RESOURCE PROTECTION PLANNING PROJECT

TRANSPORTATION IN OKLAHOMA TO 1920

REGION ~~ONE~~ SEVEN

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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.

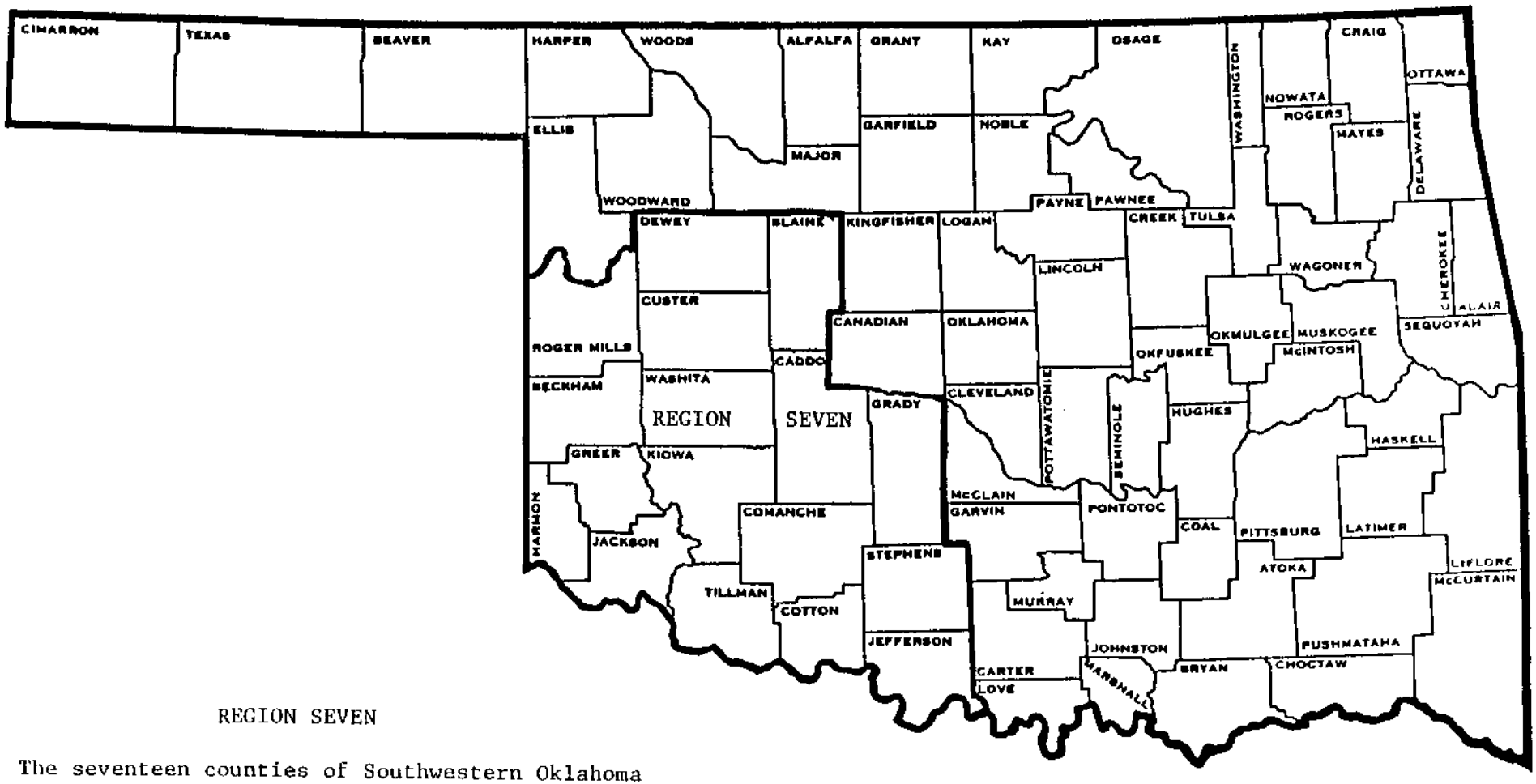
The state highway system provided the final embellishment to the developing transportation network in Oklahoma. The state highway system began in 1910 with the creation of a state agency to oversee roads in the state. However, by 1915 this office was still not directly responsible for any roads

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 SEVEN

The seventeen counties of region seven, in southwest Oklahoma, comprise a semi-arid region that is part of America's southern plains. Along with Beaver and Cache Creek, the land is watered by the Washita, Canadian, and North Fork of the Red River and receives less than thirty inches of rain yearly. This area was one of the last regions settled, and except for the Panhandle has the lowest population density in Oklahoma.

Due to the shallow depths of rivers in region seven, overland links were the most important transportation routes.



REGION SEVEN

The seventeen counties of Southwestern Oklahoma

Prior to the advent of rail traffic in region seven, these routes consisted of civilian and military roads as well as cattle trails. One of the first such trails, blazed in the late 1700s, was a Spanish trail from Santa Fe, New Mexico to the mouth of the Washita River east of region seven in Marshall county. This trail facilitated trade between the French, Spanish, and the Indian tribes living in the area.

In 1803 the United States acquired what would become the state of Oklahoma as part of a vast expanse of land known as the Louisiana Territory. Twenty-five years later, region seven comprised the western lands of the Creek, Seminole, Choctaw, and Chickasaw Indians after their removal from the eastern United States. Though owned by the Indians, the area remained unsettled due to its lack of arable land and the presence of hostile tribes in the region. However, in 1849 the discovery of gold in California prompted the construction of the California Road linking Fort Smith, Arkansas with San Fransisco, California. This road, blazed that same year, passed through the northern half of region seven, exiting the state in Roger Mills county. The California Road was not of immediate benefit to transportation in region seven though, for its primary use was to get through the region and not to it.

In the late 1850s the federal government purchased a large tract of land encompassing most of region seven from the Choctaw and Chickasaw tribes with the intention of

creating a reservation for the southern plains tribes of Texas, New Mexico, and Colorado. The Civil War temporarily halted operations, but after 1865 the government made renewed efforts to subdue the plains tribes and established Fort Sill in what would later become Comanche county. Military roads linked this post to Forts Gibson and Towson in eastern Oklahoma, facilitating the movement of men and materiel in the Indian campaigns. With these roads, Fort Sill could easily receive replacements, provisions, and communications, all necessary to successfully pacify the hostile tribes of the southern plains.

This fort also established the first permanent white presence in the region and later helped to settle the area. The Camp Supply road, which connected Oklahoma to Kansas and Texas, was the only north-south road short of a cattle trail through southwestern Oklahoma. Other roads coming out of Fort Sill connected the post with Camp Supply in the Northwest, Fort Smith, Arkansas, and Fort Towson in southeastern Indian Territory. Apart from an eighteenth century Spanish trace these were the first roads in the region, and provided a path for homesteaders once the land became open to white settlement.

Another development in transportation contemporary to military roads in region seven were cattle trails. After the Civil War cattle were all too plentiful in Texas, while in the northern United States beef was at a premium. Those who

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drove their cattle to markets in Kansas could make good profits, so Texas cattlemen blazed cattle trails north through Oklahoma to reach Kansas cow towns. Two of these paths, the Chisholm and Great Western Cattle Trails, passed through region seven. These trails brought ranching to the region, as well as settlements that served the needs of the cowboys on the trail. The trail post office on the Great Western Trail as well as Duncan's store on the Chisholm Trail are examples of such settlements, and both sites continue today as the towns of Trail and Duncan. The pasturage along the trails also benefitted the Indians living in the leased district. They received money rents and beeves from the trail bosses for the use of their lands, and some Indians became successful ranchers in their own right. This period of cattle drives through southwestern Oklahoma ended in the 1880s with the laying of rails in the region. However, ranchers still used these trails for the local movement of cattle, and the paths served as crude roads through the territory. For the Chisholm trail, its use as a road continues to the present day as U.S. Highway 81.

Railroads entered Indian Territory as a result of the reconstruction treaties between the federal government and the Five Civilized Tribes. Once the precedent of railroads in Indian Territory had been established rail construction escalated, which had a broad impact on the whole territory. In region seven the main rail lines were the Atchison,

Topeka, and Santa Fe, the Chicago, Pacific, and Rock Island, and the Missouri, Kansas, and Texas railroads. These railroads influenced the settlement, agricultural practices, and social life of southwestern Oklahoma. Lands in this section of the state were opened to white settlement at different times, ranging from 1892 for the Cheyenne and Arapaho lands in northern region seven to 1906 for the Big Pasture on the Red River border. When each of these lands became available to white settlers it was the railroads that brought them in from towns such as Duncan and Anadarko in Chickasaw lands or El Reno at the northeastern corner of region seven. These settlers came in numbers that would have been impossible to match using animal power, which caused an immediate population of any area opened to settlement and the creation of towns where only prairies existed before.

The railroad companies also built towns or influenced their development in region seven. Rail lines needed depots and repair yards to operate, and often selected a townsite to fulfill their needs. This was the case with Chichasha in Grady county, which began as a railroad town in 1892. In some instances, the railroad's desire to erect towns conflicted with broader interests. When the federal government decided to open the Big Pasture in 1906, the Wichita Falls and Northwestern Railway decided to build a rail through the area, funding its construction through the operation of the line itself and the sponsoring of townsites. In 1907 railway

officials established the town of Kell on the railroad right of way and began selling lots in the newly surveyed town. The United States government though, had chartered only a few towns in the Big Pasture, and Kell was not one of them. The railway managers also situated their town close to Eschiti, one of the government townsites. Joseph Kemp and Frank Kell, owners of the railroad, hoped that the location of their townsite would effect the abandonment of Eschiti, which had no rail connection, and so enlarge their income from lot sales. The scheme failed, because those settlers who did purchase lots in Eschiti petitioned the federal government and succeeded in forcing the abandonment of Kell. Without Kell, the Wichita Falls and Northwestern needed to find a place for a depot, so they made the best of the situation and altered their survey to serve Eschiti, which became Grandfield in 1909.

Many of those who settled region seven turned to commercial farming after they filed their claims and built their homes. Cotton and wheat were the principal cash crops, and both harvests required a form of transportation that could carry such bulky items to market. The railroads fulfilled this need. Without rail connections to towns such as Altus, Clinton, and Lawton, commercial farming of cotton and wheat in region seven would have been extremely difficult if not impossible. Railroads influenced such farming practices in region seven, and along with white settlement

helped to convert the area's main livelihood from ranching to farming.

The depots that railroad companies built in the towns of region seven also served as community social centers. Apart from those in the smallest towns, most depots had a dining room, and townspeople frequently came there to eat and watch the comings and goings of the trains. Sunday afternoon strolls to the depots were also a common form of entertainment, particularly in smaller towns that lacked other forms of diversion. Apart from providing entertainment, rail stations also facilitated communication between the region and more cosmopolitan areas in the East. Fashions and other cultural innovations could reach otherwise isolated areas much more quickly, which enhanced the cultural bonds between region seven and the United States as a whole.

Railroads and town growth in southwestern Oklahoma also brought about another feature of transportation in the region, trolleys. Clinton and Lawton possessed these facilities, which were essentially small railroad companies that facilitated passenger transportation within a town and between a town and its suburbs. The Clinton traction system was the shortest lived in all of Oklahoma, five years, and consisted of a single track and a single car to ferry train passengers between two railroad depots. An accident propelled the company into bankruptcy in 1914, and service was never resumed. The Lawton trolley system ferried soldiers

between Fort Sill and Lawton. Begun in 1914, trolley service ceased in 1927, a victim of busses and automobiles.

With the arrival of the automobile in region seven, transportation features resembled those of today. By the mid-1920s though, most of the roads in region seven and in Oklahoma itself were still graded earth, but in a number of cases stretches of highways were paved or graveled. Lawton in Comanche county, as well as Comanche, Duncan, and Marlow in Stephens county could boast of a paved stretch of highway running through them, while smaller towns such as Clinton, Altus, and Anadarko graveled those roads that ran through them. In the case of Lawton, city residents paid to have their section of the highway paved, as did many of the larger towns in Oklahoma, However, the paved road that connected the three towns in Stephens county became graded earth at the northern and southern borders of the county. This was most likely the result of the Stephens county road commissioner's initiative, for in the early days of the state highway system county officials and not the state were responsible for highway construction and improvements.

The role of transportation in the development of region seven was among the most significant in the state. What was once prairie had become a land of farms and towns, connected to the rest of the United States by a rail and road network that permitted rapid travel and exchange of goods. Transportation links facilitated the subjugation of the southern

plains tribes, transportation of cattle to market, and settlement of region seven. Beyond settlement, the effects of transportation were also felt in the change from ranching to commercial farming and the decreased isolation of the region.

PROPERTY TYPE ANALYSIS FOR TRANSPORTATION SITES IN REGION SEVEN

Research to date has identified forty-five sites related to transportation in the seventeen counties of region seven. These sites range from early military road traces to service stations. Field survey work should reveal more sites pertinent to transportation in this region. 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 seven are generally distinguished by the ruts they have left on the prairie. Cattle trails such as the Chisholm and Great Western Trails 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 seven. 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. Fortunately, the rivers and streams in region seven have not been dammed and channelized to the degree that they have in other parts of Oklahoma, which should promote the preservation of these crossings.

3. Railroad depots and other railroad structures: Previous research has located nineteen depots in region seven. This number is lower than some other regions due to the low population density of this area of the state. These structures, located along a section of track unless they have been moved, were generally built from a single floor plan that was made larger or smaller to accommodate the depot's traffic. These buildings are rectangular in shape with a hipped roof supported by outrigger brackets. Exterior walls were brick on the lower half with stucco above. Also, builders frequently employed copper sheeting to decorate the depots. Finally, there was also a freight dock at seven end of the depot. Given the number of towns served by railroads in region seven 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. In region seven such facility existed in Lawton and Clinton. The Clinton trolley comprised only one track of very short length, and lasted but five years. The Lawton service, begun in 1914, lasted until the late 1920s and ferried soldiers between Lawton and Fort Sill. 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.

4. Bridges: A number of bridges have been located in region seven, employed in the construction 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. Research in courthouses will be the best approach in locating and dating such structures.

5. Pre-1920 automobile-related buildings: Prior to the 1920s, crude roads spanned region seven. Previous research has not found very few sites, mostly service stations. 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.

TRANSPORTATION SITES IN OKLAHOMA

REGION SEVEN:

Beckham County:

1. Rock Service Station: Carter, OK (OLI)
2. Rock Island Depot: Elk City, OK (OLI)
3. Rock Island Depot: between Third and Fourth Streets, Sayre, OK (OLI)
4. MKT Depot: Block 53, Eighth Street, Elk City, OK (OLI)

Blaine County:

5. Key Suspension Bridge: 1 mile north of Bridgeport, OK (OLI)
6. Key Bridge: north edge of Bridgeport, OK

Caddo County:

7. Hamon's Gas Station: vicinity of Hydro, OK on Route 66 (OLI)

Comanche County:

8. Frisco Dept.: Elmer Thomas Park, 601 Ferris Avenue, Elgin, OK (OLI)
9. "Fourteen Mile Beaver Creek" Crossing: 3 miles SW of Sterling, OK
10. Caddo Bridge: Fort Sill, OK (OLI)
11. Rock Island Freight Depot: D Avenue and Railroad Street, Lawton, OK (OLI)

Cotton County:

12. stage stand (1873): SE 1/4 Sec. 29, T 3 S, R 9 W (OLI)
13. Rock Island Depot: SW corner of 300 Block of Nebraska Street, Walters, OK (OLI)

Dewey County:

14. Cattle trail crossing: W 1/2 W 1/2 Sec. 4, T 20 W, R 19 N; 3 miles west of Vici, OK

Grady County:

15. Chisholm Trail traces: 5 miles south and 1 3/4 miles east of Rush Springs, OK (OLI)

16. Silver City Crossing of Chisholm Trail: Sec. 22, T 10 N, R 6 W; 1 1/2 miles north of Tuttle, OK (OLI)

17. Rush Springs on Chisholm Trail: Rush Springs in Jeff Davis Park; Sec. 32, T 4 N, R 7 W (OLI)

18. Chickasha Rock Island Depot: Chickasha Avenue and Highways 66 and 77, Chickasha, OK

Greer County:

19. Jaybuckle Spring: NW 1/4 SW 1/4 Sec. 25, T 6 N, R 24 W (OLI)

Jackson County:

20. MKT Depot: U.S. 283 in Altus, OK (OLI)

21. Iron bridge: U.S. Highway 62 at North Fork of Red River; N 1/2 Sec. 21, T 2 N, R 18 W (OLI)

22. Through truss bridge: SW 1/4 Sec. 19, T 2 N, R 18 W; Headrick, OK

23. Santa Fe Roundhouse: A Street and Ethel Street, Altus, OK

24. MKT Railroad Depot: Block 8, Altus, OK (OLI)

Jefferson County:

25. Monument Hill Marker-Chisholm Trail: Sec. 3, T 4 S, R 7 W; Addington, OK (OLI)

26. Santa Fe Depot: 100 feet west of Main and North Fifth Streets, Ringling, OK (OLI)

27. Rock Crossing: (on Fort Richardson) Fort Sill Military Road; SW 1/4 SE 1/4 Sec. 18, T 6 S, R 7 W (OLI)

28. Chisholm Trail Crossing of Red River: Sec. 10, T 8 S, R 6 W; 2 1/2 miles southeast of Fleetwood, OK (OLI)

29. Red River Station Crossing: NE 1/4 NE 1/4 Sec. 10, T 8 S, R 6 W; Near Ringling, OK (OLI)

30. Rock Island Depot: east of South Meridian, Waurika, OK

Kiowa County:

31. Fort Sill/Fort Supply Military Road traces: 12 miles SW of Carnegie, OK (OLI)

32. Livery Stable: Sixth and D Streets, Snyder, OK (OLI)

33. Frisco Depot: Main Street and Railroad, Snyder, OK (OLI)

34. Rock Island Railroad Bridge: NW 1/4 NE 1/4 NW 1/4 Sec. 7, T 1 N, R 14 W; one mile east of Mountain View, OK (OLI)

35. Elm Creek Crossings on Great Western Cattle Trail: NE 1/4 NE 1/4 NE 1/4 Sec. 36, T 7 N, R 19 W; 2 1/2 miles west and 1 mile north of Hobart, OK (OLI)

36. Rock Island Depot: Jefferson and Fifth Streets, Hobart, OK

37. Rock Island Depot: 500 Block of South Main Street, Hobart, OK (OLI)

38. Frisco Depot: Third and Railroad tracks, Hobart, OK (OLI)

Roger Mills County:

39. Packsaddle Bridge: 6 miles north of Roll, OK (OLI)

40. California Trail traces: NW 1/4 NW 1/4 NW 1/4 Sec. 11, T 15 N, R 24 W; 1 mile NW of Roll, OK (OLI)

Stephens County:

41. Chisholm Trail traces: 1.3 miles NE of Duncan, OK (OLI)

Tillman County:

42. Frisco Depot: South Seventh Street, Frederick, OK (OLI)

43. Rock Island Depot: east end of Second Street, Grandfield, OK (OLI)

Washita County:

44. Texas Cattle Trail: 13 miles east of Sayre, OK (OLI)

45. Santa Fe Depot: Block 25, lot 17, 1st addition, Sentinel, OK (OLI)

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