

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED JAN 4 1980 MAR 3 1980  
DATE ENTERED

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**

HISTORIC  
Stillwater Santa Fe Depot

AND/OR COMMON

**2 LOCATION**

STREET & NUMBER  
400 E. 10 Street

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Stillwater

VICINITY OF

No. 6

STATE

CODE

COUNTY

CODE

Oklahoma

40

Payne

119

**3 CLASSIFICATION**

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER: Vacant

**4 OWNER OF PROPERTY**

NAME

Santa Fe Railway Company

STREET & NUMBER

80 E. Jackson Blvd.

CITY, TOWN

STATE

Chicago

VICINITY OF

Illinois

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the County Clerk

STREET & NUMBER

Payne County Courthouse

CITY, TOWN

STATE

Stillwater

Oklahoma

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Oklahoma Comprehensive Survey

DATE

1978

FEDERAL  STATE  COUNTY  LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Oklahoma Historical Society Preservation Office

CITY, TOWN

STATE

Oklahoma City

Oklahoma

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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

The Santa Fe Depot in Stillwater consists of two adjoining structures and a surrounding brick sidewalk. The oldest section of the building is a frame structure, built soon after the rail line was completed in March of 1900. Originally, the 20' x 75' building served as both freight office and passenger depot. On the east side, facing the tracks, were four doors, two windows, and a bay window with three panes. The three gable roof had wooden shingles, two brick chimneys, and two valleys over the off-set bay window. The exterior of the building was horizontal wood panelling. The exterior description of the east and north sides are unknown.

In 1915 a brick depot was constructed adjacent to the frame structure. At the same time, the frame building was remodeled; the bay window was replaced by a double door, the ticket window and door were sided over, but the rest of the building remained the same. Today, excepting composition shingles, it remains in that same condition.

The brick structure built in 1915 is today unchanged from the original condition. It is approximately 100' x 20' in size, composed of red brick, masonry and wood trim, and covered by green glazed terra cotta shingles. Midway on the building is an off-set 3' out and 12' across. On the north end is an open air waiting area, covering passenger benches. The gable roof has an extended eave which protrudes from the roof at the wall. There are three gables, one on each end and one over the west side off-set. All are brick-covered with white masonry trim. The roof is covered with wooden shake shingles, colored green, evidently the original type.

The interior, like the exterior, is in immaculate condition, seemingly in original form. The 10' inside walls are plaster-covered sloping into a shallow cathedral ceiling. There is extensive wood trim inside, all in excellent condition. In the 50' x 18' main passenger lobby are three hanging lights, giving the area an open, airy character. In the central part of the building is the ticket area, with two metalgrated ticket windows, one for whites and one for blacks. Above the lead-glass ticket window, in the finely finished wood trim is carved "TICKETS". All fixtures are original, even in the bathrooms, including the wooden toilet seats and wooden water closets complete with chains. The entire area is steam heated, even today, and the original silver colored radiators are still in place. The only modification in the original interior is the tile flooring. Also, the "Black" passenger lobby currently is used as storage space, as is the adjacent frame depot.

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Stillwater Santa Fe Depot

Surrounding the entire structure, and extending 200' north along the track, is a brick sidewalk made from the same bricks as the depot. The sidewalk is in good condition, with only a few bricks missing. On one part of this sidewalk, under the brick extension, are three brick and masonry passenger benches. Two are partially destroyed, but one is in excellent condition, and even the two damaged benches are not beyond repair. These are the only benches remaining, for the interior benches were removed in 1953, when passenger service ended.

In its current condition, the depot's exterior, interior, original fixtures, and clean condition combine to serve as an authentic and exact reminder of the railroad age, when cities lived or died by the rail.

# 8 SIGNIFICANCE

## PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

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

SPECIFIC DATES

1900 to 1978

BUILDER/ARCHITECT

Santa Fe Railway Company

### STATEMENT OF SIGNIFICANCE

The Santa Fe depot in Stillwater is significant to state and local history both as a representative legacy of the importance of rail connections to urban survival and as an immaculate and rare example of early railroad depots. Although the historical significance is shared by other depots, the Santa Fe depot in Stillwater is extraordinary, due to the presence of the Agricultural and Mechanical College. As one historian has put it, the Santa Fe was the "railroad that saved a college." Moreover, the depot is extraordinarily well preserved, still retaining all original fixtures, from lead-glass windows and red brick sidewalks to wooden toilet seats and varnished water closets.

Stillwater had been founded on April 22, 1889, twenty miles from the nearest track. With only rough wagon trails into town, transportation was prohibitively costly. At one point, cognizant of that economic handicap, the Territorial Legislature contemplated removing the college to a more accessible town, a blow which would have doomed Stillwater to ghost town potential. However, energetic citizens, in the best tradition of free enterprise, used persuasion, money, and clever trading to induce the Eastern Oklahoma Railway Company to lay track to young Stillwater. In March of 1900, track laying crews drove the first spike in the college town.

From the date of completion, the Santa Fe Railway Company leased the track, building a depot to handle freight and passengers. The original frame depot, approximately 25' x 150', was supplemented by a larger red brick building in 1915. Opening Stillwater to the rest of Oklahoma, the depot served as a port for vital supplies, a passageway for salesmen and settlers, and a gateway to market. The depot was the life's blood from which the town and college prospered. With each access to the college, enrollment increased and the cost of living decreased, inspiring even higher enrollment. Efficient transportation, combined with the market provided by the college, transformed Stillwater into a growing urban center complete with expanding population and industrial growth.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Cunningham, Robert, Stillwater: Where Oklahoma Began, Oklahoma City, Arts and Humanities Council, 1969  
 George, Preston, The Railroads of Oklahoma, Oklahoma City, Survey Division of the State of Oklahoma's Department of Highways, 1970

**UTM NOT VERIFIED  
 ACREAGE NOT VERIFIED**

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY under one acre

QUADRANGLE NAME Stillwater South, Oklahoma

QUADRANGLE SCALE 7.5 min.

UTM REFERENCES

A 14 6751102 3998013  
 ZONE EASTING NORTHING

B                 
 ZONE EASTING NORTHING

C               

D               

E               

F               

G               

H               

VERBAL BOUNDARY DESCRIPTION

On continuation sheet.

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

**11 FORM PREPARED BY**

NAME / TITLE

Bob L. Blackburn

Kent Ruth, Deputy

ORGANIZATION

Oklahoma Historic Preservation Survey

August 1979

STREET & NUMBER

Oklahoma State University

TELEPHONE

405/884-5426

CITY OR TOWN

Stillwater

STATE

Oklahoma

**12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION**

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL     

STATE     

LOCAL X

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

*[Handwritten Signature]*

TITLE

DATE

12/11/79

FOR NPS USE ONLY

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

*[Handwritten Signature]*  
 Bill Lebovich

DATE

3/3/80

KEEPER OF THE NATIONAL REGISTER

ATTEST:

*[Handwritten Signature]*  
 Beth Grosvenor

DATE

2/28/80

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR  
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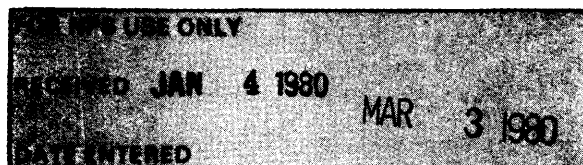
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Stillwater Santa Fe Depot

Freight traffic continued increasing to mid-century, especially during World War II, when mobilization depended on rail movement. Passenger traffic, however, began declining as the automobile progressively attracted away potential customers. In 1953, passenger service through the Stillwater depot ceased altogether; and in 1958 even freight traffic no longer moved southward from Stillwater, when company officials decided not to replace destroyed track.

Through all these transitions the depot has been thoroughly preserved, with the minor exception of a few passenger benches. The rich red brick exterior, fanning out into an extended red brick sidewalk, looks as if it was recently constructed. The large wooden shake shingles, a sturdy 1½' thick, retain their green color. And the interior, with fine wood trim and ornate ticket windows, has changed little in sixty-three years. The exceptional condition of the depot, combined with its economic and cultural importance to Stillwater and the college, make the Santa Fe depot a significant reminder of Oklahoma's unique history.

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Verbal Boundary Description  
Stillwater Santa Fe Depot

According to the plat of Lowry's 2nd addition to the City of Stillwater: Beginning at a point 100' East of the NE corner of Block 2, thence 50' East, thence Southeasterly 410' to a point 70' West and 30' South of the NW corner of Block 6, thence Southwesterly 45' to a point 150' East and 50' South of the NE corner of Block 7, thence Northwesterly 410' to the point of beginning.

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6/3/83

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Santa Fe Depot - (listed on the National Register 3-3-80)

Location: 400 E. 10 St., Stillwater, OK

Owner: Santa Fe Railway Company; 80 E. Jackson Blvd., Chicago, Ill.

Location of Legal Description: Payne Co. Courthouse; Stillwater, OK

Description:

Condition - excellent; unaltered; original site  
The structure, built in 1915, is 100'X20' red brick building topped with a three gable roof of green glazed terra cotta shingles. The north end of the building culminates in an open air waiting area.

Significance:

1915 Builder - Santa Fe Railway Company  
The depot served as a center for vital supplies for the community and fledgling college. It provided access to Stillwater for settlers, salesmen and students.

Acreage: Under one acre

Verbal Boundary Description:

Beginning at a point 100' east of the NE corner of Block 2, Lowry's 2nd addition, then 50' east then southeasterly 410' to a point 70' west and 30' south of the NW corner of Block 6, then southwesterly 45' to a point 150' east and 50' south of the NE corner of Block 7, then northwesterly 410' to the point of beginning.

UTM: 14-675102-3998013 Stillwater South, OK