

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Frisco Railroad Depot

Other names/site number: N/A

Name of related multiple property listing: N/A

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

2. Location

Street & number: NW corner, intersection of Pine Street and Depot Road

City or town: Clayton State: Oklahoma County: Pushmataha

Not For Publication: ☐ Vicinity: ☐

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 at the following level(s) of significance:

___national ___statewide ___local

Applicable National Register Criteria:

___A ___B ___C ___D

<div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 5px;"> Signature of certifying official/Title: Date </div> <div style="border-top: 1px solid black; margin-top: 10px;"> State or Federal agency/bureau or Tribal Government </div>	
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 20px;"> Signature of commenting official: Date </div> <div style="display: flex; justify-content: space-between; border-top: 1px solid black; margin-top: 10px;"> Title : State or Federal agency/bureau or Tribal Government </div>	

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4. National Park Service Certification

I hereby certify that this property is:

- ☐ entered in the National Register
☐ determined eligible for the National Register
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain:) _____

Signature of the Keeper

Date of Action

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 ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/rail-related

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Constructed in 1913, the Frisco Railroad Depot in Clayton is a one-story frame building with a steep-pitched, hipped roof. Exterior walls are clad in horizontal wood siding. In addition to its distinct roof with wide eaves, notable exterior features include a three-sided bay window facing west towards the former railroad right-of-way. Interior spaces, features, and finishes reflect the building's "combination depot" design, as it contains freight storage space and waiting rooms for passengers as well as an administrative area for rail officials. The building is in poor condition but retains high integrity of location, design, materials, workmanship, feeling, and association to convey local significance as a passenger and freight rail depot that facilitated the transportation of goods, services, and people to and from Clayton during the early twentieth century.

Narrative Description

Site and Setting

The Frisco Railroad Depot in Clayton, Pushmataha County, Oklahoma, is set on the northwest corner of the intersection of Pine Street and Depot Road. The former right-of-way of the St. Louis and San Francisco (later, Burlington Northern) extends northeast-to-southeast and adjacent to the building's west-facing façade. The right-of-way, located approximately one block east of downtown Clayton, was vacated after the Burlington Northern shut down the line in 1981. The railroad tracks and platform were subsequently removed at an unknown date. The location of the former right-of-way remains discernable thanks to a slight rise as one approaches the building

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from the west, leaving the building's concrete foundation only barely visible. The grade then slopes down to the east, leaving the building's foundation completely exposed along the east (back) elevation. The depot shares the parcel with a municipal services building to the west that is currently under construction. The parcel immediately north of the depot is heavily overgrown, which limited access to the north side elevation.

General Building Description

The Frisco Railroad Depot is a one-story building with a steep-pitched, hipped roof clad in asphalt shingles (Photograph 1). Roof cladding is in poor condition, leaving portions of the interior exposed to the elements. The roof has wide eaves with remnants of tongue-and-groove soffits (Figure 3). A red brick chimney is set near the roof ridge. The building has a simple, square footprint and is of frame construction set on a concrete stem wall foundation. Exterior walls are clad in horizontal wood siding. The typical window is a wood-framed, 4/4 hung unit with simple wood trim and sills. Most sashes retain muntins but windowpanes are no longer extant (Figure 4). All window openings are boarded from the interior. Pedestrian door openings are similarly boarded. Interior investigations reveal the typical door likely featured five horizontal wood panels. (Figure 5) All wood features retain evidence of having been painted. All paint finishes are in poor condition.

The floorplan indicates the building as a "combination depot" (Figures 1–2). The interior is divided into thirds, with each are serving a specific function. The center third served as the depot office and ticket counter. The freight storage room is to the south and comprises a single large space. Two waiting rooms are to the north of the depot office. These waiting rooms were segregated by race per Oklahoma state law (Section 8, Page 11 below).

West-facing façade

The most notable feature of the depot's west-facing face is a three-sided bay window that is nearly centered on the elevation, which would have enabled the station manager to easily see down the railroad tracks from their office (Photographs 1–2). Each window opening appears identical in dimension and likely contained a typical 4/4 unit. A pedestrian door opening, currently boarded, is to the left (north) of the bay window. This opening accessed the white waiting room. Wood muntins subdivide the transom window above the door opening into three lights (windowpanes no longer extant). A typical 4/4 window is to the left of the door. A sliding, board-and-batten door is to the right (south) of the bay window. The door is still operable and provides access to the freight storage room.

South side elevation

One wood-framed, four-light (2x2) window is set just below the roof eave and centered on the building's south side elevation (Photograph 3). The window type is unknown at this time. There

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are no other window or door openings on this elevation. The building's concrete stem wall foundation is fully exposed at the east end of the elevation.

East (back) elevation

A typical 4/4 hung unit is centered on the east (back) elevation, indicating the location of the depot office (Photograph 4). Another window opening is to the right (north), indicating the segregated waiting room. Although the sash is no longer extant and the opening is currently boarded, it is similar in dimension as the center window and likely contained a 4/4 hung unit. The remainder of the elevation to the left (south) of the center window is absent of fenestration, indicating the freight storage room.

North side elevation

Overgrown vegetation and the presence of a non-historic trailer home on the adjacent parcel made it impossible to take a clear exterior photograph of the depot's north side elevation. Thus, the description below is based on the 1913 floorplan and interior investigations.

A pedestrian door opening with transom, currently boarded, is set just to the left (east) of center on the elevation. This opening, which accessed the Black waiting room, is similar in dimensions and details as the pedestrian door opening on the west-facing façade. A boarded window opening is adjacent to the left (east) of the door. It likely contained a typical 4/4 hung unit. The door opening is currently inaccessible from the exterior. The 1913 floorplan indicates that a nonextant platform extended along the elevation to provide access to the waiting room.

There is a pair of windows near the west end of the elevation, indicating the white waiting room. Although currently boarded, each opening is large enough to have likely contained a 4/4 hung unit.

Interior

The interior is in poor condition, as there are holes in the floorboards and evidence of water damage due to the deteriorating roof. Nevertheless, the interior retains integrity associated with the building's construction as a railroad passenger and freight depot. Rooms retain their original configuration, although the wall that originally divided the segregated waiting rooms was opened at an unknown date (Photograph 7). Remnants of interior finishes also convey room functions. The freight room, utilized for storage, does not have a ceiling and features red oak wall panels (Photograph 5). The depot office and waiting rooms are finished in painted, tongue-and-groove walls and ceilings with wood floors (Photograph 6). These spaces also retain wood base trim and window sills. A ticket counter with one associated opening for each waiting room extends along the north wall of the depot office.

Integrity

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Although the Frisco Railroad Depot lacks integrity of setting due to the removal of the railroad tracks and associated platform, the building remains in its historic location east of downtown Clayton along the former railroad right-of-way. Further, although the building is in poor condition, it retains high integrity of design, materials, workmanship, feeling, and association to convey local significance as a passenger and freight rail depot. The building maintains its historic form and distinct hipped roof. The exterior wood siding is intact and the depot retains its historic fenestration. Interior rooms with their associated finishes and features, further convey the building's function as a combination depot.

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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.)

- ☐ 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 old or achieving significance within the past 50 years

Frisko Railroad Depot

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1913 – 1958

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

ST. LOUIS AND SAN FRANCISCO RAILWAY

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes a level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Located on the northwest corner of the intersection at Pine Street and Depot Road, the Frisco Railroad Depot in Clayton, Pushmataha County, Oklahoma, is eligible for listing in the National Register of Historic Places under Criterion A, Transportation, at the local level of significance with a period of significance of 1913 to 1958. The construction of the depot in 1913 reflected the continued expansion of the St. Louis and San Francisco ("Frisco") Railway into the Choctaw Nation during the early twentieth century. The depot facilitated the transportation of goods, services, and people to and from Clayton and was integral to the town's economic development. The Frisco reported significant declines in ridership in the region in the 1950s and petitioned the U.S. Supreme Court for permission to discontinue passenger service on the line through Clayton. Therefore, the period of significance extends to 1958, when the Frisco ended passenger rail service in Pushmataha County.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Choctaw Nation Reservation Acknowledgment, prepared by Dr. Ian Thompson (Tribal Historic Preservation Officer, Choctaw Nation)

The Choctaw Nation Reservation is located within an area that is the original homeland of the Caddo (Na'-a-wih Ta'-sha) and Wichita (Kitikiti'sh). The Pawnee and Arikara also have ancestral ties here. In the late 1700s and early 1800s, the Shawnee, Quapaw and Caddo had settlements in the region. Choctaw hunting parties began visiting this area in the 1780s. It was also visited by the Osage (ᏍᏏᏉᏯᏍᏏᏉᏯ), Kiowa ([kój-gwú]), and other tribes. The Choctaw Reservation is within lands ceded by the Quapaw Tribe to the United States in 1818 and subsequently reserved for the Choctaw Nation through the Treaty of Doak's Stand. Beginning in 1831, groups of Choctaw were forcibly relocated into the region. After their 1837 removal from Mississippi, the Chickasaw lived among the Choctaw in Oklahoma before moving farther west.

Historic Context

Clayton, Oklahoma, was first established as Dexter on March 31, 1894, in southeast Indian Territory in the Choctaw Nation. After statehood in 1907, the people of Dexter renamed the town Clayton. Due to its proximity to the pine forest and the ability of the railroad to ship goods long distances, Dexter/Clayton quickly became a lumber mill town.¹ Clayton, the railroads, and Choctaw Nation have a complex history.

¹ There are several theories regarding the renaming of the town, including one claiming it was named for a railroad contractor and another that it was named for a cotton gin operator. Linda D. Wilson, "Clayton," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=CL008>.

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Native nations had different responses to handling the railroads entering their lands. The Choctaw Nation understood the advantages the railroad could bring. As early as 1854, long before tracks were laid through their land, Choctaw Principal Chief Peter Pitchlynn appealed for the railroads to come and build.² Choctaw officials wanted a railroad that would work with their government and benefit them. This sentiment was echoed by William A. Phillips, an attorney for the Cherokee Nation when he offered an alternative to Congress in 1872. The Cherokee, Choctaw, Creek, and Chickasaw nations wanted Congress to grant them the full operation of the railroads through the territory. Commissioner of Indian Affairs Ely Parker immediately wrote an order preventing Native-run railroads.

Following Parker's denial, the Choctaws worked to disrupt the railroad's expansion through their lands through protests and reforms. In 1876, for example, the nation created a new official, the national agent, to collect taxes from the railroads. The Choctaws argued that if they had the right to grant land to railroad companies, they also had the right to tax them. Congress quickly passed legislation to prevent these taxes, however. Amid these disputes, the St. Louis and San Francisco (Frisco) Railway, which formed in 1876, acquired the Atlantic and Pacific (A&P) Railroad and looked to expand into Indian Territory. In 1881, the Frisco approached Choctaw Nation about constructing a line through their lands. Response to this request reached a tie vote in the Choctaw Congress and was sent to Washington, D.C. for resolution. A Congressional hearing the following year decided that a tribal nation's consent was no longer required for the federal government to acquire a right-of-way for railroad construction in Indian Territory. In 1887, the Frisco officially established a presence in Choctaw Nation by acquiring the Fort Smith and Southern Railroad, which ran a line from Fort Smith, Arkansas, to Paris, Texas.³

Choctaw lands were plentiful in timber, and the timber industry helped build wealth in the Choctaw Nation. In 1890, for example, the National Treasurer's report stated that \$57,839.49 was placed into the national treasury from timber sales.⁴ However, such national revenue would be hit hard during the allotment process under the Dawes Act of 1887, with the land being broken up into individual allotments. Lumber dealers helped some Choctaw citizens choose an allotment and then turned around and purchased the lumber from that tract of land for lower prices than what they were worth.⁵ There were also cases of non-Native individuals who held guardianships of Choctaw minors who took advantage of the allotments owned by their wards.

² Robert Voss, *Railroads in the Indian Territory: Governments and Unlikely Partnerships*, Vol. 13 (Wilmington: Business History Conference, 2015), <https://libproxy.uco.edu/login?url=https://www.proquest.com/conference-papers-proceedings/railroads-indian-territory-governments-unlikely/docview/1731519052/se-2>.

³ Donovan L. Hofsommer, ed. *Railroads in Oklahoma* (Oklahoma City: Oklahoma Historical Society, 1977), 7-18, <https://gateway.okhistory.org/ark:/67531/metadc862892/> and Augustus J. Veenendaal, Jr., "St. Louis and San Francisco Railway," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=ST009>. The Frisco became the largest railroad in Oklahoma by the early twentieth century, with over 1,500 miles of track in the state.

⁴ Angie Debo, *And Still the Waters Run: The Betrayal of the Five Civilized Tribes* (Norman: University of Oklahoma Press, 1940), 17.

⁵ Debo, *And Still the Waters Run*, 96.

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One scheme that was stopped before it could do damage was of a man who took on guardianship of 350 Choctaw children and prepared to sell the timber on all 350 allotments.⁶

Criterion A: Transportation

Records provided by the Oklahoma Railway Museum indicate that many towns in present-day Pushmataha County were added to the Frisco's list of stops along the Fort Smith to Paris line in 1887, including Clayton. These records also indicate that the present depot in Clayton was erected in 1913.⁷

The Frisco Railroad Depot in Clayton is a small, one-story building that measures only forty feet wide by twenty-four feet long (Figure 2). It is divided into four rooms, including freight storage, a ticket office, and separate waiting rooms for whites and Blacks.⁸ The segregated waiting rooms represented Oklahoma law at the time. Senate Bill Number One, also known as the coach law, was the first law passed by the state legislature in December 1907, and segregated all public transportation in Oklahoma.⁹ Railroad companies had to install separate waiting rooms in approximately 540 existing depots in order to comply with the new law.¹⁰ Throughout the property's period of significance, passenger rail service was segregated and the waiting rooms within the Frisco Railroad Depot remained separated by race. State lawmakers did not repeal all segregation laws, including the coach law, in Oklahoma until 1965.¹¹

The Frisco Railroad expanded into Clayton just as the lumber and cotton industries were taking off in the region. By the early 1890s, with railroad construction and the timber industry booming, an influx of non-Native people relocated to Indian Territory to the point that whites soon outnumbered Choctaws three-to-one in Choctaw Nation.¹² The timber industry was fully established in Clayton by 1909, when two new lumber mills were installed; one south of town operated by the Covet Brothers and another to the east operated by U.C. Faulkner.¹³ The boom continued through the 1910s and 1920s. In the April 8, 1920, issue of the *Antlers American*, the

⁶ Debo, *And Still the Waters Run*, 198.

⁷ Sanborn and Clarkson fire insurance maps are not available for the town of Clayton. Many thanks to Steve Kamm at the Oklahoma Railway Museum for tracking down the floorplan for the present depot, which indicates the year of construction.

⁸ According to the available floorplan, the white waiting room measures four feet wider than the Black waiting room. See Figure 1.

⁹ Larry O'Dell, "Senate Bill One," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=SE017>.

¹⁰ James M. Smallwood, "Segregation," *The Encyclopedia of Oklahoma History and Culture*, <https://www.okhistory.org/publications/enc/entry.php?entry=SE006>.

¹¹ O'Dell, "Senate Bill One"

¹² Debo, *And Still the Waters Run*, 11.

¹³ "Clayton Booming," *Antlers News-Record*, January 22, 1909, <https://www.newspapers.com/article/antlers-news-record-clayton-booming/123064111/>.

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“Items from Clayton” section proclaims it “the period of the most rapid development in the history of the town,” with new stores and businesses opening every week.¹⁴

Thanks to the Frisco Railroad and the lumber industry, Clayton withstood many of the significant hardships of the Great Depression. The lumber industry continued to grow, and by the 1930s, the Burnett-Hauert Lumber Company provided over one hundred jobs and revenue to the town. An article titled “Clayton Citizens Dream of Vast Empire Town; Fighting off Depression” from the June 6, 1935, issue of the *Antlers American* specifically credited the Burnett-Hauert Lumber Company for providing a job to every able-bodied man in town, ultimately employing over one hundred people.¹⁵ The Frisco Railroad further contributed to the local economy. For example, in 1932 the railroad reported paying over \$80,000 in taxes to Pushmataha County; sixty percent of all the taxes paid in the county. Additionally, \$35,000 of this amount went towards education.¹⁶

The continued success of the Frisco Railroad in Pushmataha County waned as the expansion of state and federal highways, specifically Oklahoma Highway 2 and US Highway 271, made travel by automobile faster and more efficient. The Frisco Railroad began reporting significant losses in ridership in the 1950s. In 1957, the railroad petitioned the U.S. Supreme Court for permission to discontinue passenger service on the Fort Smith to Paris line through Clayton, despite it being the only passenger train to run through Pushmataha County.¹⁷ To support their case, the railroad company complained of losing \$51,000 on passenger lines in Oklahoma the previous year. The high court agreed with the company’s claim that there was no longer a need for passenger rail service in the area, and the Frisco made its last run through Pushmataha County on Friday, January 31, 1958.¹⁸ Many Clayton residents came out to watch and pay their respects. The train that was a primary mode of transportation for half a century would not carry anyone again.

Conclusion

The Frisco Railroad continued to run freight along the Fort Smith to Paris line after suspending passenger service. Unfortunately, the local timber industry was also slowing by the mid-twentieth century. This economic decline, combined with the growing convenience of highway freight transportation, brought about the end of the Frisco line through Clayton. The Frisco merged with the Burlington Northern Railroad in 1980. One year later, the Burlington Northern shut down many former Frisco rail lines, including the Fort Smith to Paris route.¹⁹

¹⁴ “Items From Clayton,” *The Antlers American-News-Record*, April 8, 1920, <https://www.newspapers.com/article/the-antlers-american/123069246/>.

¹⁵ “Clayton Citizens Dream of Vast Empire Town; Fighting off Depression,” *The Antlers American*, June 6, 1935, <https://www.newspapers.com/article/the-antlers-american/123414127/>.

¹⁶ *The Antlers American*, April 9, 1931. <https://www.newspapers.com/article/the-antlers-american/123413101/>.

¹⁷ “Frisco Passenger Train Makes Last Run Friday,” *The Antlers American*, January 30, 1958, <https://www.newspapers.com/article/the-antlers-american/120380063/>.

¹⁸ “Ft. Smith - Paris Passenger Trains to be discontinued February 1, 1958,” *The Antlers American*, January 30, 1958. <https://www.newspapers.com/article/the-antlers-american/123416529/>.

¹⁹ Veenendaal, Jr., “St. Louis and San Francisco Railway.”

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Articles and Books

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Voss, Robert. *Railroads in the Indian Territory: Governments and Unlikely Partnerships*. Vol. 13. Wilmington: Business History Conference, 2015,
<https://libproxy.uco.edu/login?url=https://www.proquest.com/conference-papers-proceedings/railroads-indian-territory-governments-unlikely/docview/1731519052/se-2>.

Wilson, Linda D. "Clayton." *The Encyclopedia of Oklahoma History and Culture*.
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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 # _____
- ☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other
- Name of repository: _____

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Historic Resources Survey Number (if assigned):

10. Geographical Data

Acreage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84:
(enter coordinates to 6 decimal places)

1. Latitude: 34.588009 Longitude: -95.352112

Verbal Boundary Description (Describe the boundaries of the property.)

The nominated property is restricted to a 90' x 150' parcel within the former St. Louis and San Francisco Railroad right-of-way, now a part of the Town of Clayton, Pushmataha County, Oklahoma. The property boundary is described in more detail as follows:

“Beginning at the Southwest corner of Said Lot 2 Block 8, thence along and with the Northwest boundary of Said Lot 2, Block 8, 90 feet, thence Northwesterly at a right angle 150 feet to the centerline of the abandoned S. L. S. F. (St. Louis San Francisco) railroad, thence Southwesterly along and with said centerline 90 ft; thence Southeasterly at a right angle 150 feet to the point of beginning. Said tract contains .6 acres more or less.”

Boundary Justification (Explain why the boundaries were selected.)

The current boundary is the extent of the parcel associated directly with the Frisco Railroad Depot per information provided by the Pushmataha County Clerk and Pushmataha County Assessor, specifically a 1987 Quit Claim Deed in which the depot building was conveyed to the Town of Clayton.

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11. Form Prepared By

name/title: Chad Griffith, Trista Wilmot, Ethan Tartsah (edits by M. Pearce and M. Mayes, OKSHPO)
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date: July 30, 2023

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Frisco Railroad Depot

City or Vicinity: Clayton

County: Pushmataha County

State: Oklahoma

Photographer: Matthew Pearce, OKSHPO

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Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo #	Description	Direction
0001	West-facing façade.	East
0002	West-facing façade (left) and south side elevation (right).	Northeast
0003	South side elevation (left) and east (back) elevation (right).	Northwest
0004	East (back) elevation. North side elevation obscured by heavy vegetation.	West
0005	Freight room.	East
0006	Depot office with ticket counter.	East
0007	Passenger waiting rooms.	East

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. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

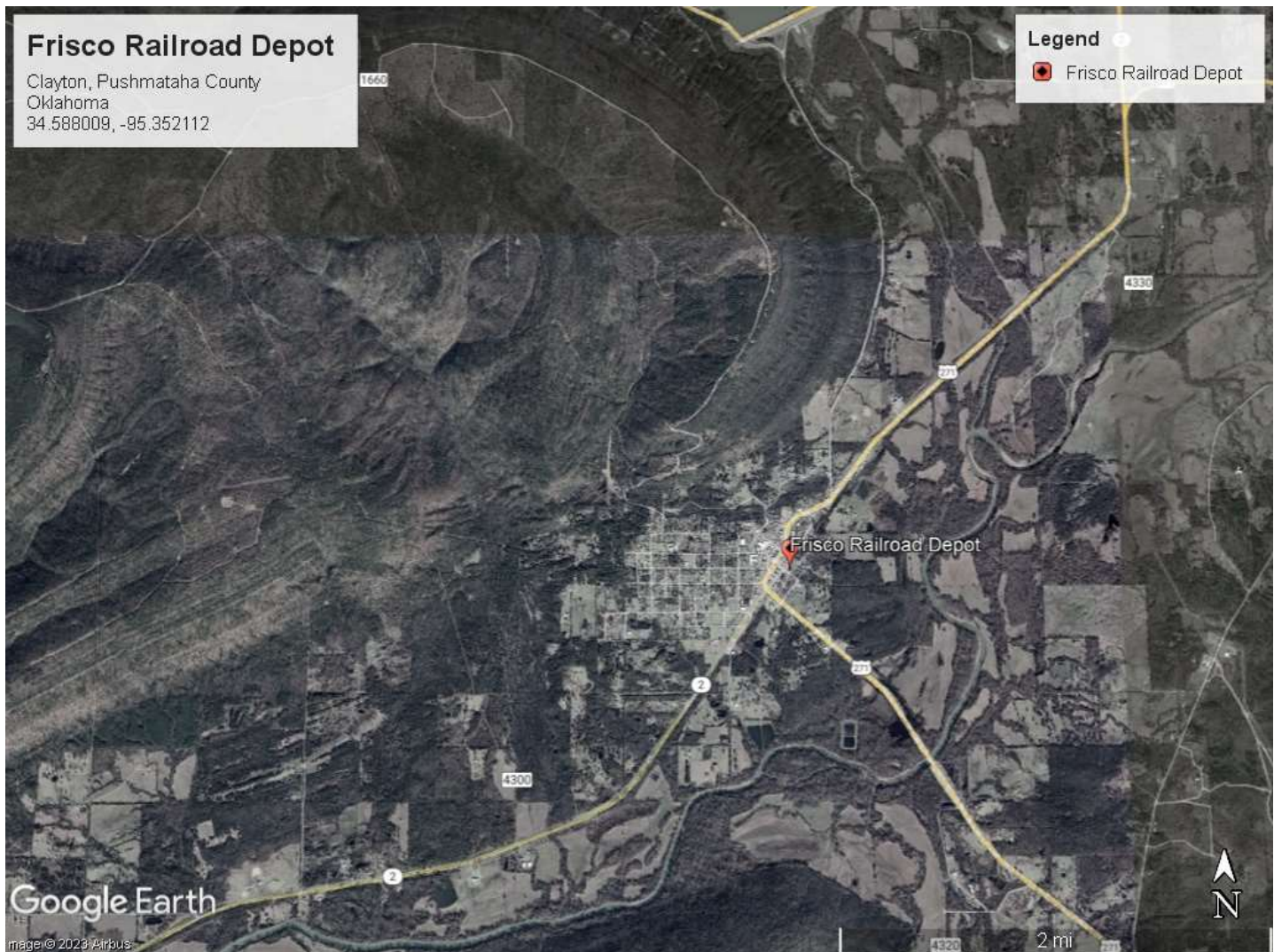
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Map 1: General Location, Frisco Railroad Depot, Clayton



Clayton is located in Pushmataha County, Oklahoma, and in the Choctaw Nation, approximately thirty miles northeast of Antlers, the county seat. The former St. Louis-San Francisco Railroad right-of-way extends generally northeast-to-southwest through the vicinity, mirroring the present routes of US Highway 271/Oklahoma Highway 2.

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Map 2: Frisco Railroad Depot, Approximate Property Boundaries



The Frisco Railroad Depot (approximate property boundaries outlined in yellow) is set on the northwest corner of Pine Street and Depot Road. The depot's north side elevation is adjacent to a separate parcel that contains a non-historic trailer home. The building is currently owned by the Town of Clayton and shares a parcel with a municipal services building to the west that is currently under construction. The depot is located approximately one block east of downtown Clayton.

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Map 3: Photo Key



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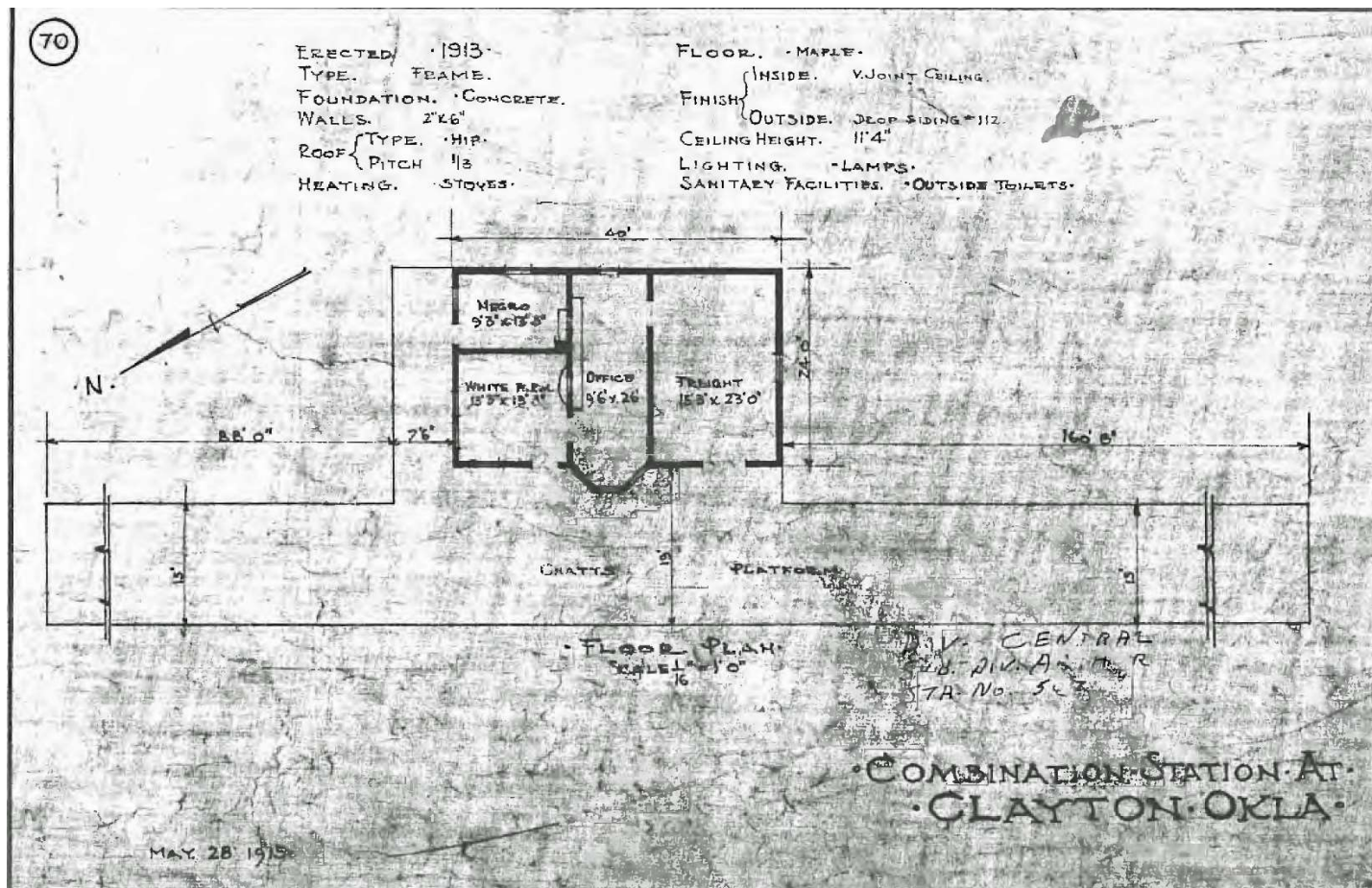


Figure 1: Floorplan of the Frisco Railroad Depot in Clayton, prepared on May 28, 1915. This document indicates that the depot was constructed in 1913. Courtesy of the Oklahoma Railway Museum.

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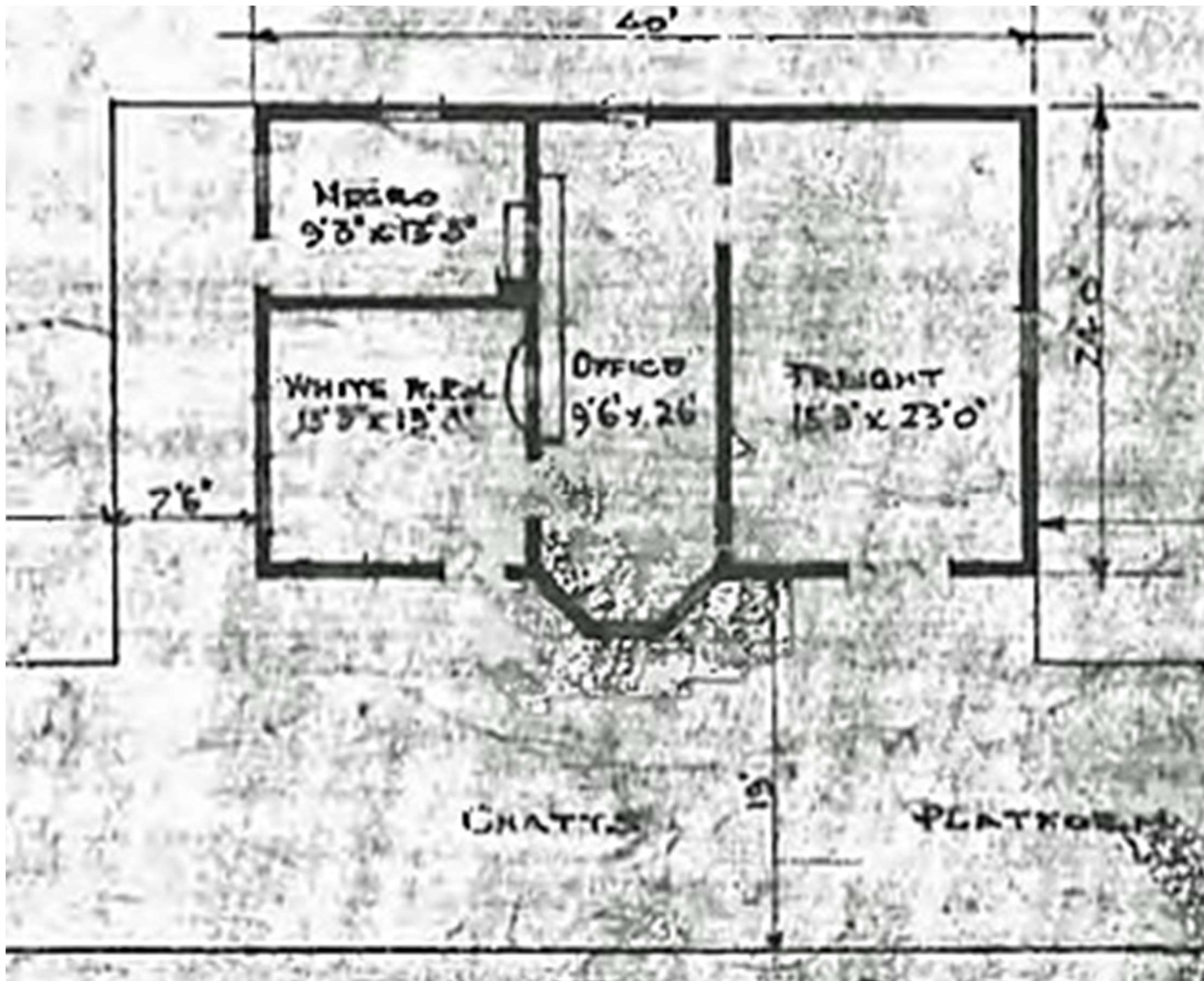


Figure 2: This close-up of the depot floorplan shows the subdivision of interior spaces, including a freight storage space, office with ticket counter, and two passenger waiting rooms segregated by race.

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Figure 3: Close up of tongue and groove soffit remnants. Photograph by Matthew Pearce, OKSHPO.

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Figure 4: Close up of typical window condition. Photograph by Matthew Pearce, OKSHPO.

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Figure 5: Interior view showing wood door with five horizontal panels. Photograph by Matthew Pearce, OKSHPO.

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