United States Department of the Interior National Park Service

National Register of Historic Places Inventory—Nomination Form

See instructions in How to Complete National Register Forms Type all entries—complete applicable sections

1. Name

city, town

Oklahoma City

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histo	ric Ter:	ritorial Era S				Central Oklahoma		-
and c	or common		(two	o (2) c	ontributing	g properties)		-
<u>2.</u>	Loca	ation						_
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city, f	lown ·			N/A	vicinity of			
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3.	Clas	sificatio	n					-
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city, i	lown			<u>N/A</u>	vicinity of	state		-
<u>5.</u>	Loca	ation of I	Lega	I De	scripti	on		-
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6.	Rep	resentat	ion i	n Ex	isting	Surveys		,
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date entered

state Oklahoma 73105

7. Description

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Describe the present and original (if known) physical appearance

The Territorial Era Santa Fe Depots of South Central Oklahoma thematic nomination consists of two commercial/transportation buildings constructed in the same year of 1903. Both are located along the Santa Fe railroad tracks near the central business districts in their respective communities of Lindsay and Pauls Valley.

Both properties were built by the Atchison, Topeka, and Santa Fe Railroad Company four years prior to Oklahoma Statehood in 1907 when railroad development was expanding into Indian Territory. Both were located on the Santa Fe line which ran through presentday Oklahoma in a north-south orientation connecting Oklahoma cities to the distant markets in Kansas City to the north and Dallas/Ft. Worth to the south. Both depots handled freight and passenger service from 1903 to mid-1930s when passenger service was discontinued.

Both properties have white clapboard wall finishes, gabled roofs, and three-sided bays which served as dispatch windows during the passenger service era. Additional characteristics of the two structures which display similarity include the long, rectangularshaped floor plan; gabled roof of dispatch window which crosses with main roof orientation; the 6/6 double-hung wood windows in the bay; wide, overhanging eaves with multiplicity of bracketing; twin, corbelled, interior chimney stacks; and openings which are topped with transoms and slightly pedimented lintels.

Although some openings have been boarded over with plywood, the basic architectural integrity of both buildings has been retained for more than 80 years. The design, texture, and character of both properties remain the same as when they were constructed in 1903. Neither of the properties has ever been vacant and have served the Santa Fe Railroad Company as depots since their construction. Both are detached buildings which sit in an open area near the tracks. The open area is used for parking for railroad personnel and for loading/unloading purposes.

The two buildings included in the Territorial Era Santa Fe Depots of South Central Oklahoma thematic nomination are:

- (1) Santa Fe Depot of Pauls Valley (1903)
- (2) Santa Fe Depot of Lindsay (1903)

The two structures comprise the oldest surviving Santa Fe Depots in south central Oklahoma which retain both their historic and architectural integrity. There is one other original Santa Fe Depot in south central Oklahoma located at Marietta, however, it was constructed approximately ten years later and its use of brick for wall finish constitutes a different architectural style.

Contributing Properties

Two (2) contributing buildings

8. Significance

Period 	Areas of Significance—C archeology-prehistoric archeology-historic agriculture X architecture art commerce communications		Iandscape architectur Iaw Iiterature Iiterature Iitary IIItary IIIItary IIIII IIIII IIIII IIIIII IIIIII IIIIII	re religion science sculpture social/ humanitarian theater transportation other (specify)
Specific dates	1903-1933	Builder Architect	known	

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 the oldest and best remaining examples of railroad depots constructed during the Territorial Era, 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

9. Major Bibliographical References

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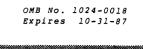
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Chief of Registration

NPS Form 10-900-a (3-82)

United States Department of the Interior National Park Service

National Register of Historic Places



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