

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>Oklahoma</b>	
COUNTY: <b>Pottawatomie</b>	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	<b>JUN 5 1974</b>

1. NAME

COMMON:  
**Santa Fe Depot**

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:  
**Main Street <sup>and</sup> Minnesota Avenue**

CITY OR TOWN:  
**Shawnee** **No. 4 Honorable Tom Steed**

STATE <b>Oklahoma</b>	CODE <b>40</b>	COUNTY: <b>Pottawatomie</b>	CODE <b>125</b>
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress Public Acquisition: <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <input type="checkbox"/> Comments

4. OWNER OF PROPERTY

OWNER'S NAME:  
**Atchison, Topeka & Santa Fe Railway Company**

STREET AND NUMBER:  
**80 E. Jackson Blvd.**

CITY OR TOWN: <b>Chicago</b>	STATE: <b>Illinois</b>	CODE <b>12</b>
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5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
**Office of the County Clerk**

STREET AND NUMBER:  
**Pottawatomie County Courthouse**

CITY OR TOWN: <b>Shawnee</b>	STATE: <b>Oklahoma</b>	CODE <b>40</b>
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6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
**Santa Fe Depot Survey**

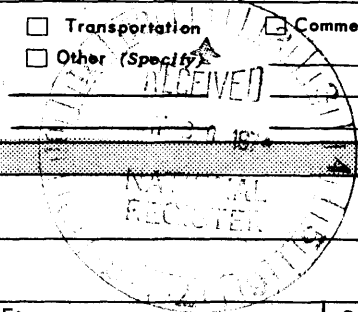
DATE OF SURVEY: **1971**  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:  
**Pottawatomie County Historical Society**

STREET AND NUMBER:  
**131 E. Elizabeth**

CITY OR TOWN: <b>Shawnee</b>	STATE: <b>Oklahoma</b>	CODE <b>40</b>
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SEE INSTRUCTIONS



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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One) Basically			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

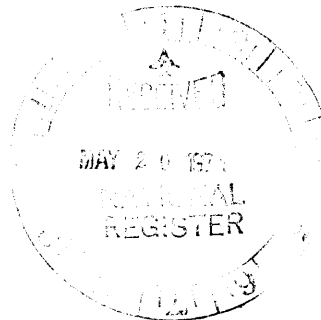
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The station was built in 1902-1903 of cut red sandstone. External features include the steep hip roof (note the tiles and corbie-stepped gables reminiscent of German townhalls); the Romanesque colonade of rounded arches; the dome over the circular ticket office; and the remarkable watch tower with its medieval crenelation. Internal features include the bayed ticket office and the waiting room with its high vaulted ceiling, beautiful wood paneling, and distinctive "old style" benches, arm rests between each space to discourage sleeping!

Overall north-south length of the building is 110 feet. The main waiting room is 28 x 48 feet, the adjacent ticket office with its south bay, 20 x 28 feet. Condition of the building is generally good, although it obviously needs some repair work. Much of it has been unused in recent years.

As noted in No. 8, the unknown architect of the depot was probably influenced most by the works of H. H. Richardson, the first important exponent of the Romanesque Revival of the late 1800s. (Other Santa Fe depots of this design were constructed in the Southwest, but it is believed this one is the last to survive.) Richardson and the Romanesque architects were part of the Eclectic Period, but the Romanesque Revival itself, according to one analyst, was more imaginative and energetic, reaching its peak in the skyscrapers of Louis Sullivan (1856-1924) and culminating eventually in the genius of Frank Lloyd Wright (1867-1959). The Shawnee depot, however, appears to be clearly influenced by Richardson, rather than Sullivan or Wright.

The medieval watch tower, more reminiscent of an English castle than a depot on the western frontier? It was in the spirit of the Romanesque Revivalists, says our analyst, to be "innovators." So, he suggests, tongue half in cheek, that the tower was most likely decorative, serving perhaps "the purpose of putting new arrivals to the Oklahoma 'bad-lands' at ease - knowing they could disembark protected from 'wild Indians' and 'drunken cowboys'."



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**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- Pre-Columbian |  16th Century |  18th Century |  20th Century  
 15th Century |  17th Century |  19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1903 to present

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |                                       |   |  |
|--|---------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education    | <input type="checkbox"/> Political                      | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering  | <input type="checkbox"/> Religion/Philosophy            | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry     | <input type="checkbox"/> Science                        | _____  |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention    | <input type="checkbox"/> Sculpture                      | _____  |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape    | <input checked="" type="checkbox"/> Social/Humanitarian | _____  |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater                        | _____  |
| <input checked="" type="checkbox"/> Commerce     | <input type="checkbox"/> Literature   | <input checked="" type="checkbox"/> Transportation      | _____  |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Military     |   |  |
| <input type="checkbox"/> Conservation            | <input type="checkbox"/> Music        |   |  |

STATEMENT OF SIGNIFICANCE

Shawnee's Santa Fe Depot is significant in both a general and a specific sense. Generally, it is important because of the role of the depot in small town life. True, this is a significance shared at one time or another by practically every small town on the frontier. But it is no longer a preserved significance in a rapidly increasing number of them. For one thing, abandonments have ripped up the tracks through many small towns. For another, more and more stations are being closed. Finally, there is the trend to replacement of larger depots with no longer fully utilized space (for baggage rooms and duplicating Jim Crow facilities, for example) with compact, nondescript stations - many nothing more "romantic" than a remodeled boxcar! Shawnee's Santa Fe Depot is still a depot in the classic sense, if under-used and somewhat scuffed in appearance.

Specifically, that same "somewhat scuffed" structure is nonetheless a striking, still handsome product of the depot builder's art. With its colonade of rounded arches and circular ticket office it stands as a fine example of the Romanesque Revival of the late 1800s. H. H. Richardson (1838-86) and the Romanesque architects were a part of the Eclectic Period of American architecture, according to one architectural analyst. Elements of the depot can clearly be seen, he feels, in such Richardson works as Boston's Trinity Church (1872) and the Stoughton House (1882) in Cambridge. (The clock tower? See No. 7 for the analyst's "theory" on it.)

The Santa Fe Railway built its red sandstone depot here in 1902-1903 on land purchased from John Beard in 1896 for railroad right-of-way. This was still Oklahoma Territory at the time. The railroad eventually extended the line south to Pauls Valley to provide it with an alternate main line for its primary north-south route through Oklahoma some 30 miles to the west. (This south leg has recently been abandoned.) It was busiest during the 1920s during the tremendous Greater Seminole oil boom.

In 1916, however, occurred an event that is more typical of the railroad's role in the social -- as opposed to the commercial -- development of the small town. Pancho Villa was threatening to enter Texas and U. S. troops were being sent south to re-inforce General Pershing's force there. Oldtimers still talk of the half-day the troop train in

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

-- Material gathered by the Pottawatomie County Historical Society, Shawnee, Oklahoma

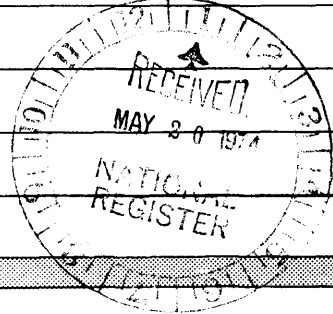
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE		
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	35°	19'	41"
NE	°	'	"	°	'	"	96°	54'	57"
SE	°	'	"	°	'	"			
SW	°	'	"	°	'	"			

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Less than one acre

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



No UTM  
 SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Kent Ruth, Deputy

ORGANIZATION: Oklahoma Historical Society DATE: March 1974

STREET AND NUMBER: Historical Building

CITY OR TOWN: Oklahoma City STATE: Oklahoma CODE: 40

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National  State  Local

Name: [Signature]

Title: SLO for OIA

Date: 1974

I hereby certify that this property is included in the National Register.

[Signature]  
 Associate Director of Professional Services

Date: JUN 5 1974

ATTEST:

[Signature]  
 Keeper of The National Register

Date: 5-31-74

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(Continuation Sheet)

STATE	
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Pottawatomie	
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(Number all entries)

No. 8 Significance

Santa Fe Depot

Shawnee. This was before World War I and World War II, of course, and a train load of soldiers was a definite curiosity. There was a good bit of visiting back and forth and it can be assumed that in this benighted age before jet travel and television a certain amount of worthwhile "cultural inter-change" was shared by soldiers and townspeople alike.

A similarly significant non-significance can be assigned the story of Sante Fe Bo, a friendly dog of indifferent credentials who developed a love for train travel. He'd appear at the station, wait for a train, then "hobo" his way off into what must have been the canine equivalent of the wild blue yonder. But he'd always return, catch another train and repeat the adventure. Nor did the loss of a leg to a wheel one day when he was confused by a noisy carload of sheep slow him appreciably. He continued his daily rides, on three legs, dying finally of respectable old age. He was buried near the tracks, with a proper stone slab to mark his grave. And trainmen keep it free from weeds and grass to this day.

\* \* \*

There is a certain urgency to this nomination. Needing only a corner of its cavernous station -- still handsome, but in need of extensive maintenance and repair work -- the Santa Fe appears inclined to raze it in favor of the smaller, utilitarian structure mentioned in paragraph one. It has indicated, however, that it would consider selling the station to a responsible organization. And the Pottawatomie County Historical Society would appear to qualify as such a responsible organization. The PCHS is prepared to buy the depot or take it in return for providing the Santa Fe with a smaller building to better meet its current needs. The Society hopes to make the depot's preservation its Bi-Centennial Project, restoring the structure, converting the unused freight room into a crafts room which is badly needed by the five Indian tribes of this area (Shawnee, Seminole, Kickapoo, Sac and Fox, and Pottawatomie), using the waiting room and ticket office for museum purposes. In view of the distinct possibility that this unique (to Oklahoma) structure might be lost, it is hoped that a determination of its National Register worthiness can be made promptly.

