RESOURCE PROTECTION PLANNING PROJECT

TRANSPORTATION IN OKLAHOMA TO 1920

REGION FOUR

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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.

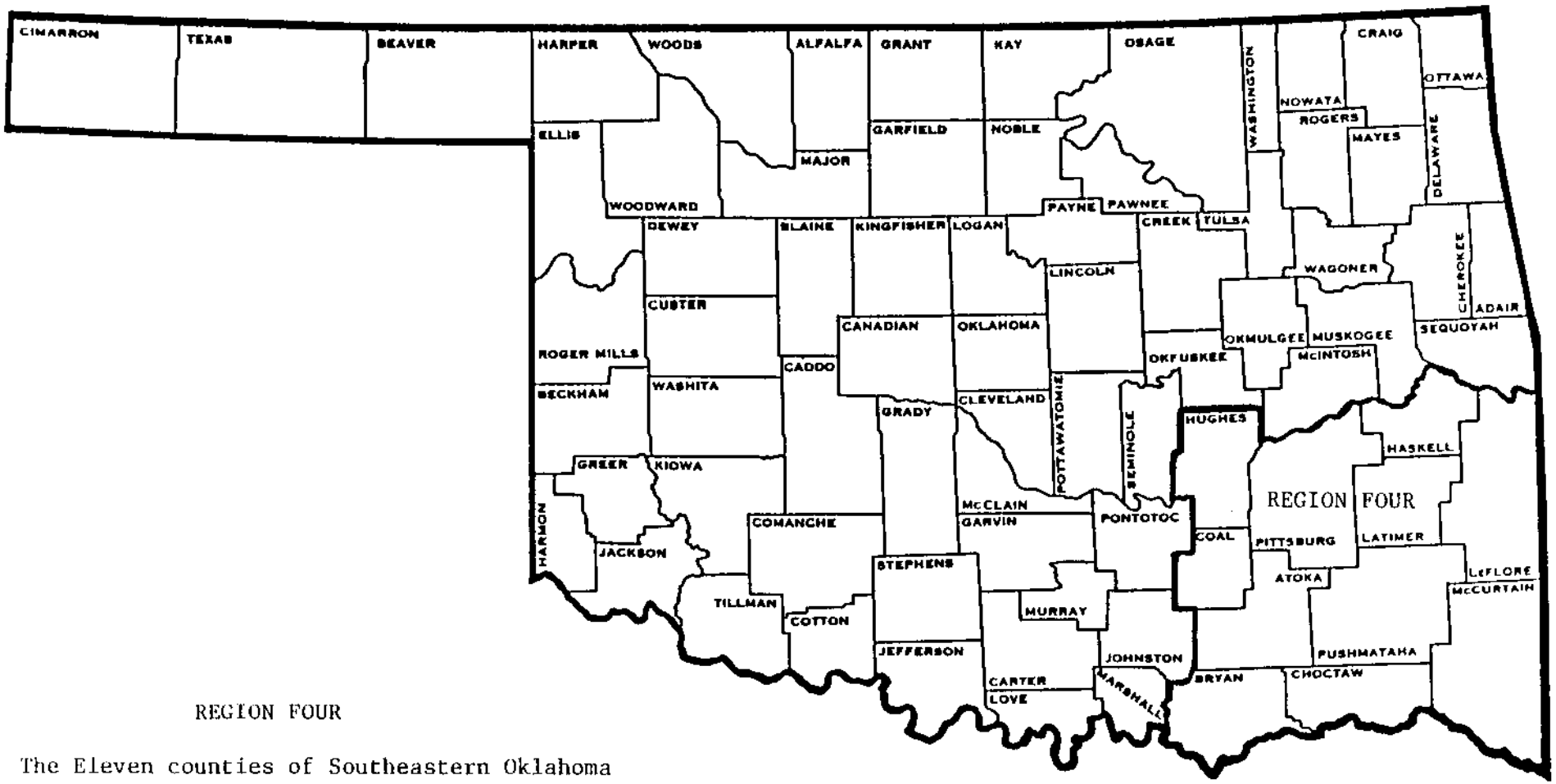
Concomitant with the advent of traction companies in the larger towns was the construction of section roads throughout what is now known as Oklahoma. In this instance, it was settlement that improved transportation and not vice versa. When Indian lands were allotted and Oklahoma Territory surveyed for 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 FOUR

The eleven counties of region four were once the agricultural and industrial center of what is now Oklahoma. Coal, cattle, and the cotton culture, the region's major commercial activities in the nineteenth century, were the causes of southeastern Oklahoma's early commercial and industrial prominence. These influences were themselves facilitated by the construction of transportation networks that allowed the region's products to reach markets outside of Oklahoma. Transportation, though it played a great part in the early economic development of southeast Oklahoma, also affected the social and political environment of the region,



REGION FOUR

The Eleven counties of Southeastern Oklahoma

which resulted in the eventual incorporation of this region into the federal union as a part of the state of Oklahoma.

The earliest transportation routes in region four were its rivers. The main rivers in southeastern Oklahoma, the Arkansas, Canadian, and Red, formed its northern and southern borders. These streams, first used by French traders in the late 1700s, continued as important transportation routes used by new arrivals to Oklahoma in the early 1800s. These immigrants were members of the Five Civilized Tribes who relocated from the southern United States to Oklahoma, then called Indian Territory, due to coercion by the federal government.

Region four, apart from its southwestern corner, became the domain of the Choctaws. The first task the federal government faced in their relocation was the security of the Indians' new lands in Indian Territory. To this end the United States Army erected Forts Coffee, Towson, and Washita in region four to guard the Choctaws and Chickasaws against hostile tribes. The first fort in region four, built in 1824, was Fort Towson. This outpost, located in present day Choctaw county, was also the only fort in region four that was not on a river. This post was the destination for many immigrating Choctaws and Chickasaws who took an overland route from Little Rock, Arkansas, instead of the river route to Fort Coffee. Fort Coffee, built on the Arkansas River in 1834, guarded the northern border of the Choctaw Nation.

This post was also the first stop in Indian Territory for many Choctaws and Chickasaws who came upriver from Vicksburg, Mississippi. Fort Washita, built in 1842, served the Chickasaw Nation. This post, situated on the Washita River in Bryan county, guarded the Chickasaws against plains tribes in western Oklahoma.

Once Indian Territory had been secured, the Indians then needed transportation to their new homes. The main water route for this migration was the Arkansas River. Later, in 1838, army engineers in Louisiana cleared a massive log jam in the Red River called the Great Raft. With this obstruction removed, steamboats which previously had been restricted to the Arkansas River could also ascend the Red River to Indian Territory.

Steamer traffic, particularly on the Red River, was important to the Choctaws' economy. Prior to their removal to Indian Territory, these Indians controlled large areas of Mississippi and Alabama. They were also slaveholders. In their former homelands wealthier Choctaws used slave labor to grow cotton on vast plantations, and they maintained this practice upon their arrival in Indian Territory. Due to the fact that many of these plantations were in the southern part of the Choctaw Nation the Red River became an important route for Choctaw cotton going to markets in New Orleans. Two ports on the Red River, Kiamichi Landing and Jones' Landing, shipped most of the cotton from the Choctaw Nation. Robert

M. Jones, a Choctaw planter, owned Jones' Landing and a number of steamboats on which he shipped cotton from his plantations. An example of cotton's economic value to the Choctaw Nation is the amount of cotton shipped in 1867, shortly after the ravages of the Civil War. In that year Choctaw planters were able to send over 200,000 bales of cotton down river. This was not indicative of the amount of cotton produced in the Choctaw Nation though, for the amount shipped before the war had to have been much higher.

Though waterways were important to the settlement and agriculture of region four, roads were also valued routes, which promoted travel both within the region and beyond its borders. The Texas Road, which was among the first roads through the Choctaw Nation, ran south from Missouri through Indian Territory to Texas. In the 1820s this road brought settlers from Missouri and other states to Texas, but later became one of the most important thoroughfares in the Choctaw Nation. Military roads comprised another well used means of transportation, particularly for Choctaw settlers and those travelling within the Choctaw Nation. Constructed before 1865, these roads provided an early network of trails that interlaced region four. The earliest road, which linked Fort Towson to Fort Smith, was important to the resettlement of the Choctaws. In the late 1830s, many of those who ascended the Arkansas River to Forts Smith or Coffee took this road to the Choctaw Agency near Fort Towson to receive their rations.

Other roads stretched east and west from Fort Towson, linking it with Little Rock, Arkansas, and military posts in Western Indian Territory such as Forts Washita, Arbuckle, and Sill. Such a network of trails, though poorly constructed, sufficed as the earliest road network in the Choctaw Nation and was a substantial influence in the region's early development.

Unlike military trails, which primarily aided travel within the Choctaw Nation, two other trails through region four were transcontinental routes. The California Road and Butterfield Overland Mail each stretched from the Mississippi to California, but they came at different times and served different purposes. The earlier of these two routes, the California Road, began in 1849 as a trail west for gold seekers. This trail stimulated trade in region four, for the Choctaws sold food, animals, and equipment to passers by. The Butterfield mail route, begun in 1858, was much more than just a road. It was the first passenger service through the Choctaw Nation. The section of the road that passed through Indian Territory, a 192 mile stretch beginning at Fort Smith and ending at Colbert's Ferry in the Chickasaw Nation, lay wholly with region four. In surveying this section of the Butterfield route workmen used existing roads where possible and established twelve stage stands between thirteen and nineteen miles apart. To defray the expense of maintaining the road, station managers and other parties gained permits from the Choctaw Nation to build toll bridges and turnpikes.

Citizens of the Choctaw Nation and the mail coaches were exempt from tolls, but all others had to pay, much to the consternation of whites travelling through Choctaw lands. After only three years of service, this section of the mail route fell victim to sectional strife and ceased operations in 1861, one month after the South seceded. However, the Choctaws recognized the value of this road and continued to maintain it through the nineteenth century. In the early 1900s the old Butterfield trail was still in use and became an important component of the state's early county road system.

Apart from the demise of the Butterfield mail route through Indian Territory, The Civil War brought other changes to the Choctaw Nation, the first of which were cattle trails. During the Civil War, cattle in Texas had overpopulated while beef grew scarce in the North. After 1865 these conditions caused Texas cattlemen to blaze trails to rail heads in Kansas where their cattle could be shipped to northern markets. Two cattle trails passed through region four, the East and West Shawnee Cattle Trails. The East Shawnee Trail was essentially the Texas Road, and its section in Indian Territory stretched from Colbert's Ferry through the north-eastern border of Indian Territory to it's destination at Baxter Springs, Missouri. This trail, first used in 1866, was the earliest cattle trail through Indian Territory. The other trail, the West Shawnee Cattle Trail, branched off from

the East Shawnee Trail at the trading center of Boggy Depot in present day Atoka county and ran northwest to Wichita, Kansas. Very little of this trail lay in region four though, for it quickly passed beyond the region's northwestern boundary. Apart from the Texans, the Choctaws, who had a reputation as fine stock breeders, also used these trails to convey their cattle to market. Due to this transportation route commercial cattle raising increased among the Choctaws, who continued to use the Shawnee cattle trail for local drives even after the great cattle drives were over.

The demise of the cattle trails was the result of the railroads, which pushed through Indian Territory in the early 1870s. The advent of railroads in Indian Territory was a 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 lands. Though the railroads brought industry and wealth to the region, they also introduced increasing numbers of whites to Indian Territory. The increasing white presence in Indian Territory brought about by the railroads, a condition inseparable from the railroads themselves, eventually resulted in the settlement of region four by whites and the destruction of tribal governments.

The first railroad through the Choctaw Nation was the Missouri, Kansas, and Texas Railroad, which completed a line from the northeast corner of Indian Territory to Colbert's Ferry in 1872. Unlike some tribes, the Choctaws recognized the railroads' inevitability and participated in rail promotion. However, they had no part in this first rail through their lands, known as the Katy. Congress allowed this railroad to build through Indian Territory without tribal consent, and made provisions in the agreement that caused the railroad to promote the extinction of tribal land tenure. The Choctaws successfully resisted such early schemes, and were able to achieve a more equitable settlement with other railroad companies.

Unlike other areas of Oklahoma which were sparsely settled, the Choctaw Nation possessed a well established society and could exert more control over railroad right of ways and townsite platting. The most important railroad town in region four, McAlester, was one of the towns that owed its existence to the railroads and to coal. McAlester was originally one man's store at the junction of the Texas and California Roads. This man, J.J. McAlester, was an intermarried white who recognized the value of coal deposits near his store and also knew the Katy would likely pass through the area to reach these rich coal veins that would fuel their engines. The Katy did indeed pass through McAlester, and coal mines began operation. Later in 1889 the Choctaw Coal

and Railway Company, known as the Choctaw, built a line through this rich coal area running east-west, but Mr. McAlester objected to the location of their rail crossing with the Katy. Undaunted, the Choctaw moved their crossing about a mile and a half south to an area claimed by another intermarried citizen, Fritz Sittle. Fritz Sittle's land, also near major coal deposits, became the site of modern day McAlester while the original McAlester, known as North Town, suffered from a lack of rail connections and eventually became absorbed by the larger community.

The town that grew around Fritz Sittle's land became a commercial center for the region and rapidly grew in size. Situated near the coal mines, McAlester, then known as South McAlester, supplied the nearby mines and mining towns with food, equipment, and entertainment. In order to facilitate transportation between South McAlester and the smaller mining towns such as Krebs and Hartshorne, South McAlester undertook the construction of a trolley line called the Indian Territory Traction Company that eventually extended seventeen miles from South McAlester to Hartshorne, a major coal mining town. Smaller towns along the route took on the character of suburbs, while South McAlester benefitted from the business brought by the interurban. The closing of coal mines after World War II and increased use of automobiles eventually caused the interurban to cease operations. However, its influence is still felt in the small towns. If a visitor

asks directions in a town such as Krebs or Alderson they are frequently given directions relative to trolley stops which no longer exist, which can be quite bewildering.

Apart from South McAlester's interurban, coal mining in the Choctaw prompted the construction of a number of shorter branch lines. In some instances main lines like the Katy or Saint Louis and San Francisco built spur lines to reach the mines, while in others smaller independent railroad companies operated short lines in the coal fields. Coal mining companies themselves also owned small railroads that fed into the larger lines. These small lines together with the main railroads created an extensive transportation network in region four that brought European immigrants to work in the mines, which made the Choctaw Nation the most cosmopolitan in Indian Territory. These rails also transported the coal that enriched the Choctaw Nation's coffers in the last decades of its existence.

Though coal and the railroads enriched the Choctaw Nation, they also brought about the opening of region four to white settlement, the dissolution of tribal government, and statehood. With statehood came attempts to coalesce the various regions' transportation systems into an integrated network that would allow easy travel throughout the state. One feature that aided in this effort was the county road system. Prior to settlement, surveyors used a grid with squares one mile on a side when they prepared the land for

settlement. However, the square mile marked off by surveyors, called a section, was not really a square mile. A small amount of land was trimmed of all sides of the square to form a road, which became the section roads used today. With statehood also came attempts to bring road construction and maintenance under state control. Previously, county superintendents managed road maintenance and were essentially independent. Two events changed this and brought roads under state control. The Good Roads Movement, a facet of the Progressive Era of the early 1900s, brought attention to the deplorable roads in Oklahoma, which at that time were of graded earth. The second event, begun after World War I, consisted of a number of projects funded by the federal government to improve road conditions across the nation. Region four benefitted from forty of these projects, which paved or graveled roads in its counties.

With the paving of roads and the construction of new highways in region four transportation came to resemble conditions of today. Transportation made this possible. Without constantly developing transportation networks the Choctaws would not have been able to resettle and create profitable ranches and plantations. The area's coal deposits would not have fostered industry, nor would the region have benefitted from the many cultures of the immigrant coal miners who came to work. All of these things were vital to the advancement of region four, yet none could have had any

influence without transportation.

PROPERTY TYPE ANALYSIS FOR TRANSPORTATION SITES IN REGION FOUR

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 four are generally distinguished by the ruts they have left on the prairie. Cattle trails such as the East Shawnee Cattle Trail will be the most

obvious, since the cattle herds left a path in the prairie as much as four 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 four. 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 four and the generally uniform appearance 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. In region four only McAlester possessed a trolley line that extended through Krebs, Alderson, Bache, Dow and Haileyville to Hartshorne seventeen miles away. Evidence of the interurban should exist in the smaller towns along the route which have not been as active as McAlester in urban development.

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 four. 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 FOUR:

Atoka County:

1. Geary's Station site: SE 1/4 Sec. 19, T 1 N, R 12 E; 2 miles SW of Stringtown, OK (OLI)

2. bridge: Limestone Gap, near Chockie, OK (OLI)

3. Waddell's Station: SW 1/4 Sec. 10, T 1 W, R 13 E; 3 miles SW of Wesley, OK (N.R.)

Bryan County:

4. Nail's Station: SE 1/4 Sec. 7, T 5 S, R 9 E; Kenefick, OK (N.R.)

5. "Cotton Tail Junction" site: SE 1/4 SE 1/4 Sec. 32, T 5 S, R 9 E (OLI)

6. Carpenter's Bluff Railroad Bridge: vicinity of Kemp, OK (OLI)

7. Fisher's Station (Carriage Point): 4 miles west of Durant, OK (N.R.)

8. Colbert's Ferry site: 3 miles SE of Colbert, OK (N.R.)

9. Pennington Creek Suspension Bridge: vicinity of Tishomingo, OK (OLI)

10. MKT-Frisco Railroad Union Depot and Signal Tower: South First Avenue and Lost Street, Durant, OK (OLI)

Choctaw County:

11. Frisco Depot and Harvey House and complex: N.A and Jackson Streets, Hugo, OK (N.R.)

Haskell County:

12. Ferry landing: vicinity of Stigler, OK (N.R.)

13. Iron bridge site (1859-1891): Sec. 22, T 9 N, R 22 E; 3 miles SE of Keota, OK (OLI)

14. Seminole Trail: south side of ridge, 1/2 mile south of Kinta, OK (OLI)

Hughes County:

15. Dixon Livery Barn: 112 Creek Street, Holdenville, OK (OLI)

Latimer County:

16. Mountain Station (stage stand): Sec. 9, T 4 N, R 18 E; 13 miles SW of Wilburton, OK (OLI)

17. Edward's Store: NE 1/4 NW 1/4 Sec. 15, T 6 N, R 22 E; 7 miles NE of Red Oak, OK (N.R.)

18. Pusley's Station: 2 miles SW of Higgins, OK (N.R.)

19. Holloway Station: 5 miles NE of Red Oak, OK (N.R.)

20. Riddle's Station site: 3 miles east of Wilburton, OK (N.R.)

LeFlore County:

21. Riddle's Tollgate: Sec. 31, T 9 N, R 26 E (OLI)

22. California Road traces: SW 1/4 NE 1/4 Sec. 18, T 9 N, R 26 E (OLI)

23. Folsom Ferry site: Old Fort Smith

24. Trahern's Station: 9 miles west of Shady Point, OK (N.R.)

25. Walker's Station: 1 mile east of Skullyville, OK (OLI)

26. Old Military Road traces: 7 miles NE of Talihina, OK (N.R.)

27. Brazil Creek Trail traces: Sec. 27, T 8 N, R 24 E; vicinity of Latham, OK (OLI)

28. Iron bridge site: vicinity of Arkoma, OK (OLI)

29. Brazil Creek Bridge: Secs. 27-28, T 8 N, R 24 E; 8 miles southwest of Panama, OK

30. Backbone Tunnel: N/S line between Secs. 27, 28, 33, 34, T 9 N, R 27 E; northeast of Rock Island (OLI)

McCurtain County:

31. Military Road trace: W 1/2 SE 1/4 Sec. 7, T 6 S, R 26 E (OLI)

32. Bethabara Crossing: Sec. 7-8, T 6 S, R 26 E; Mountain Fork River (OLI)

33. Doaksville Road: south of old church, SW 1/4 SW 1/4 Sec. 24, T 8 S, R 24 E; Kullituklo, OK (OLI)

34. Frisco Depot: Texas Avenue and East Main Street, Idabel, OK (N.R.)

Pittsburgh County:

35. Colbert's Stage Stand site: SW 1/4 Sec. 21, T 5 N, R 17 E (OLI)

36. Blackburn's Station site: 9 miles SE of Pittsburgh, OK (N.R.)

Pushmataha County:

37. Frisco Depot and Antlers Springs (adjacent): Antlers, OK (N.R.)

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