RESOURCE PROTECTION PLANNING PROJECT

TRANSPORTATION IN OKLAHOMA TO 1920

REGION THREE

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TRANSPORTATION IN OKLAHOMA

Transportation has played a key role in the economic and social development of Oklahoma. Early on, a rudimentary transportation network had a great influence on the level of commercial activities by allowing an exchange of goods and information within the region and by providing a connection to markets in the South. Transportation also influenced the settlement of the region by both Indians and whites. In the late nineteenth and early twentieth centuries, improved mobility of goods, services, and people had far reaching social consequences. With faster links to the nation's cultural and political centers, the frontier disappeared and Oklahoma became fully integrated into the union. For purposes of this historic context, transportation in Oklahoma encompasses those facilities built to facilitate the movement of goods, services, and people. This includes sites and structures associated with river transportation, early roads and cattle trails, railways, and the state's highway system. This study covers the period from the beginning of the nineteenth century, when traders first used rivers in eastern Oklahoma, to the mid-1920s, when various levels of government began to fund construction of a modern highway system.

The development of transportation in Oklahoma occurred in distinct phases. The first took place prior to the introduction of railways and the second period began when railroads entered the territory in the 1870s. Before the

coming of the railroad, existing modes of transportation limited economic development. The movement of bulky items was restricted to waterways in eastern Oklahoma and to draft animals in overland travel. Each of these forms of transportation was slow and commercially unreliable. With the advent of railways in Oklahoma, large amounts of freight could be conveyed across the region faster and without regard for the depth of rivers or the needs of dray animals. The railroad revolutionized transportation in Oklahoma and had an unprecedented effect on the region by bringing in thousands of white settlers, contributing to the destruction of Indian sovereignty, and stimulating tremendous economic development.

One of the first examples of transportation's significance to trade in Oklahoma were waterways, and one of the earliest examples of these routes is the Three Forks region at the confluence of the Arkansas, Grand, and Verdigris Rivers. This site, active before 1820, was an important trading area with access to the Gulf of Mexico. Then, keelboats were the main means of river transportation, moving the region's products, mostly pelts, to New Orleans. These waterways also facilitated settlement, for Indian settlers used keelboats to reach Indian Territory over the same rivers as the traders who sent the region's products down river.

A later innovation in transportation permitted a greater volume of goods to move to and from Oklahoma. This involved the use of steam power, which also had an effect on the

region's agriculture. After removal to Indian Territory, some Indians, mostly intermarried whites and mixed-bloods, raised cash crops. Cotton, the main export crop, required a form of transportation that could move such a bulky item. Steamboats were the answer, and these craft plied the Mississippi and Oklahoma's eastern rivers to pick up these cargoes. The result was a great increase in the volume of goods exchanged, and the extension of the cotton culture to what would become Oklahoma.

While the waterways of eastern Oklahoma remained an important transportation network through the Civil War, overland trails persisted as the major means of moving foods and people. One of the earliest overland routes was the Santa Fe Trail, which passed through Oklahoma's panhandle. Its first regular use was in the early 1820s when Americans used the trail to trade between Saint Louis and the Mexican outpost of Santa Fe. Trade increased in volume and the trail continued to be used until the 1880s, when the railroad entered Santa Fe. Even so, the trail was not a factor in Oklahoma's commercial development; it simply passed through the region.

Beginning in the 1820s, forts linked by military roads formed an important part of the U. S. government's attempts to pacify the Indians living in what is now Oklahoma. The first of these roads, built in 1827, connected Fort Smith, Arkansas with Fort Gibson in the Three Forks region. Other

such roads traversed the region linking military posts scattered from Camp Supply, just east of the panhandle, to Fort Towson, in the southeastern part of the territory. Although generally of poor quality, these roads served as important overland routes until the coming of the railroads.

Roads also moved settlers across the region. The Texas Road, running north-south from Missouri to Texas, was among the first of these trails. First used in the 1820s by settlers who sought land in Texas, then a province of Mexico, the road later provided an avenue for Indian settlers travelling north to Indian Territory after their removal from the eastern United States. Later, it became an important route linking Texas, Indian Territory, and Kansas during the period of cattle drives from Texas to Kansas after the Civil War.

In 1849, the discovery of gold in California caused an exodus west. Southerners took the California Road that ran west from Fort Smith, Arkansas, through Indian Territory to the gold fields in California. In order to serve these travellers going to California, trading posts dotted the path. Apart from getting people to California, this well traveled trail helped settle Oklahoma.

One late addition to the forms of transportation available to people in Indian Territory was the Butterfield Overland Mail Route, a stage line that stretched from the Saint Louis to San Fransisco. Though the section of the

stage line crossing southeastern Indian Territory only lasted from 1858 to 1861, it was the first commercial route through the region, and also brought mail into the territory. Though the stage company abandoned the road in 1861, it continued to be maintained and after statehood became part of the state's road system.

Even before the Civil War there were cattle drives north through Oklahoma using the Texas Road. However, after the Civil War a glut of cattle in Texas and high prices for beef in Chicago caused more cattle trails to be blazed north from Texas to Baxter Springs, Missouri as well as Wichita and Dodge City, Kansas, where they would be shipped by rail to Chicago. The earliest of these trails was the Shawnee cattle trail. The eastern fork of the Shawnee Trail was the Texas Road, which went through eastern Oklahoma through Baxter Springs to Saint Louis, Missouri while the western fork of this trail turned northwest to reach Wichita. The most famous of these trails was the Chisholm Trail, which ran through central Oklahoma and split into two routes in Kingfisher County to take cattle to either Dodge City or Wichita. The Great Western Trail passed through western Oklahoma en route to Dodge City, once acclaimed the cow capital of the world. This period of great cattle drives only lasted about twenty years, and died out when rail connections pushed through Indian Territory to reach Texas. As a result, the cattle trails passing through Oklahoma lost

much of their traffic, but were still used as roads through Indian Territory and for local drives by the region's cattlemen.

The Reconstruction Treaties of 1866 forced the Five Civilized Tribes to permit railroads to cross Indian lands and in so doing precipitated a transportation revolution in Indian Territory. The most obvious change was an exponential increase in carrying capacity which altered agricultural practices by allowing more residents to raise cash crops. In addition, the railroads created towns such as Vinita, South McAlester, Ardmore, Ada, and Durant to manage their operations, and whites gravitated to these towns in unprecedented numbers. The Indians could not control this growth, which diluted their power and resulted in the destruction of Indian sovereignty. Once the Indians lost their self-government, Oklahoma and Indian Territories united as the state of Oklahoma in 1907.

After 1900, once the allotment of Indian lands was underway, towns like South McAlester could incorporate and achieve independence from Indian governments. This allowed towns to levy taxes and bonds, and in larger towns one of the early investments was for an interurban, also known as a traction company. These enterprises, financed by the towns and built by companies outside of the territory, ran trolleys both within towns and between a larger town and its suburbs. These companies in many ways resembled railroads, but their

significance was of a more local nature. Tractions were the first mass transit facilities in Oklahoma's towns and signified a certain level of urbanization. Connecting a larger town with the smaller townships surrounding it, interurbans were the beginning of commuter life as we know it today. These facilities increased the effective radius of goods, services, and people on a local level and helped to change the social life of towns.

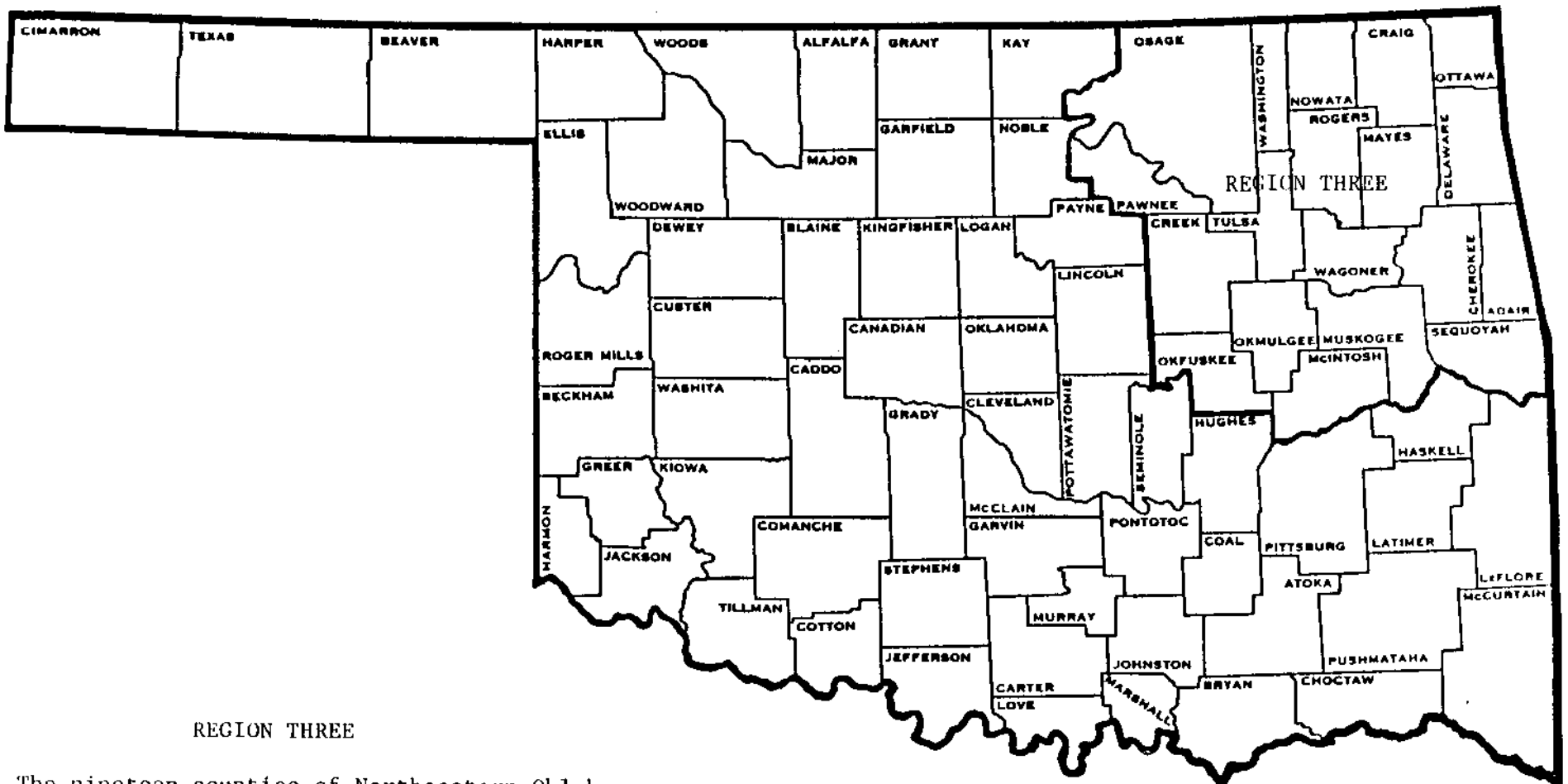
Concomitant with the advent of traction companies in the larger towns was the construction of section roads throughout what is now known as Oklahoma. In this instance, it was settlement that improved transportation and not vice versa. When Indian lands were allotted and Oklahoma Territory surveyed for settlement, blocks of land one mile on a side constituted the main land measurement, a section. Roads followed the section lines and small towns, usually little more than a post office and a general store, sprang up. The location of these small towns was significant, for they had to be spaced close enough to permit a farmer and his wagon to reach the town, conduct business, and get back to his farm in one day.

The state highway system provided the final embellishment to the developing transportation network in Oklahoma. The state highway system began in 1910 with the creation of a state agency to oversee roads in the state. However, by 1915 this office was still not directly responsible for any roads

in the state; it only served to police county activities. After World War I federal money became available for road construction and highway mileage increased dramatically. Such mobility meant that a rural resident had more immediate access to the goods and services in towns, and helped to bring about the end of many small towns whose existence was justified by the limits of animal powered vehicles. This sort of personal mobility also allowed the Okie exodus to take place during the Great Depression. On a national scale, the spread of fast, personal means of transportation would have an unimaginable impact on the social, cultural, and economic milieu of the nation. We are living with its effects today.

REGION THREE

In terms of its scope and history, the presence of transportation has been greatest in these counties of northeastern Oklahoma. From the earliest trails to the Arkansas River Navigation Project, region three has also been the first place in Oklahoma where many innovations in transportation made their first appearance. Geography was a significant factor in the course of these events, particularly in terms of water transportation. The rivers of region three were the most navigable in Oklahoma and facilitated the region's early commercial activities. Kansas, Missouri, and Arkansas, all of which achieved statehood long before



REGION THREE

The nineteen counties of Northeastern Oklahoma

Oklahoma, border northeast Oklahoma and figured in the region's development. This area of the state also possessed abundant mineral wealth. Together, these circumstances facilitated the progression of transportation in region three which in turn helped tame what was once a wilderness and incorporate it into American society.

Among the most important of the early transportation routes in region three were its waterways, particularly those in the Three Forks region. In this area, where the borders of Cherokee, Muskogee, and Wagoner counties meet, the Grand and Verdigris Rivers flow into the Arkansas River. The confluence of these rivers, which provided excellent transportation in northeast Oklahoma with access to the Gulf Of Mexico, comprised the earliest trading center in Oklahoma and one of its most important prior to the Civil War. Though archeological evidence suggests that this region had been a meeting place for French fur traders and Indians in the 1700s, the earliest recorded trader in this area was Joseph Bogy, who built his trading post on the Verdigris River in 1806.

Other traders came to the Three Forks region, among them Auguste Pierre Chouteau, whose first trading post was near Salina in Mayes County. Chouteau's family had engaged in the fur trade in Missouri since the late 1770s, and he brought this experience to the Three Forks region. Like other merchants in the area, Chouteau maintained a post where

Indians brought furs to trade for dyestuffs, jewelry, and metal goods. Chouteau then shipped these furs down the Arkansas and Mississippi Rivers to markets in New Orleans.

Chouteau was the most aggressive and successful of these traders and expanded his operations in the Three Forks region with a lumber business and additional trading posts. Chouteau's lumber business came in the form of a boat yard where he built keelboats, which first came to Oklahoma's waters in 1821. These boats, built of heavy timbers, could carry from ten to twenty tons yet only had a thirty inch draft. Each boat cost Chouteau between $2,000 and $3,000 to build, and once these craft had arrived at their destination and unloaded their cargo they were dismantled and sold for their lumber.

In 1822, one year after the first keelboat came to Oklahoma, the first steamboat ascended the Arkansas River to Fort Smith, Arkansas, just across the border from Sequoyah County. Two years later the United States Army erected the first military post in Oklahoma, Fort Gibson, to help manage the resettlement of the Creeks and Cherokees from southern states to new homelands in Oklahoma, then called Indian Territory. Situated in the Three Forks region, this post maintained the peace between different tribes in the area and was the initial destination for many immigrating Indians. In 1828 the first steamer in Indian Territory, the Facility, reached Fort Gibson on the Grand River. This craft had two

keelboats in tow which carried 300 Creeks to their new homes.

Steamboats then became the predominant form of transportation in this region. Some steamboat landings also became towns. Sallisaw, Vian, and Webber's Falls, once landings for paddlewheelers plying the waters of Indian Territory, exist today as towns in Haskell county. The waterways of northeastern Oklahoma, apart from aiding the commercial development and Indian settlement of region three, also affected its economic orientation. The exports of the Three Forks region generally went south to gulf ports. Also, its waterways provided a route for Indians who were relocated to Oklahoma. These early settlers were slaveholders, who maintained their southern lifestyle and commercial relations with the South after their resettlement in Indian Territory. Later, these factors would figure in national events due to Indian Territory's alignment with the Confederacy during the Civil War.

Though the waterways of northeastern Oklahoma provided excellent transportation, overland routes were also important in the development of region three. In this section of Indian Territory three trails were of greatest importance. The earliest of these routes was the Osage trace, used by Osages and other Indians to reach trading centers in the Three Forks region. This trail was in use before Indian removals and followed the Cimarron and Arkansas Rivers to a number of sites in region three, among them Fort Gibson,

Bean's Salt Works, and Fort Smith. Another route, the first military road in Oklahoma, connected Fort Smith and Fort Gibson. This sixty-five mile long road, built in 1827, was an important communications and supply link between the two posts until the arrival of the railroad in the 1870s. The last trail, and possibly the most famous, was the Texas Road. Entering Indian Territory at its northeastern corner, the Texas Road ran southwest through region three leaving the area at McIntosh county. In the early 1820s settlers who sought land in Spanish Texas took this path south, the only north-south route through region three. This road, which linked Missouri, Indian Territory, and Texas, proved to be one of the most heavily traveled of Oklahoma's early trails and continued to bear heavy traffic even after the coming of the railroads.

After the Civil War, developments in overland transportation continued with the blazing of cattle trails north through region three. During the Civil War, Texas cattle had overpopulated while beef grew scarce in the North. After 1865 these conditions caused Texas cattlemen to blaze trails toward rail heads in Missouri and Kansas where their cattle could be shipped to northern markets. The only such trail that passed through region three was the East Shawnee Cattle Trail. This trail, which was essentially the Texas Road, stretched from Texas to Fort Gibson, where it split to go either to Baxter Springs, Missouri, or Wichita, Kansas.

The East Shawnee Cattle Trail brought wealth to the Creeks and Cherokees and also aided in the development of the range cattle industry in region three. These tribes placed a number of conditions on the use of cattle trails that passed through their lands, among them the purchase a of permit for each cowboy crossing Indian lands, along with a head tax on every animal in the herd and grazing fees. Some Indians also capitalized on the opportunities in ranching and appropriated large areas of tribal lands on which they raised their own herds. The Creek George Perryman was one such Indian cattleman, whose ranch later became the site of Tulsa.

Traffic on the cattle trails diminished as railroads pushed through Indian Territory. The advent of railroads in region three was one result of peace treaties signed in 1866 between the Five Civilized Tribes who sided with the Confederacy and the victorious northern forces. Apart from ceding large sections of their lands to the United States and abolishing slavery, these tribes had to permit the passage of railroads through their territory. Though railroads brought industry and wealth to the region, they also brought increasing numbers of whites to Indian Territory. The increasing white presence in Indian Territory brought about by the railroads, a condition inseperable from the railroads themselves, eventually resulted in the settlement of region three by whites and the destruction of tribal governments.

The first railroad in Indian Territory, the Missouri, Kansas, and Texas Railroad, entered Indian Territory at the northeast corner of region three in 1870 and generally followed the Texas Road to the Red River. Among the stops on this rail, which began service in 1872, were Vinita, Wagoner, Muskogee, and Eufaula. Another railroad, the Atlantic and Pacific, entered the Cherokee Nation at its Arkansas boundary and built westward to Vinita in 1871, where construction stopped pending a federal decision concerning land grants to railroads building through Indian Territory. Later, this line would continue to Tulsa and Sapulpa. Smaller trunk lines such as the Santa Fe Railroad's line from Kansas to Owasso and Tulsa, and short railroads connecting Sapulpa to Oklahoma City and Texas completed rail construction in the nineteenth century.

Many towns in region three, such as Muskogee, Vinita, and Sapulpa, owe their origins to these railroads. Originally intended to supply water, fuel, and fresh crews to passing trains, these stops became towns and attracted large numbers of whites, who as non-citizens had very few rights in Indian Territory. Also, the railroads could not support their lines from the comparatively meager requirements of these towns. The population of Indian Territory was lower than those areas settled by whites and the Indians there generally had less use for the railroad than did whites. White settlement would increase the demand for the railroads'

services and allow whites all the freedoms they had enjoyed outside of Indian Territory. Consistent lobbying on the part of the railroads, white residents in Indian Territory, and settlers seeking land eventually swayed Congress, which resulted in the dissolution of tribal governments and the incorporation of Indian Territory into the State of Oklahoma in 1907.

The urbanization that resulted from the railroads created a need for better transportation within cities, which resulted in the construction of trolley lines in the early 1900s. Such enterprises, which were essentially urban rail networks, required a substantial investment which only a few towns in Oklahoma could afford. Eight towns in region three had trolleys, more than any other part of Oklahoma. One trolley service, the Sapulpa line, was the last to operate a passenger service in Oklahoma, closing in the 1960s. The Sand Springs trolley system, though it too eventually ceased its passenger service, exists today as the Sand Springs Railroad, a short haul freight line in the Tulsa and Sand Springs area. These services, originally created to address the transportation needs of a town's citizens, encountered financial difficulties and eventually dissolved as roads improved and automobiles became more available to the general public.

Northeastern Oklahoma became a center of oil production in the early twentieth century, which caused a boom in

industry and transportation. Though people in the region knew oil existed there as early as 1859, they had no use for it and regarded it as a nuisance. By the twentieth century though, the value of petroleum had increased greatly which caused numerous speculators to sink exploratory wells in the region. Nine of the nineteen counties in region three contained oil, the greatest finds being in Osage, Tulsa, and Washington counties. These areas witnessed an explosion of activity as drillers vied for the best locations to sink a well.

However, the roads could not accommodate the transportation requirements of the new industry. In many cases no roads entered the oil fields, which necessitated road construction projects. At that time, most roads throughout Oklahoma were dirt, which became bogs when it rained. Trucks carrying heavy equipment sank into these muddy roads and in many cases had to be abandoned until the rains stopped. Those towns near oil fields also encountered transportation problems with the great number of automobiles and trucks that travelled their dirt streets. With the ready availability of petroleum products though, roads in region three could be readily paved. The availability of materials, along with assistance in the form of money and equipment supplied by federal aid projects after World War I, greatly improved road conditions in region three. By 1925, due in large part to the federal aid projects, region three had more graveled or

paved roads than any other portion of the state. With these final embellishments in the late 1920s, helped by public works in the 1930s, the highway system in northeastern Oklahoma began to resemble present conditions.

By the late 1920s many aspects of region three resembled modern conditions. Tulsa was the largest metropolitan area in the state next to Oklahoma City, automobiles were commonplace, and traffic jams were frequent. For better or for worse transportation facilitated these developments, and figured prominently in the region's history. Fine waterways promoted the region's commercial development and communication with southern markets in the early eighteenth century. Later, these waterways helped to bring Cherokee and Creek settlers to northeastern Oklahoma. Cattle trails and early roads also aided in transportation, linking the area to other parts of Indian Territory and neighboring states. Railroads, the single greatest influence in the region, revolutionized transportation and were a major factor in the absorption of Indian Territory into the State of Oklahoma. Urbanization and mineral exploitation in the early twentieth century caused another expansion in transportation facilities, which benefitted transportation in and between towns. This steady progress in the development of transportation facilities has resulted in the transformation of a wilderness into one of the richest areas of the State of Oklahoma. All of this took a little over a century, a feat that would have been immea-

surably more difficult without the numerous benefits of transportation.

PROPERTY TYPE ANALYSIS FOR TRANSPORTATION SITES IN REGION THREE

Research completed to date indicates that the following property types would probably still be extant: trails and roads, river crossings, railroad depots and other railroad structures, bridges, and pre-1920 automobile related buildings. The National Register criteria will be the basis for evaluating all identified properties. National Register criteria are as follows:

A: Properties that are associated with events that have made a significant contribution to the broad patterns of our history.

B: Properties that are associated with the lives of persons significant in our past.

C: Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.

1. Trails and roads: Cattle trails, military roads, and civilian trails in region three are generally distinguished by the ruts they have left on the prairie. Cattle

trails such as the West Shawnee Cattle Trail will be the most obvious, since the cattle herds left a path in the prairie as much as three feet deep and one hundred yards wide. Ruts left by wagons will best be located where the wagons forded streams, for the wheels left great scars in the banks.

2. River crossings: These sites are likely to be found in conjunction with the roads and trails of region three. A river crossing used by cattle and wagons will appear as a greatly eroded section of streambank on both sides of the stream. If a known trail or road passed through the area this eroded section of the streambanks is most likely a stream crossing for that trail.

3. Railroad depots and other railroad structures: Railroad depots, located along a section of track, were generally built from a single floor plan that was made larger or smaller to accommodate the depot's traffic. The floorplan was linear with two waiting rooms, one for blacks and the other for whites. In general, these buildings are rectangular in shape with a hipped roof supported by outrigger brackets. Clay tile was an often used roofing material. Exterior walls were frequently brick on the lower half with stucco above, while other structures were clapboard sided. Also, builders frequently employed copper sheeting to decorate the depots. Finally, there was also a freight dock at one end of the depot. Given the number of towns served by railroads in region three and the generally uniform appear-

ance of the depots, further structures should be located with more careful research.

A form of transportation similar to the railroads were traction lines, also called interurbans or trolleys. Structures associated with these lines are in many ways similar to those of railroads. The terminals of traction lines generally resembled train depots with the linear floor plan and two waiting rooms, but the passenger platforms differed. In interurban stations, the platform was covered by a large, gabled awning and the freight dock was much smaller if it existed at all. Another difference between interurban terminals and train depots lay in the facade appearance. While train depots closely resembled one another and were free-standing structures, trolley terminals were usually built into a streetscape, and their appearance differed according to the tastes of each traction company and the prevailing construction methods of the town. Finally, rails imbedded in street paving provide the most telling evidence of an interurban in a town. These rails are rarely removed due to the damage such removal would cause to the streets, and are instead paved over. However, in many places the paving will wear down and expose the rails. Evidence of trolley lines are likely to be found in Bartlesville, Miami, Muskogee, Nowata, Okmulgee, Sapulpa, Sand Springs, and Tulsa. Thest towns in region three were the only ones to possess traction facilities.

4. Bridges: Bridges were features of railroads and highways to cross streams and ravines. There are no common features of these bridges due to the fact that their appearance depended on the length of the span, the load it was expected to bear, and the nature of the terrain the bridge was supposed to cross. Early maps will be the best source for locating and dating such structures.

5. Pre-1920 automobile-related buildings: Prior to the 1920s, crude roads spanned region three. However, a significant number of people owned automobiles at that time, and these vehicles needed fuel and maintenance. Motels had yet to appear in any significant number, simply because long distance travel by automobile was still impractical. Private garages in towns should exist though, and will closely resemble contemporary free standing garages. Filling stations should also still be in evidence. A typical structure will consist of a rectangular brick or stuccoed one story building with a hipped, pyramidal, or gabled roof that extends to form an awning over the refueling area. Clay tile or composition shingles were the predominant roofing material. On the sides of the building, large overhead or swinging doors on one or both sides open to reveal mechanic's bays. In some abandoned stations, or those that have been converted to other use, the old fuel pumps will still be present and will aid in the dating of the structure.

REGION THREE:

Craig County:

1. Old Military Road traces: 2 miles west of Ketchum, OK (Oklahoma Landmarks Inventory)

2. Truss bridge: on MKT tracks across Little Cabin Creek (OLI)

3. Russell Creek Bridge: MKT tracks near Kansas border (OLI)

4. Rock Creek Bridge: west of Sapulpa, OK (OLI)

5. Frisco Dept and Harvey House: North of Hobson Street, Sapulpa, OK (OLI)

6. Santa Fe Depot, Broadway and Harvey: Drumright, OK (National Register 4-2-81)

McIntosh County:

7. McIntosh Bridge: West 1/2 Sec. 3, T 12 N, R 17 E; Elk Creek (OLI)

8. MKT Depot: East of Broadway on Highway 266, Checotah, OK (OLI)

9. Texas Road traces: Sec. 3, T 12 N, R 17 E; along Elk Creek (OLI)

10. MKT Depot: U.S. 69 at Sixth Street, Pryor, OK (OLI)

Errata

23. Sentinel is in Washita Co. Region 7

10. Pryor is in Mayes Co.

Nowata County:

11. Coody's Bluff Stag - 26 N, R 16 E; north of Boynton,

Okmulgee County:

12. Frisco Dept: Sixth and railroad tracks, Okmulgee, OK (OLI)

Osage County:

13. Bird Creek Bridge: Avant, OK (OLI)

14. MKT Depot: Main Street and Katy Avenue, Hominy, OK

15. Elm Creek Bridge: vicinity of Foraker, OK (OLI)

Ottawa County:

16. One lane bridges: vicinity of Pawnee, OK (OLI)

Pawnee County:

17. Santa Fe Coal Tower: Skedee, OK

Sequoyah County:

18. Childer's Station: off South Cedar Street, Sallisaw, OK

Tulsa County:

19. Santa Fe Depot: Center and Tenth Street, Collinsville, OK (OLI)

20. Plummer Texaco Station: 27 East Needles, Bixby, OK (OLI)

21. Blue Dome Gas Station: 322 East Second Street, Tulsa, OK (OLI)

22. Santa Fe Union Railroad Depot: Fifth Street, Tulsa, OK (OLI)

Wagoner County:

23. Santa Fe Depot: Sentinel, OK (OLI)

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