

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED MAY 14 1979

DATE ENTERED

8

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Rock Island Depot

AND/OR COMMON

LOCATION

STREET & NUMBER

200 Owen K. Corriott Blvd (formerly Market St.)

— NOT FOR PUBLICATION

CITY, TOWN

Enid

— VICINITY OF

CONGRESSIONAL DISTRICT

No. 6

STATE

Oklahoma

CODE

40

COUNTY

Garfield

CODE

047

CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

— DISTRICT

— PUBLIC

— OCCUPIED

— AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

— COMMERCIAL

— PARK

— STRUCTURE

— BOTH

— WORK IN PROGRESS

— EDUCATIONAL

— PRIVATE RESIDENCE

— SITE

PUBLIC ACQUISITION

ACCESSIBLE

— ENTERTAINMENT

— RELIGIOUS

— OBJECT

— IN PROCESS

— YES: RESTRICTED

— GOVERNMENT

— SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

— INDUSTRIAL

— TRANSPORTATION

— NO

— MILITARY

OTHER: Unused

OWNER OF PROPERTY

NAME

Chicago, Rock Island and Pacific Railroad (15-year lease held by Enid Model Railroad and Historical Association)

STREET & NUMBER

332 S. Michigan Ave. (McCormick Building)

CITY, TOWN

Chicago

— VICINITY OF

STATE

Illinois 60604

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Office of the County Clerk

STREET & NUMBER

Garfield County Courthouse

CITY, TOWN

Enid

STATE

Oklahoma

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Oklahoma Comprehensive Survey

DATE

1978

— FEDERAL STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Oklahoma Historical Society, Preservation Office

CITY, TOWN

Oklahoma City

STATE

Oklahoma

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Exterior dimensions of the depot are approximately 195 feet long (north/south parallel to the tracks) by 26 feet deep. Inside are eight large rooms (including separate black and white waiting rooms, baggage room, ticket room, and covered concourse) and seven smaller areas (storage, restrooms).

The structure is built in an eclectic style showing both Spanish and Italian influence in the details. The building is now vacant and steadily deteriorating. However, in 1977 the Enid Model Railroad and Historical Association signed a 15-year lease on the building. The group plans to renovate it for use as a railroad museum and site for a working model railroad layout.

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

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

SPECIFIC DATES

1928

BUILDER/ARCHITECT

Rock Island architect

Bass Construction Co., builder

STATEMENT OF SIGNIFICANCE

Railroads have been important in the history of Enid from the day the city came into being - by run on September 16, 1893, when the Cherokee Outlet was opened to settlement - down to the present. Garfield County, of which Enid is the seat, lies at the heart of Oklahoma's richest agricultural area and the Enid 'skyline' - when seen from a distance - is a Chinese Wall of giant grain elevators. Railroads, to continue the figure, are the veins and arteries that keep the grain flowing in and out of these terminal warehouses. From the air they merge on Enid as spokes on the hub of a wheel. Three rail lines now serve the city.

The Rock Island was the first to arrive, even before the city was established. By 1889 it had built across the Outlet from Kansas to Old Oklahoma and it participated in the development of this central section of the state. The stage was thus set for the dramatic events that marked Enid's first year and the key role the railroad was to play in them. Oklahoma: A Guide to the Sooner State describes it like this:

Enid was chosen the site of a government land office in the Cherokee Outlet well in advance of the opening. Government surveyors and troops moved in about a year before to run section lines and plat townsites. On opening day in 1893, however, it was discovered that certain enterprising - and shrewdly profit-minded - Cherokee Indians had chosen allotments within the area planned for the town. When Secretary of the Interior Hoke Smith learned of the scheme, he ordered the townsite located three miles south of the original settlement around the railroad station. Consequently, with the government land office, the county courthouse, and the post office separated from the depot, rivalry between the north and south sections promptly developed into a feud. Each claimed the name of Enid, and the other (depending upon which faction one belonged to) was tagged a suburb, North or South Enid. The Rock Island had refused to recognize the government ruling, continued to run its trains through South Enid without stopping. Then on July 13, 1894, a freight train went off the tracks into a ditch near South Enid, and investigation brought

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Preston, George, and Wood, Sylvan, The Railroads of Oklahoma,
 Oklahoma City, Dept. of Highways, 1970
 Ruth, Kent, et al., Oklahoma: A Guide to the Sooner State,
 Norman, University of Oklahoma Press, 1957

Interview: Dan Harris, Secretary, Enid Model Railroad and
 Historical Association, Enid, Oklahoma - 7-21-78

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY under one acre

QUADRANGLE NAME Enid West, Oklahoma

QUADRANGLE SCALE 7.5 min.

UTM REFERENCES

A 14 609209 402763.6

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Bordered on the north by paved side walk and Owen K. Garriott Blvd; on the south by freight house; on the east by RR tracks; on west by a fence and yard.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
<u>N/A</u>			
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Joe Stout

Kent Ruth, editor

ORGANIZATION

Oklahoma Historic Preservation Survey

DATE

9/78

STREET & NUMBER

Oklahoma State University

TELEPHONE

405/884-5456

CITY OR TOWN

Stillwater

STATE

OK

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

Harry E. Deupree, Jr.

DATE

4-27-79

FOR NPS USE ONLY

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

Bill L. Davis
 KEEPER OF THE NATIONAL REGISTER

DATE

July 18, 1979

ATTEST:

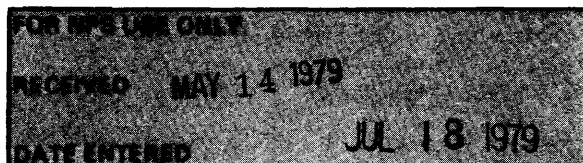
Carol Brooks, Jr.
 CHIEF OF REGISTRATION

DATE

7/18/79

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CONTINUATION SHEET

ITEM NUMBER 8

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about the discovery that the bridge supports had been weakened by sawing. Rock Island officials announced that, while the company would respect any law the government might enact, it would not surrender to mob action. Secretary Smith's decision was upheld, however, by a presidential proclamation, and on September 16, 1894, a freight and ticket office was established in South Enid, which became the present city. A six-foot hatchet, symbol of strife, was later buried with due and proper ceremony by members of both factions.

North Enid (sometimes referred to as Northington) faded away. South Enid became Enid proper with a strategic location and immediate aire of permanency that was soon to make it the most important city of north-central Oklahoma. As the only trunk line railroad serving the city the Rock Island played a strong role in its growth. From Enid terminals it carries Oklahoma grain south by the train load to the Texas Gulf Coast at Galveston and the markets of the world.

Rock Island built a second depot on the site in 1903. When it proved inadequate the present structure was erected in 1928. It remains today with only slight modification, a faded but still impressive symbol of the transportation industry that brought settlers into this rich agricultural area and has served its constantly changing needs now for almost a century.