rectangular building. Constructed of weatherboard with a concrete foundation, the depot's gabled roof has red, diamond shaped, slate shingles. The building has eight entrances and over twenty windows. All the doors and windows are framed by wooden strips six inches in width and each has a lintel giving the impression of pediments. The windows are single, double hung. The majority of windows are six-over-six but there are two four-over-four windows. The building had three single entrances and four large freight service doors. The remaining entrance was a double entrance with one wooden slab and one glazed paneled door. One of the freight doors and the double entrance have been modified to double glazed slab doors. Three of the freight doors remain intact. The three single entrances have wood paneled doors. Above each single and two of the freight doors is a

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 10

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Narrative Description (Continued)

rectangular transom light. The building's architectural details include eave brackets encircling the entire structure and two corbelled brick chimneys.

The depot was originally painted a drab red with contrasting dark green trim. The overall red was most likely a stain since the building is constructed of redwood. The name "Davis" was painted across the north gable end in white letters, along with the corporate Santa Fe logo. During the 1920s or 1930s, the paint was altered to an overall yellow with dark green trim. Also around this time, white window screen frames and black iron bars were placed on the windows. Since about 1950, the depot in Davis has been a solid yellow with no trim. Prior to 1983, the window screens and iron bars were removed from the windows. The "Davis" name is now painted in black letters on the gable ends and above the bay window. The Santa Fe trademark cross-in-circle is also painted on the gable ends in contrasting white and black.

The north elevation of the Davis Santa Fe Depot faces onto Main Street. There are no entrances on this elevation, instead only four windows. The center two windows are paired and are the only four-over-four windows in the building. Combined with the arch of the gable roof, this creates a focal point for the painted name of the depot and Santa Fe logo. The stone flower bed obscuring the concrete foundation is a decorative detail serving to soften the harshness of the utilitarian building. The flower bed was placed around the north end of the building after 1983 when the building's function became more community rather than company oriented.

The east elevation served as the rear of the depot, facing only a single line of railroad tracks. It contains eight six-over-six windows. Near the center of the building is a single, small nine-over-two window. Adjacent to the smaller window is the single paneled door which allowed access into the baggage room and "Colored" waiting room. The stairs to the three foot high loading dock begin a little over half way past the middle of the depot. The loading dock, which wraps around the southern end of the building, was built with railroad crossties as its base. For safety purposes a black pipe railing has been placed along the entire loading dock. The freight deck was recovered in 1993, but the original material

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 11

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Narrative Description (Continued)

remains underneath. Approximately three-quarters along the length of the east elevation, near the top of the dock, was a double door. The wooden slab and glazed paneled doors were replaced with a double glazed slab door in 1993 to facilitate creation of a "teen center" in the depot.

Located on the southern elevation is the beginning sloped grade of the loading dock. For safety measures, black pipe railing along the loading dock creates a bearer to the graded slope of the dock. Previously the graded slope led straight into the railroad tracks to the west of the depot which are still in use. There are no windows on this elevation. Formerly a large freight door with a wooden transom provided the only openings on this side of the building. In 1993, double glazed slab doors displaced the wooden door. The transom was also changed to glass but the wooden balustrade remains in place. Additional decoration on this elevation include the black painted "Davis" and black-and-white Santa Fe trademark.

The west elevation was the primary elevation of the depot during its heyday. Sporting the distinctive gabled bay window with eave brackets, this side of the building more than any other characterizes the structure as a Santa Fe depot. The bay window, an unusual decorative element utilized by the Santa Fe Railway to distinguish their depots, served as a ticket window for Euro-American passengers. Three six-over-six windows with pediments fill the bay. Four eave brackets provide elaborate detail to the window without requiring specialized construction expertise. The gable above the bay window imitates the extended eave of the roof, however, the eave brackets are only on the ends of the gable and the gable end is partially filled. Located immediately south of the bay window is the single wood paneled door leading into the depot office. The doorway is capped by a slight pediment which extends to the bay window. Within the pediment is a single two-over-two double hung window which provides a sort of sidelight to the office door. Above the door is a triple-light transom. Farther south along the west elevation are three freight doors and one six-over-six window. The first door opens to ground level. The other two are elevated about three feet, the same height as the baggage carts that were used around the depot. The north part of the west elevation contains three six-over-six windows and the wood paneled door leading into the white

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 12

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Narrative Description (Continued)

waiting room. The three-light transom above the door has been painted over, as has the southernmost window. A modern black iron fence has been placed along the west elevation as a barrier to the railroad tracks.

Interior Description

Moving from north to south inside the building there were four major areas. First was the larger 24' X 36' waiting room used by white passengers exclusively until the 1960s. Next was the ticket office area measuring about 24' X 16'. This area corresponded in size with the bay window. Farther south was the baggage room and "Colored" waiting room, about 24' X 16' again. The southernmost section of the depot, approximately 77', was for freight handling and storage.

Prior to its renovation for use as a museum, the interior of the building changed very little. The beaded ceiling, as well as the trimwork, still remain. The old wood stove has been removed, two window air conditioners and indoor plumbing have been added through the years. Although the building's use has changed, the original room divisions remain. Currently, the majority of the building is occupied by the museum. The ticket office area still contains the original desks, telephone and typewriter. Fiberboard material was recently installed on the freight room walls to facilitate a "teen game room" in that portion of the depot. The original wall material, however, remains intact behind the fiberboard.

Alterations

During its eighty-six year history, the Davis Santa Fe Depot has been slightly altered. The majority of these alterations are minor with no major structural work occurring. Prior to the late 1950s, the toilets that were located about thirty yards to the north of the depot across Main Street were relocated into the passenger waiting room, necessitating the advent of indoor plumbing in the depot. Since 1983, several alterations have taken place which facilitate the shift in function from a railroad depot/office to a community center. These changes include the black pipe railing along the loading dock, recovering of the freight deck and alteration of two entrances from wood to modern double glazed slab doors.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 13

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Narrative Description (Continued)

Other modifications to the depot's appearance which do not actually impact the building are the construction of the stone flower bed along the north end and the black iron fence along the west elevation.

Due to the nature of the alterations, the Davis Santa Fe Depot retains its overall integrity. The replacement of the two doors with modern glazed slab doors is the most distressing modification; however, the original door configurations remain easily discernible and the doors are not on the primary elevation of the building. Therefore, the new doors, while not totally sensitive to the building, do not destroy the integrity of the building. The other modifications to the building were made for safety purposes to allow the building to be reused rather than abandoned. The building has been well maintained and retains its integrity of location, setting, design, materials, workmanship and conveys the feeling of its past environment.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 14

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance

Summary

The Davis Santa Fe Depot is eligible for the National Register of Historic Places under Criterion A for its association with the transportation history of Davis and under Criterion C as an example of a standardized wooden Combination 9 Santa Fe depot. The Santa Fe Depot in Davis is significant because it is the only representative structure of the impact that the railroad had on the development of the settlement, economics, commerce and transportation of the area immediately around Davis. It is also the only extant depot in Murray County that retains its integrity of setting and location.

Historical Context

The Atchison, Topeka and Santa Fe (Santa Fe) Railway stretched from Chicago, Illinois south to Galveston, Texas and east to San Francisco, California. The Santa Fe operated twelve thousand miles of railroad track in the American southwest, allowing settlement of this area at a quicker and more "civilized" pace than pre-railroad habitation. The multiple lines with numerous depots and cars gave rise to one of the nation's largest and most financially sound railroads. Although passenger service ended on 2 May 1971, the Santa Fe Railway continues to haul goods and products throughout the southwest.¹

Similar to other major railroads, the Santa Fe was a conglomeration of numerous smaller railway companies. In Oklahoma, the acquisition of the Gulf, Colorado and Santa Fe (GC&SF) in 1886 was key to the company's development. The line brought not only over two thousand miles of track and a seaport railhead in Texas, it also gave the Santa Fe a strong foothold on railroad construction through Indian Territory. Two years prior to the purchase of the GC&SF, Congress granted the GC&SF, along with the Santa Fe affiliated Southern Kansas Railway Company, the authority to build two additional lines through Indian Territory. This new act, in violation of a previous treaty with the Cherokee Nation restricting the number of railroads in the territory to one north-south and one east-west line, precluded the opening of the "Unassigned Lands" to non-Native Americans. The line connecting Arkansas City, Kansas to Galveston, Texas

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 15

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance (Continued)

by way of Indian Territory was completed on 26 April 1887. Within two years, the first land opening began the evolution of Indian Territory into the state of Oklahoma.²

Santa Fe railroad stations were located at approximately ten mile intervals. Accordingly, a station was situated on the east bank of the Washita River at the base of the northern foothills of the Arbuckle Mountains on land initially owned by Nelson Chigley. Chigley, a member of the Chickasaw Tribe, settled in the Davis area probably around 1854. The Santa Fe arranged with Chigley to have part of his two thousand acres surveyed into fifty foot lots. Thus the physical formation of the town began. The town and depot were named for Sam H. Davis, who moved to the immediate area in 1886 and served as the first Santa Fe agent in Davis for three years.³ With the advent of the railroad station in 1887, Washita, formerly a settlement located about three miles north, moved to the present day Davis site. The town was legally incorporated on 16 November 1898.

The first depot in Davis was a boxcar placed on the west side of the railroad tracks about two blocks south of Main Street. This crude depot continued in operation through 1894. By February 1896, a small depot with the distinctive Santa Fe bay window had been constructed west of the railroad tracks. At this time, the platform was almost double in size to the depot. At some point after 1898 but before 1900, an additional line of track was laid to the west of the depot. Between June 1900 and January 1902, the depot expanded in size. Although the waiting room and office stayed relatively the same size, the freight room almost doubled in length. The existing depot was constructed in 1908. The laying of additional track caused the depot to be located on the west side of the main tracks, with additional track along the rear of the depot to the east.

The 1908 Davis Santa Fe depot contained a feature common to early twentieth century depots in the south, segregated waiting rooms. Previous Davis depots had only one waiting room roughly equal in size to the office area. Pre-statehood Oklahoma had been fairly open to African-Americans; thus, the establishment of twenty-eight all-Black towns in the twin territories. However, segregation slowly made its way into Oklahoma law. In 1897, the territorial legislature mandated racial separation of schools,

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 16

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance (Continued)

juries and public facilities. This policy of segregation continued into statehood when the 1907 legislature, as one of its first undertakings, enacted a "Jim Crow" law restricting use of not only schools and public facilities but also transportation. In railroad depots this policy dictated creation of separate waiting rooms. Accordingly Euro-Americans utilized an area fairly large in size and specifically constructed for use as a waiting room. African-Americans were assigned a smaller area that often doubled as baggage storage.

The Davis depot, constructed after the official state policy was established, sported two waiting rooms: the substantial 24' X 36' waiting room for Euro-American passengers, second in size only to the freight storage area, and the 24' X 16' African-American waiting room used also for baggage. As a reminder of their respective positions in society at the time, white passengers entered the waiting room from the front of the depot while Black passengers used a rear entrance. Depot waiting rooms continued to be segregated into the 1960s, when the general shift in discrimination laws began. In the Davis depot, the signs designating the "White" from the "Colored" waiting rooms were removed from the front of the building and the ticket window for African-American passengers was encased in the wall between the office area and "Colored" waiting room. Remnants of this policy remain however in the physical arrangement of the building.

Transportation Significance

Location of the various railroads generated or devastated communities nationwide. Railroads, and more specifically railroad depots, provoked economic development of numerous towns. Concurrently, the by-passing of a town by the railroad often spelled its end. Railroads provided fast, dependable transportation of area goods and a critical means of communication. Along with large loads of regional agricultural and industrial goods, railroads historically conveyed family members and friends and the federal mail year-round. Additionally, depots transmitted information via the telegraph. As an adaptable community center in an increasingly fast-paced world, depots were characterized as "the hub of the town."⁴

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 17

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance (Continued)

The establishment of the depot on the future townsite of Davis is a direct link to the subsequent development of the town. The town did not exist until the Santa Fe arranged for platting of the area. Without construction of a depot on the site, it is unlikely development would have occurred when it did or even at all. Furthermore, Davis, like numerous other Oklahoma towns, relied upon agriculture and related industries. The depot furnished reliable transportation of crops to larger markets such as Oklahoma City and Tulsa. The construction of a cotton platform and stockyard south of the depot by the Santa Fe Railway testifies to the importance the railroad had in the agricultural based economy of early day Davis.

Limited mining of the area's natural resources also aided the growth of Davis. Lead, asphalt and zinc mines were opened in the "Rock Cut" region by the early 1900s. "Rock Cut" was the hole blasted through a rock mountain to allow the railroad to pass through the Arbuckle Mountains in central Indian Territory. Additionally, a number of rock quarries were started in the vicinity which continued in operation for several decades. The railroad played a major role in identifying and aiding development of this industry in the Davis area.⁵

Another important economic mainstay for Davis was tourism. Prior to the emergence of the automobile, the railroad was the primary transportation means to the recreational sites increasingly important in American life. Construction of a branch line from Davis to Sulphur Springs, about nine miles to the east, in 1906 attracted a number of leisure-minded Americans. Sulphur Springs was touted for its mineral springs, popular nationwide for their recuperative powers. The branch line was owned under the General Laws of the Territory of Oklahoma by the Eastern Oklahoma Railway Company, Incorporated. The Eastern Oklahoma Railway Company was chartered on 24 July 1899 by Edward P. Ripley, president of the Santa Fe Railway since 1896. The increased traffic through the Davis Station as a result of this branch line probably necessitated the construction of the new depot in 1908. The Davis-Sulphur Springs "spur" continued in operation until 1938. Another popular tourist attraction, especially during the 1920s and 1930s, which kept the Davis depot busy were Sunday excursions to the Arbuckle Mountains, specifically Rock Cut. Sightseers paid as much as one dollar

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 18

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance (Continued)

roundtrip from Galveston to see the novelty.⁶

The Davis Santa Fe Depot provided the transportation link pivotal to turn-of-the-century town development. The depot supplied the site for shipment of all area goods to larger markets, as well as an accessible station for travelers. Additionally, the depot aided development of the tourism trade in the Davis area by creating the necessary transit means.

Architectural Significance

Since its beginnings in the 1870s, the Santa Fe Railway built their depots fairly standard in appearance. This not only kept construction costs lower, it also created an identifiable corporate image for the Santa Fe. Each standard plan featured a depot with a gabled bay window and extended eave overhang with eave brackets as emphasis. As a finishing touch, the company's circle-in-cross trademark, the official Santa Fe emblem since 1901, was painted on the gable end. The majority of depots, such as the Davis depot, were built of the combination type. "Combination" refers to the consolidation of the passenger and freight service in one building. A number was assigned to each plan to indicate the relative size of the building to other depots: a Number 1 depot measured 16' X 40'; Number 2 depots 24' X 48'; Number 3 depots 24' X 64'; and so forth.⁷

The Davis Santa Fe Depot was a typical depot built by the Santa Fe Railway around the turn-of-the-century. The Davis depot was a Number 9 Combination. Thus, it was a fairly large station indicating heavy area usage. Constructed in the standard vernacular Santa Fe Railway style, the building possessed the functional yet distinctive bay window. Italianate style influences were displayed in the wide eaves, eave brackets and unbroken pediments over the windows. The depot contained space for a segregated white waiting room, office, combination baggage and "Colored" waiting room, and freight storage. The depot served the area in a rail-related capacity for seventy-five years before becoming a museum. The Santa Fe Depot functions as the only tangible link to the architectural style of early twentieth century transportation buildings in Davis.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 19

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Statement of Significance (Continued)

The depot, however, was not the only Santa Fe owned building constructed in Davis. Rail-related construction became dominate in the area immediately surrounding the depot. The railway company built a toilet on the north side of Main Street directly north of the depot, a tool shed on the west side of the tracks about two blocks north and a mail post about fifty feet south of the depot. The tool shed was used by the section gang for storage of the tools they used to keep the tracks in repair and also to store the motor car and push cars which carried them up and down the track to their worksites. The mail post stood about eight feet in height with an arm out from the top between the post and track. When the mail was to be picked up by a train that was not scheduled to stop in Davis, a leather mail bag was attached at the top and bottom ends to the mail post. In the door of the baggage car, a large hook was attached which the conductor swung out to "snag" the bag of mail and pull it inside the car. He immediately then tossed out the bag of mail to be delivered to Davis and surrounding towns. Additional rail-related construction in Davis included the stockyards south of the depot and the cotton platform between the stockyards and the depot on the west side of the tracks. In 1918, the section house and bunk house were built in Davis. The section house was the home that the railway company provided for the section foreman and his family. All the buildings on the block belonged to the railroad company and were painted exactly the same as the depot, including the cotton platform which was about a block south of the section house. Significantly, of all the buildings owned by the Santa Fe Railway in Davis only the depot remains extant.

Although Santa Fe depots in several neighboring communities in the county were built in the same style, they have not retained their integrity or are no longer extant. The Dougherty Santa Fe Depot, similar in appearance to the Davis depot, was recently moved from Dougherty to the Sulphur vicinity and restored. Sulphur, the Murray county seat, no longer has a depot. Thus, the Davis Santa Fe Depot is the only extant rail-related building in Davis and Murray County that retains its overall integrity.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 20

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Endnotes

1. Keith L. Bryant, Jr. History of the Atchison, Topeka & Santa Fe Railway, (Lincoln, NE: University of Nebraska Press, 1982), preface, 327.
2. Donovan L. Hofsommer, ed. Railroads in Oklahoma, (Oklahoma City: Oklahoma Historical Society, 1977), 19, 29.
3. Bernice Norman Crockett, "The Story of Rock Cut," The Chronicles of Oklahoma 38 (Autumn 1960), 256-257. See also Theresa Gabel, ed. Davis, Oklahoma, (Davis, OK: Arbuckle Historical Society, 1981), 26, 180.
4. H. Roger Grant, Kansas Depots, (Topeka, KS: Kansas State Historical Society, 1990), 3-5, 10-11.
5. Gabel, Davis, 184.
6. Ibid.
7. Grant, Kansas, 29, 47.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 9 Page 21

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 22

Davis Santa Fe Depot
name of property
Murray County, Oklahoma
county and State

Verbal Boundary Description

Beginning at the intersection of Main Street and First Street, proceed west 60 feet, following Main Street to its intersection with the railroad tracks, turn south and follow the east edge of the tracks 200 feet and turn east and proceed 60 feet to First Street, turn north and follow First Street to the point of beginning.

Boundary Justification

The boundary encompasses the building and that portion of land immediately surrounding it.