

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

**FOR NPS USE ONLY**  
 RECEIVED **AUG 1 1979**  
 DATE ENTERED **OCT 3 1979**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Kaw City Depot

AND/OR COMMON

Santa Fe Depot - Kaw City Museum

**LOCATION** *W of Kaw City on*

STREET & NUMBER

Wahungah Drive

NOT FOR PUBLICATION

CITY, TOWN

Kaw City *mo.*

VICINITY OF

CONGRESSIONAL DISTRICT

*No. 6*

STATE

Oklahoma

CODE

*40*

COUNTY

*Key*

CODE

*071*

**CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input checked="" type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENTIAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**OWNER OF PROPERTY**

NAME

City of Kaw City

STREET & NUMBER

City Hall

CITY, TOWN

Kaw City

VICINITY OF

STATE

Oklahoma *74641*

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the County Clerk

STREET & NUMBER

Key County Courthouse

CITY, TOWN

Newkirk

STATE

Oklahoma

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Oklahoma Comprehensive Survey

DATE

1979

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Oklahoma Historical Society

CITY, TOWN

Oklahoma City

STATE

Oklahoma

# 7 DESCRIPTION

## CONDITION

EXCELLENT

GOOD

FAIR

DETERIORATED

RUINS

UNEXPOSED

## CHECK ONE

UNALTERED

ALTERED

## CHECK ONE

ORIGINAL SITE

MOVED

DATE 1972

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Kaw City Depot was typical of many small town stations built by the Santa Fe Railway in this area around the turn of the century. A frame structure, roughly 24 x 60 feet in size, its rectangular lines were broken only by a three-window bay track-side to accommodate the agent-telegrapher. The dormer above this angular bay was the only break in the otherwise plain hipped roof, traditionally extended beyond the walls on all four sides and supported by brackets. It was a flexible blue print; dimensions, window and door displacement, bay window, and other details were frequently varied according to the size and importance of the town being served.

Interior of the depot was divided into three rooms. Office was in the center, beyond the telegrapher's bay. The waiting room was on the left. (Both of these rooms were approximately 15 x 24 feet in size.) On the right was the 30 x 24-foot freight room. In the restoration the front two rooms have been left in their original condition ... wainscotted walls, pine floors, 13' 6" ceilings of grooved wood. The larger freight room has been modernized with paneled walls and lowered accoustical tile ceiling to better accommodate museum displays.

As relocated and restored, Kaw City Depot looks much as it did for nearly three-quarters of a century. Gone are its brick chimney and semaphore. But its original brick platform has been relaid behind a retaining wall of used railroad ties and the paint on its exterior walls (of lap-siding) has been matched to the original as nearly as possible. Similarly preserved is one additional ancillary structure: the all-weather, all-purpose, all-American outhouse. Of indeterminate vintage, but believed to be a contemporary of the depot, it is a two-compartment, two-door frame affair of traditional design. It was relocated to its present site near the southwest corner of the depot at the same time the station itself was moved.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

PECIFIC DATES 1902 - 1972

BUILDER/ARCHITECT Santa Fe Railway

## STATEMENT OF SIGNIFICANCE

National Register status for the relocated Kaw City Depot is sought on the strength of two primary areas of significance. In the first place, it is the only surviving "commercial" structure of a Territorial town that was, though always small, inordinately important in the social and economic life of the Kaw City area and, thanks to at least one local family, unusually well known in art circles. When construction of Kaw Dam on the Arkansas River doomed the town to eventual flooding under the waters of Kaw Reservoir, interested citizens rallied to save the depot as a symbol of "old" Kaw City and, relocated, as a depository for its artifacts in "new" Kaw City. In the second place, the depot - removed to its new location and restored - is a fine example, architecturally, of the small-town railroad station. As the heart of the community it served, the small-town station was, of course, an institution for nearly a century. Today, however, that institution has disappeared ... and with it most of the modest stations as well. Kaw City Depot, then, is nominated to the National Register as the relic of a vanished town and as an example of a vanished institution.

\*

Kaw City was established in 1902 in an oxbow bend of the Arkansas River. The location was ideal - in a fertile and productive farming and cattle area between the Kaw Indian Reservation to the north and the Osage Indian Reservation to the east. Fine building stone within a mile of the town was a plus, as was an abundant water supply, a nearby natural gas well, and the newly arrived Santa Fe Railway. The town became an important shipping point for both cattle and farm products. Discovery of oil in the Osage Country to the east in 1919 brought added growth and importance to Kaw City.

I. M. Clubb was one of the area ranchers who became wealthy as a result of the Osage boom. He built a modern four-story hotel in Kaw City which was unrivaled in its day. And Laura, his wife, with a love of art - and the time and money with which to indulge it - began putting together a multi-million dollar art collection. The Clubb Hotel became one of the early fine art centers of Oklahoma, attracting visitors from around the world. (The collection is now in the Philbrook Museum in Tulsa.)

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cline, Bob, Kaw City, Oklahoma, Written for and Published by the Kaw City Museum Association, Kaw City, Oklahoma, 1978

Miscellaneous materials collected by the Kaw City Museum Association

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre

QUADRANGLE NAME Kaw City

QUADRANGLE SCALE 7.5 min.

UTM REFERENCES 180

A 14 691880 4070709

B               

C               

D               

E               

F               

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H               

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## VERBAL BOUNDARY DESCRIPTION

Depot is located in the NE corner of Lot 2, beginning at the North boundary and running South for approx. 95 feet, Block 1, in original city of new Kaw City.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE

Kent Ruth, Deputy

ORGANIZATION

Oklahoma Historical Society

DATE

February 1979

STREET & NUMBER

Historical Building

TELEPHONE

405/884-5456

CITY OR TOWN

Oklahoma City

STATE

Oklahoma

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL     

STATE X

LOCAL     

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

Kent Ruth, Deputy

DATE

7-13-79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Carl Shull

DATE

10-3-79

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Beth Groves

DATE

10/3/79

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR  
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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

Kaw City Depot

Disaster struck Kaw City in 1923. A record flood on the Arkansas River washed out railroad and auto bridges, isolating the town for some time. One automobile bridge was never rebuilt, cutting off Kaw City from part of its rich trade territory. By the time the Santa Fe bridge was replaced oilfield shipping patterns were being altered and Kaw City was losing its position of importance in the transportation picture. Depression in the 1930s and World War II further sealed Kaw City's doom. It slipped back into the status of bypassed small town, picturesquely located on its wooded bluff beside the river, but no longer a strong, growing community. And start of construction of Kaw Dam in 1957 brought an end even to that calm latter-days existence.

The decision to re-create Kaw City on higher ground to the east was made in 1966. A few of the better homes in the old town were moved to the new location. But the Clubb Hotel, old bank, and other substantial business buildings were simply abandoned. The only commercial structure to make the move was the Santa Fe Depot - partly because it had been so closely associated with the history and development of the town and partly, too, because it was a frame structure and could be moved. Today, in "new" Kaw City, restored and open to visitors, it serves as a tangible tie with the old town and as a pleasant repository for its historical artifacts.