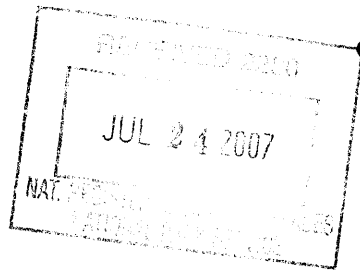


# United States Department of the Interior National Park Service National Register of Historic Places Registration Form



913

This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

historic name Santa Fe Depot

other names/site number \_\_\_\_\_

## 2. Location

street & number 101 SW Front [N/A] not for publication

city or town MARIETTA [N/A] vicinity

state Oklahoma code OK county Love code 085 zip code 73448

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

[Signature] State Historic Preservation Officer 7-23-07 Date

Oklahoma Historical Society  
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 certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

## 4. National Park Service Certification

I hereby certify that the 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  See continuation sheet.
- other, explain  See continuation sheet.

[Signature] Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_  
Edson H. Beall 9.6.07

Santa Fe Depot  
Name of Property

Love County, Oklahoma  
County/State

**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**  
(Do not count previously listed resources.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

**Number of contributing resources previously listed in the National Register.**

0

**6. Function or Use**

**Historic Function**  
(Enter categories from instructions)

Transportation: Rail-related

**Current Functions**  
(Enter categories from instructions)

Vacant/Not in use

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

Mission/Spanish Colonial Revival

**Materials**  
(Enter categories from instructions)

foundation Concrete

walls Brick; Stucco

roof Terra Cotta; Asphalt

other \_\_\_\_\_

**Narrative Description**

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

Santa Fe Depot  
Name of Property

Love County, Oklahoma  
County/State

## 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.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or 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.

### Narrative Statement of Significance

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

## 9. Major Bibliographical References

### Bibliography

(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

# \_\_\_\_\_

### Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

### Periods of Significance

1913-1938

### Significant Dates

1913

### Significant Person(s)

(Complete if Criterion B is marked above).

N/A

### Cultural Affiliation

N/A

### Architect/Builder

McCoy, H.D. - Builder

### Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Oklahoma Historical Society/SHPO

Santa Fe Depot  
Name of Property

Love County, Oklahoma  
County/State

## 10. Geographical Data

Acreeage of Property less than 1 acre

### UTM References

(Place additional UTM references on a continuation sheet.)

1. 14 674110E 3756535N  
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. Zone Easting Northing

[ ] See continuation sheet

### 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 Kelli E. Gaston, Historian/Survey Coordinator

organization Oklahoma SHPO date June 1, 2007

street & number 2401 N. Laird Ave. telephone 405-522-2713

city or town Oklahoma City state OK zip code 73105

## 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 SHPO or FPO.)

name BNSF Railway

street & number 201 N. 7<sup>TH</sup> ST telephone 402-458-7738

city or town Lincoln state NE zip code 68508

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**National Register of Historic Places  
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National Park Service**

Marietta Santa Fe Depot  
Love County, Oklahoma

Section number 7 Page 1

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**DESCRIPTION****SUMMARY**

The Marietta Santa Fe Depot was built in 1913 in Marietta, Love County, Oklahoma. Replacing a circa 1887 wooden depot located on the east side of the railroad tracks, the present Santa Fe Depot is sited at the intersection of SW Front Avenue and Main Street. It is located to the west of the railroad tracks on the eastern edge of the downtown area. To the north, east, and west is scattered residential development, giving way to relatively open countryside. The 1913 depot is a single-story combination passenger and freight county seat depot built in a Mission/Spanish Colonial Revival style with a red brick and stucco exterior. A low brick wall surrounds the depot on the west, north and south. The Marietta Santa Fe Depot is an outstanding example of Mission/Spanish Colonial Revival architecture that retains a high degree of integrity. The building is also significant for its role in the transportation history and development of the community.

**EXTERIOR DESCRIPTION**

The Marietta Santa Fe Depot is a single story with basement county seat depot, approximately 28' wide and 90' in length. The building has a concrete foundation and scored painted concrete floors. The exterior features a combination of brick and stucco in a Mission/Spanish Colonial Revival style. The north and south ends of this rectangular building are virtually identical, with the central section being visually distinct in terms of roofline and materials. The central section of the building is also slightly recessed in width. The north and south end are partly clad in red brick laid in a Flemish bond. A brick belt course projects slightly at the halfway point of the wall. The belt course consists of three bands of brick: a stretcher course, a rowlock course, and an additional stretcher course. The upper half of the wall surface is stucco. On the north and south, the roof is flat and covered with built-up tar and gravel. Curvilinear stucco parapets, recessed from the roofline at each corner, accent the flat roofline. The stucco eaves are boxed and supported by stucco-clad knee braces. The exterior of the central section of the depot is clad entirely in brick, also laid in a Flemish bond. The roof of the central section is side gabled and covered in green clay tile. Stucco-clad knee braces support the eaves. There are two brick chimneys located on the slope of the roof.

The north elevation features a central triple window with single pivot-type windows located slightly higher on either side. The triple window consists of three 1/1 double hung wood windows. All the windows in the building have brick sills and lintels, with brick lintels also found over the doorways. The sills consist of red brick laid in a rowlock pattern. The lintels over the doors and windows consist of red brick laid in a soldier running bond. There are iron bars on most of the windows.

The north end of the east elevation features a central triple window with a single pivot window on either side, located within the main passenger waiting room of the depot. This triple window also consists of 1/1 double hung sash windows. An exterior exit is located at the south edge of the main passenger waiting room. The door is paneled wood with a single glass light. An awning-type transom is located above the door. The central part of the depot consists of restrooms, offices, and the "colored" waiting room. On the east elevation, the openings in this portion of the depot consist of two small, and two larger single 1/1 double hung sash wood windows like those found in the north elevation, as well as an additional exterior exit door. This exit door is identical to that found in the main passenger waiting room. The freight room is located at the far south end of the east elevation. The access door to the freight room is centrally located. Part of the original door opening has been filled in with modern board

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and batten siding and a smaller wood slab door installed. The original double sliding doors remain behind the new doorway. These original doors are built of vertical wooden planks each with a single glass light. A single pivot window is located to each side of the entry. The loading ramp for the original baggage/freight scale is visible under the current and original doors to the freight room. The exits on the east elevation are at grade level and open onto what was the station platform.

The south elevation features five single pivot windows. Three are located centrally, with two located at the outer edges of the building.

The north end of the west elevation features a central triple window consisting of 1/1 windows with single pivot windows located higher on either side. The central portion of the depot features an exterior entry door to the main passenger waiting room. This door is identical to the entry doors on the north elevation, and also features an awning-type transom. To the right of the entrance are two small 1/1 windows located in the restroom areas, and then two larger 1/1 windows located in the "colored" waiting room. Located beneath the restroom windows is the entrance to the basement area. A series of concrete steps descend to the basement level. A brick half wall surrounds this stairwell. The basement door is made of wood planks and is bolted shut. At the top of the stairwell leading to the basement is a coal chute with an iron door. The separate entrance to the "colored" waiting room is located at the south edge of the central part of the depot, just north of the freight room. This doorway is identical to others found on the building. Both waiting room entries are accessible from SW Front Avenue by a series of concrete steps. The steps to the main passenger waiting room have an iron railing, but the railing to the "colored" waiting room has fallen off, and leans against the building. On the west elevation, the original freight doors are still visible from the exterior. The freight room was accessible from SW Front Avenue by a concrete loading dock. The double sliding doors are made of wood planks and each have a single glass light. A single pivot window is located to either side of the sliding doors.

**INTERIOR DESCRIPTION**

The interior of the Santa Fe Depot in Marietta is typical of contemporary depots built in Oklahoma. Oklahoma law required the segregation of passengers. As such, two distinct waiting rooms with separate restroom facilities were part of the plan.

The north end of the building served as the main passenger waiting room, with a street exit on the west and a platform exit on the east. The walls are painted plaster with a wooden chair rail. The ceiling of the passenger waiting room is coved. Originally, the ceiling was covered completely in painted plaster. Deterioration over time resulted in the replacement of parts of the original ceiling with gypsum board. When repairs were made, the entire ceiling surface was covered in an acoustical ceiling texture.

The central part of the building consists of the ticket office, the "colored" waiting room, and two sets of restrooms, one for each waiting room. The restrooms are located on the east side of the building, with the restrooms for the main waiting room on the north side and the "colored" restrooms directly behind those on the south. Each restroom features a single toilet, separated from the lavatory by a bead board stall. The other walls in the restrooms also have a bead board wainscot. The restrooms were updated in the 1950s and the original toilets replaced. However, the original gravity tanks remain mounted on the walls. The simple porcelain sink is wall mounted. An awning-type window located high above the wall adjacent to the sink provided ventilation between the male and female restrooms and the outside. The doors to the restrooms were paneled wood with a single frosted glass pane. The ticket office is located on the north side of the building. This narrow rectangular room is accessible from the main

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passenger waiting room through a wood paneled Dutch door. The upper half of the Dutch door is missing, but the bottom portion remains. Atop the bottom portion of the Dutch door is a curved ledge. To the left of the office's entry door is the ticket window. The original bars over this opening have been removed and replaced with a frosted glass panel. The "colored" waiting room features painted plaster walls with a wooden chair rail. As in the main waiting room, the ceiling is coved. In this waiting area, however, the original plaster remains throughout. There is a street exit in the southwest corner of the room and a platform exit in the southeast corner. There is also a separate entrance to the ticket office in the northeast corner through a wood paneled door with a single frosted glass light.

The south end of the building served as the freight/baggage area. This large open space has exposed brick walls. Originally, the rafters were exposed. During the period of time the depot served as a museum, the ceiling was lowered and covered with particleboard sheeting. Wood flooring was installed above the original freight scales and other original flooring material.

**ALTERATIONS**

Interior and exterior alterations to the Marietta Santa Fe Depot have been minimal. Updates were made to the restrooms in the 1950s, with the replacement of the original plumbing fixtures. At approximately the same time, the railroad attempted to waterproof the building and to repair the exterior stucco. Additionally, changes have been made to the heating and cooling systems, with the removal of original wood burning stoves and the installation of gas powered units at an unknown date. At some point, the original light fixtures were replaced, with a combination of modern fluorescent fixtures and single ceiling mount porcelain fixtures. During the time that the depot served as the headquarters of the Love County Historical Society, changes were made to the freight room. This included modifications to the opening for the east exterior doors, lowering of the ceiling, and the covering of the metal scales and other original flooring with solid wood flooring more appropriate to the agricultural exhibit housed in the room. The paving bricks that once surrounded the depot were removed by the railroad company at some unknown date and replaced with gravel that has now become overgrown with grass and weeds. Despite these modifications, the building remains in its original location and retains a high degree of integrity of setting, design, workmanship, materials, feeling, and association.

**National Register of Historic Places  
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Love County, OklahomaSection number   8   Page   4  **SIGNIFICANCE****SUMMARY**

The Marietta Santa Fe Depot is eligible for the National Register of Historic Places under Criterion A and Criterion C. The depot is significant under Criterion A for its association with rail transportation in Marietta, the county seat of Love County, from its construction in 1913 to 1938, when passenger service to the station was suspended. Under Criterion C, the building is architecturally significant as the only extant depot in Marietta, as the lone local example of Mission/Colonial Revival style architecture, and as an outstanding and unique example of a brick and stucco Mission/Colonial Revival Style combination county seat Santa Fe depot.

**HISTORICAL BACKGROUND**

As with many Oklahoma towns, Marietta came into existence because of the railroad. In 1881, the area was surveyed to determine the best placement for a rail line linking cattle grazing areas in Texas with markets in Kansas.<sup>1</sup> The most favorable route for the rail company ran through what would become the city of Marietta on its path from Arkansas City, Kansas to Gainesville, Texas. Prior to the arrival of the railroad, the community consisted only of a gin, a mill, and five scattered homes. It was simply another crossroads on a wagon trail.<sup>2</sup>

In the early 1830s, the Marietta area was part of a larger section of south and eastern Oklahoma that was designated for resettlement of eastern Native American groups. The Choctaws were granted reservation lands in southern Oklahoma at that time, including present day Love County. In 1837, the Chickasaws relinquished title to their lands in Mississippi and joined the Choctaws in this part of southern Oklahoma.<sup>3</sup>

The first documented settler of Love County was R.L. (Bob) Love, a Chickasaw Indian who settled in the Oil Springs area near present day Marietta in 1841. With the help of a business partner, Love established a resort, the Love and Boyd Oil Springs Hotel, to take advantage of the believed healing powers of the local springs. Another early settler was Overton (Sobe) Love. Also a Chickasaw, Overton became one of the largest landowners in the area and later served the Chickasaw Nation as a judge.<sup>4</sup>

Settlement of the area increased after the Civil War, largely due to the ranching industry. The Arbuckle

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<sup>1</sup> Love County Heritage Committee, *Love County History*, vol. 1 (Dallas: National ShareGraphics, 1983), 64; Between 1871 and 1885, rail traffic from cattle related businesses constituted a major portion of the Atchison, Topeka, and Santa Fe Railway's profits and the company continued to expand into ranching and cattle market areas. The route from Gainesville to Arkansas City "appeared to offer the greatest potential for future traffic and a route which could be built cheaply and operated efficiently." The route through Indian Territory was approved by Congress in July 1884. See Keith L. Bryant, Jr., *History of the Atchison, Topeka, and Santa Fe Railway* (Lincoln: University of Nebraska Press, 1974), 36-37, 131-133.

<sup>2</sup> Ralph Evans, *Frontier Days of Love County* (Greenville, OK: privately printed, 1966), 18-19; *Love County History*, 14.

<sup>3</sup> *Love County History*, 4-5.

<sup>4</sup> Evans, 9.



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Trail, laid out by Jesse Chisholm, crossed the Red River just south and east of what would become Marietta. The Arbuckle Trail then continued north towards Ardmore before turning west and continuing in the direction of Fort Arbuckle. There, it rejoined the main northbound Chisholm Trail, approximately 25 miles west of Marietta. After witnessing cattle from Texas pass through the area, local Native Americans realized the profit potential from raising cattle on local pastureland. By 1875, there were several large ranches in the area, operated by Native American families. The largest and most famous was the Bill Washington Ranch. Washington had married into a Chickasaw family, thereby allowing him to control as much land as he could reasonably use.<sup>5</sup>

In 1887, the Atchison, Topeka, and Santa Fe Railroad began to lay track in the Marietta area<sup>6</sup> and the first train passed through on July 28, 1887. A depot was built on the east side of the railroad track shortly thereafter and the community began to grow up to the east and the west, parallel to the tracks. In December 20, 1887, the community's first post office opened for business.<sup>7</sup> The impact of the railroad on the community was felt almost immediately. By the end of 1887, this community that had once consisted of only a few households could boast of approximately 3,000 residents. Various businesses opened in town and by 1890, the community had grown so much that it was determined necessary to build a high school. In April 1898, residents petitioned the U.S. Court for the Southern District of Indian Territory for the right to incorporate the city of Marietta.

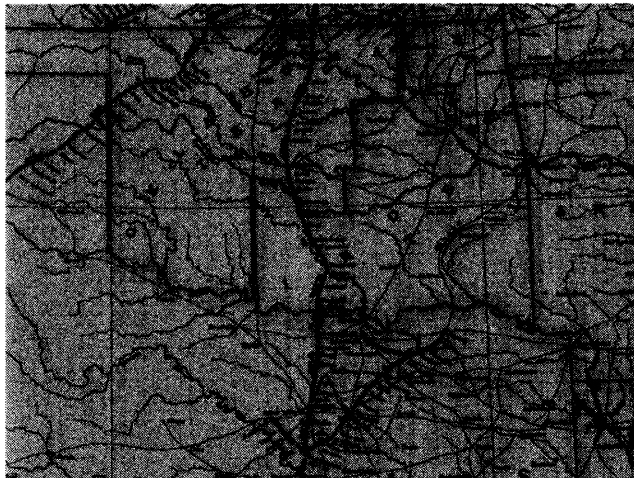


Figure 1

Map of the Atchison, Topeka, and Santa Fe Railroad system in 1899; Library of Congress, Geography and Map Division, available online at <[http://memory.loc.gov/cgi-bin/map\\_item.pl](http://memory.loc.gov/cgi-bin/map_item.pl)>, May 2007.

Ranching continued to be an important industry in Love County, but between 1895 and 1930, cotton became an important cash crop as well.<sup>8</sup> Following World War II, Marietta experienced a severe economic downturn, with only temporary relief from oil strikes at several locations in the county. The railroad provided a means to transport cattle, cotton, petroleum, and other local products to markets outside the immediate vicinity.

**HISTORICAL SIGNIFICANCE**

<sup>5</sup> *Love County History*, 5-7.

<sup>6</sup> *Ibid.*, 7.

<sup>7</sup> Evans, 19-22.

<sup>8</sup> *Love County History*, 64, 7; and Evans, 21-23.

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The first depot in the Marietta community, a frame structure built in 1887, was typical of rail stations built by the railroad at the time. However, the depot ill suited the needs of Love County residents. The frame depot was small and its location on the east side of the tracks was considered dangerous. Beyond local concerns about the unsuitableness of the depot, there was considerable political pressure throughout the areas served by the Santa Fe for the company to create more substantial stations to reflect the relative importance of county seats.<sup>9</sup> In December 1912, the *Marietta Monitor* proclaimed the good news that construction on a new, larger and more commodious depot was to begin immediately and was to be complete within the next three months.<sup>10</sup> H.D. McCoy was hired by the Santa Fe Railroad to oversee the construction process for the new \$20,000 county seat depot. The depot would be constructed on the west side of the tracks, closer to downtown. Right of way for the new depot had earlier been donated by the city of Marietta to the Santa Fe Railroad for the specific purpose of building a new depot. Santa Fe Railroad Company employees were responsible for installing plumbing, heating, and wiring, as well as the installation of other furnishings, the baggage scale, and the paving brick that surrounded the depot. The new depot opened to passengers sometime during 1913, although an exact date is unknown.

From 1913 to 1938, the Santa Fe Depot played a vital role in Marietta and the surrounding communities. The depot provided passenger and freight service from Marietta to the rest of the state and the rest of the country, as well as serving as the communication link between the community and the rest of the world. Passengers had access to a variety of destinations and connections both north and south on the Santa Fe line. Cotton, cattle, and later petroleum products were shipped to other markets in Oklahoma and beyond. The depot also served as the hub of town life. It was the source of local and out of town news and served as an unofficial town social center for many years. Passenger service to Marietta was suspended in 1938, but freight shipment continued into the 1970s. In the 1980s, the building was leased to the Love County Historical Society who used the facility as a museum until the 1990s. In the 1990s, the need for repairs made it necessary for the Historical Society to move elsewhere. The building now sits vacant and is in a state of deterioration.

**ARCHITECTURAL SIGNIFICANCE**

The Santa Fe Depot in Marietta is architecturally significant at multiple levels. The 1913 Santa Fe Depot is the only extant depot in Marietta and the community's only building associated with the railroad, the industry responsible for the city's founding and subsequent growth. The 1897 frame depot was destroyed at some unknown date after the construction of the present depot. Beyond being the only depot in the vicinity, the Marietta Santa Fe Depot is the only Mission/Colonial Revival style building in the area. It is also a regionally unique and outstanding example of a brick and stucco Mission/Colonial Revival style combination county seat Santa Fe Depot.

The Mission style was most popular between 1890 and 1915. Its popularity centered in the American Southwest and looked to early Spanish missions in California and New Mexico for inspiration. Mission style buildings were typically stucco clad and had limited ornamentation. They were characterized by the use of clay tile roofs, wide overhanging eaves, and shaped gables or parapets. During this same

<sup>9</sup> Charles W. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: the Case of the Atchison, Topeka, and Santa Fe," *Kansas History: A Journal of the Central Plains* 4 (Spring 1981): 39.

<sup>10</sup> *Marietta Monitor*, December 13, 1912.

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period and even into later decades of the twentieth century, America became fascinated with the culture and architecture of the southwest and of Santa Fe in particular. This led to a revival of Native American and Spanish traditions in the area. The city of Santa Fe underwent a transformation, as artisans and designers built upon Pueblo and Spanish tradition to create a new, Americanized "Santa Fe" style in the Mission tradition. This was used to market the area to tourists.

The Santa Fe Depot in Marietta is stylistically unique within the community. Although the railroad came through in the 1880s and the city was incorporated in 1898, the majority of extant buildings in the area date to the first few decades of the twentieth century. As such, they are reflective of the various building styles popular during that time period, such as Romanesque Revival and Art Deco. Most are one- or two-part commercial block brick buildings of local stone or brick construction. Many have metal false facades or other major alterations. The Santa Fe Depot is the only example of the Mission/Spanish Colonial Revival style found in the Marietta area.

The Santa Fe Railroad built upon the popularity of the southwest, using the Mission style as its corporate identity.<sup>11</sup> Throughout its history, the Santa Fe Railroad and its subsequent companies built numerous stucco, or brick and stucco, combination passenger and freight depots in Oklahoma and other service areas. In Oklahoma, there are multiple examples found in cities along the main Santa Fe line, as well as on branch lines of the railroad. These include depots in Ardmore, Norman, and Ponca City on the main line, and in Shattuck, Enid, and Bartlesville on branch lines. Some of the stucco or brick and stucco depots are built in a style other than Mission/Spanish Colonial Revival. For example, the depots in Ponca City<sup>12</sup> and Shattuck exhibit more modern Craftsman style details. The Enid Santa Fe Depot is markedly larger and is Tudor Revival in style.

Other Oklahoma Santa Fe Depots possess Mission/Spanish Colonial Revival style elements. The Bartlesville Depot was a joint effort of the Santa Fe and the MK&T. It is clad completely in stucco and

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<sup>11</sup> The ATSF Railway used Mission style architecture for its depots and other rail-related buildings, such as the chain of luxury resorts attached to rail stations in the Southwest. For these projects, the railroad hired Mary E.J. Colter, an interior decorator, to plan and decorate the buildings. According to Bryant, Mary Colter was an authority on southwestern art and archaeology, and she "developed a structure which combined the traditional Spanish and Indian styles." See Bryant, 118-119.

<sup>12</sup> The exterior of the Santa Fe Depot in Ponca City was more Mission in style, but was modified after its construction.

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Marietta Santa Fe Depot  
Love County, Oklahoma

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Photo 1

Santa Fe Depot, Norman, Oklahoma. Photograph by Marsha Weisiger, August 1990.

is more elaborate with a prominent two-story square tower. The Norman Santa Fe Depot is a Mission/Spanish Colonial Revival style brick building with a porte cochere and larger baggage/freight area. That depot has elaborate windows and other decorative details, such as cast stone coping and watertable. The most similar Oklahoma depot can be found in nearby Ardmore. The Ardmore Depot was a joint effort of the Santa Fe and Rock Island lines. It is larger than the depot in Marietta and its façade is dominated by stucco, not brick. Its parapets are triangular, not curvilinear.



Photo 2

Santa Fe Depot, Ardmore, Oklahoma. Photograph by Mary Ann Anders, July 1981.

Despite having similarities in terms of materials and style with other Santa Fe Depots in Oklahoma, the Marietta depot is different than other depots in Oklahoma. At the same time, its design reflects the overall mission of the Atchison, Topeka, and Santa Fe Railroad to build in the Mission/Spanish Colonial Revival style. Mission/Spanish Colonial Revival style elements found in the Marietta Santa Fe Depot include its shaped parapets, exterior stucco,<sup>13</sup> widely overhanging eaves, decorative knee braces, and

<sup>13</sup> The May 21, 1915, edition of *Railway Age Gazette* contains an article entitled "The Design and construction of Small Stations" that includes a photograph of the Marietta Santa Fe Depot. The article

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clay tile roof. The Marietta Santa Fe Depot is unusual from other stylistically similar depots because it does not have a bay window projection on the façade facing the tracks. Such a projection allowed the station agent to look out over the rail lines to view approaching and departing trains.<sup>14</sup> In Marietta, the station agent's office was actually recessed behind the two passenger waiting rooms. The Marietta Depot most closely resembles a depot in Goldthwaite, Texas. The buildings are almost identical except for the shape of the parapets. The Goldthwaite example has rectangular parapets, instead of the curved ones found in Marietta.

The Marietta Santa Fe Depot is unique in the area for its plan, style, and materials. The depot was designed in a vernacular interpretation of the Mission/Spanish Colonial Revival style, expressed in elements such as its clay tile roof, curvilinear parapets, and use of stucco.

**CONCLUSION**

The Santa Fe Depot in Marietta is a locally significant landmark, a historic building that has been relatively untouched over time. It is symbolic of an era when the community was experiencing tremendous growth and is associated with the industry that was the impetus for that growth in the first place. The Marietta Santa Fe Depot is eligible for the National Register of Historic Places under Criterion A and Criterion C for its association with rail transportation and for its local and regional architectural significance as a distinct Mission/Spanish Colonial Revival style Santa Fe depot that retains a high degree of integrity.

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cites the Marietta Depot as an example of the Mission style "used extensively" by the Santa Fe railroad. Some depots were completely covered in stucco, however, other designs, such as the one found in Marietta, incorporated a mixture of brick and stucco. Primarily, this was done to save on maintenance costs. Stucco on the lower section of a wall was easily damaged or discolored, whereas brick readily withstood everyday wear and tear. "The Design and Construction of Small Stations," *Railway Age Gazette* 58, no. 21 (May 21, 1915), 1065-1071.

<sup>14</sup> The hallmark of the standard Santa Fe Depot design was the central, projecting bay, which gave the agent a view down the tracks in each direction, and the prominent brackets at the eaves. The projecting bay, crowned by a gabled dormer, became a distinctive, easily-recognized feature.

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*Love County News*

*Marietta Monitor*

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**GEOGRAPHICAL DATA****VERBAL BOUNDARY DESCRIPTION**

Beginning at a point 32' south of the northeast corner of the intersection of Main and Front Streets in Marietta, Oklahoma, proceed east 30' to the northeast corner of said property, thence south 65', thence west 30', thence north 65' to the northwest corner of property and the point of beginning. This location is on the railroad right-of-way.

**BOUNDARY JUSTIFICATION**

Boundary of property typically associated with the depot.

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The following information pertains to photograph numbers 1-8 except as noted:

Photographer: Jim Gabbert  
Date of Photographs: 05/2007  
Negatives: OK/SHPO

<u>Photo No.</u>	<u>Photographic Information</u>
1	Facing NE;
2	Facing SE;
3	Facing W/SW;
4	Facing NW;
5	Facing S;
6	Facing W; Freight room interior. Shows original sliding doors.
7	Facing NE; "Colored" waiting room. Shows doorway into agent's office and "colored" restroom.
8	Facing SE; Main passenger waiting room. Shows ticket window and openings to the ticket agent's office and restroom.