

United States Department of the Interior  
National Park Service

871

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280

OCT 23 2015

Nat. Register of Historic Places  
National Park Service

### 1. Name of Property

Historic name: Santa Fe Freight Depot

Other names/site number: \_\_\_\_\_

Name of related multiple property listing: \_\_\_\_\_

N/A

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

### 2. Location

Street & number: 702 North Washington Avenue

City or town: Enid State: Oklahoma County: Garfield

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.


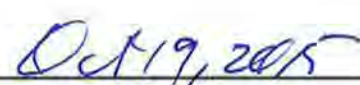
In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B \_\_\_ C \_\_\_ D

 Signature of certifying official/Title:	 Date
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title : State or Federal agency/bureau or Tribal Government	

Santa Fe Freight Depot  
Name of Property

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**4. National Park Service Certification**

I hereby certify that this property is:

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

Joe Edson H. Beall 12.8.15  
Signature of the Keeper Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

- Private:   
Public – Local   
Public – State   
Public – Federal

**Category of Property**

(Check only **one** box.)

- Building(s)   
District   
Site   
Structure   
Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

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

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Transportation: Rail Related

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**Current Functions**

(Enter categories from instructions.)

Recreation and Culture: Museum

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Late 19<sup>th</sup> & 20<sup>th</sup> Century Revival: Classical Revival

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**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Brick

### Narrative Description

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

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### Summary Paragraph

The Santa Fe Freight Depot in Enid, Oklahoma is located on the west side of Washington Avenue between Walnut Avenue and Chestnut Avenue. The depot sits within the historic railroad right of way, north and west of the central business district. A small, unnamed alley runs east to west in front of the freight depot. To the north, rail tracks remain, as does a wide expanse of vacant land previously associated with the railroads. The railroad right of way in Enid is extremely wide, at one point accommodating up to three different rail lines: the Rock Island, the Atchison, Topeka, and Santa Fe (ATSF), and the St. Louis and San Francisco Railway. Beyond the tracks to the north, are industrial buildings, warehouses, and grain elevators. To the south and southwest is single family residential development. To the southeast is additional commercial and industrial development.

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## **Narrative Description**

The Santa Fe Depot is divided into three separate sections. Original ink on linen drawings indicating planned paving and manholes for an extant depot (1924) show three sections. The east section is the public face of the rail shipping function for the building. The middle section received freight from the rail siding on the north and released the freight on the south side to awaiting automobiles and trucks. The third section was the west end and was an open and covered shipping platform. The east public shipping office presents a more formal architectural style, while the warehouse and the shipping platform are more utilitarian in style.

The depot office is a one story, dark red brick, building with a flat roof and parapet measuring about 45 feet wide by 30 feet deep. The building sits on a low concrete base. There are two belt courses that are continuous around the exposed three sides of the building. The lower precast stone belt course occurs at the height of the window sills and the thicker and more ornate precast stone upper belt course unifies the heads of the windows.

### **Façade**

The south facing façade is symmetrical with the wood paneled door and transom at the center with a tall narrow rectangular window and transom on either side. The door and adjacent windows are protected by an elevated porch with flat roofed porch cover supported by four extremely modestly detailed square wood clad columns. Porch roof supports at the building are brackets. The columns rest on a continuous tapered precast stone cap for the low brick wall below that in turn rests on a raised concrete foundation. There is a vertical balustered railing on the south side of the porch. Entry into the depot is by five steps from the east and west sides of the porch.

On either side of the porch is a pair of hung wood framed nine-over-twelve light sash for each unit in the pair. Above the porch roof are contrasting colored and textured plaster blind openings. They are subdivided by soldier bricks; the center opening is divided into three vertical sections and the flanking narrower openings are divided into two vertical sections. The blind openings are vertically aligned with the entry door and the flanking windows below.

The freight handling warehouse portion of the building is aligned with the face of the depot office to the east. This part of the building is also one story and slightly shorter than the depot office. It measures about 125 wide by 30 feet deep. The warehouse foundation is elevated from the surrounding grade. This face is the loading dock for cars and trucks. There are six evenly spaced warehouse loading dock sliding wood doors. All of the dock doors are protected by a cantilevered, wood framed, roof projecting south from the face of the building. The remaining façade is clad with vertically ribbed and painted metal siding. Multi-light clerestory windows extend across the entire length of the freight handling warehouse.

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The western most section of the building appears to be the original open sided and flat roof covered shipping platform. This one-story end of the building is now enclosed with painted wood walls. It is about 30 feet wide by 17 feet deep. A newer set of metal stairs and metal accessibility ramp are added to the face of the building at this section.

### **West Elevation**

Most prominent on the west elevation is the end of the infilled, painted, wood clad shipping platform. There is a painted wood slab pedestrian door on the far north end.

Also visible, is the west elevation of the freight handling warehouse, which is one story and brick clad. The edge of the low sloping roof is trimmed with painted wood. The concrete base, at loading dock height, remains visible.

### **North Elevation**

The west end of this elevation, located in the position of the former shipping platform, remains elevated to loading dock height and clad with painted wood siding. All three building sections of the north elevation are aligned along this elevation, which is not visible from a distance because of permanently parked railroad cars on the siding tracks located close to the building. There is one pedestrian door near the east end of the platform part of the elevation that provides access from the platform to the parked railroad car.

The freight shipping warehouse section of the north elevation is clad with painted metal siding with vertical ribs. The elevation is partially obscured by parked railroad cars. The metal coiling doors and full length clerestory on this side of the warehouse remain in place behind the metal siding. The clerestory is covered over with painted plywood and doors are visible and are visible from the interior. There are two pedestrian doors, one on each end of the warehouse, that are used to access the parked rail cars.

The north elevation of the red brick depot office mostly mirrors the façade including the belt courses and the paired sets of windows on either end. The center of the brick depot has two more sets of paired, multi-light, hung wood windows. Above the upper belt course and vertically aligned with the two pairs of centered windows are plaster finished rectangles of similar character to the plaster sections on the façade. The two plaster rectangles are divided into two sections vertically with a row of soldier bricks. The brick depot section is partially obscured by a parked caboose.

### **East Elevation**

The east side elevation of the red brick depot office uses similar components and details as the façade including the belt courses and the paired sets of multi-light wood hung windows on either end. The belt courses and the multi-light windows match the detail, size and shape of similar features on the façade.

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**Interior**

The interior of the depot office building is nearly intact. It retains the original service counter, arrangement of rooms, finishes and some lighting. There is also an intact basement under the brick depot. The freight handling warehouse interior also remains mostly intact. It is a column free space with unusually designed trusses that have a turnbuckle that can be adjusted to keep the building “square.” The shipping platform area west of the warehouse has modern finishes. Originally not an interior space, this area was enclosed by the railroad museum function that has owned the building since the later 1970s.

**Alterations**

The concrete floor of the warehouse has been painted. The north side of the warehouse has been covered with metal siding encasing the original clerestory windows and revealing the metal coiling doors to the tracks only on the inside. The covered platform has been enclosed. Storm windows have been installed to protect the original windows.

The Santa Fe Depot retains a high degree of authenticity. In a run down and neglected condition when purchased for conversion into the museum in the late 1970s, the majority of practices in restoring it have been consistent with industry standards.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years



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**Areas of Significance**

(Enter categories from instructions.)

Transportation  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1924-1963  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1924, 1963  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Atchison Topeka and Santa Fe Railway Company  
\_\_\_\_\_  
\_\_\_\_\_

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

Built circa 1924<sup>1</sup>, the Santa Fe Freight Depot in Enid, Oklahoma is one of only a few extant freight depots remaining in Oklahoma. The Santa Fe Freight Depot is eligible for listing in the National Register of Historic Places under Criterion A for its association with the history of rail related transportation in Enid.

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

### **Historic Development**

Enid's very city name originates with the railroads, as an early railroad official selected the city's name, referring to a literary character from Arthurian legend. Even before the opening of the Cherokee Outlet in September 1893, the Chicago, Rock Island and Pacific Railroad was building a line in the area for passenger and freight service. Enid was chosen as the site for the government land office, and within twenty-four hours of the land opening, more than two thousand residents assembled in Enid.<sup>2</sup>

Early in its history, a so-called "railroad war" erupted between competing areas of town, both vying for a rail stop. Congress had to step in and establish the official stop. By 1903, Enid had become a major rail hub in the territory. In addition to the Chicago, Rock Island and Pacific that ran south to Grady County, the Denver, Enid and Gulf Railroad (which would later become the Atchison, Topeka, and Santa Fe) connected Enid to Guthrie and Hillsdale, and by 1904, the St. Louis and San Francisco Railway connected Enid to Tulsa, Blackwell and other Oklahoma communities.<sup>3</sup> Enid was conveniently located near fertile farmland, and the rail lines provided easy access for farmers to distant markets and "from the beginning of settlement . . . profitable commercial agriculture in western Oklahoma depended upon the railroad."<sup>4</sup> By 1907, Enid was the fourth largest city in the new state and the gateway to market for millions of bushels of grain.

As in other communities across the state, early depots in Enid were hastily constructed, wood frame structures, later replaced with more substantial buildings clad in brick and stone. One such

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<sup>1</sup> The depot is not illustrated in the 1925 edition of the Sanborn Fire Insurance maps, and first appears in the 1930 edition. The Garfield County Assessor reports a construction date of 1900; however, that date is not supported by the Sanborn maps. The Polk Directories indicate Santa Fe passenger and freight depots (plural) at 722 N. Independence Avenue in 1901. Original linen and ink drawings at the Railroad Museum of Oklahoma, which now uses the building, show a paving and manholes project for an already extant building on location in the same size and shape as the depot is known to have up until 1988. The date of those drawings is September 3, 1924. The drawings were prepared by the Atchison Topeka and Santa Fe Railroad Company, D.E.O. out of Arkansas City, Kansas.

<sup>2</sup> Gary L. Brown, "Enid," *Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (March 2015).

<sup>3</sup> Ibid.

<sup>4</sup> W. David Baird, "Thematic Survey of Grain Elevators in Western Oklahoma, 1889-1950," 1990.

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depot is the 1928 Mission/Spanish Colonial Revival style Rock Island Depot (NRIS #79003639; listed July 18, 1979; Criterion A) at 200 Owen K. Garriott Avenue. A second is the Santa Fe Depot located across North Washington Avenue from the Santa Fe Freight Depot. Built in 1926, this Tudor Revival style passenger depot is also individually eligible for listing in the National Register of Historic Places for its association with rail transportation in Enid and for its architecture as a rare example of a Tudor Revival style passenger depot.

Across Oklahoma, most railroad depots were passenger only or combination freight and passenger depots, serving the mixed needs of their respective communities. A smaller number of towns had sufficient freight business to justify the construction of an exclusive freight depot. Freight transportation in Enid supported two such freight depots, built to serve the needs of nearby farmers as well as the oil and gas industry. The 1925 Sanborn Fire Insurance map illustrates a St. Louis and San Francisco Freight Depot located on North Washington Avenue just south of the Magnolia Petroleum Company yard on West Chestnut Avenue. The May 1930 Sanborn shows the St. Louis and San Francisco Freight Depot, as well as the recently constructed Santa Fe Freight Depot at 716 North Washington. A review of the Oklahoma Landmarks Inventory revealed only five extant, documented freight depots in the state, one each at Ardmore, Elk City and Enid and two in Tulsa.

Depots, along with the Santa Fe Freight Depot, stylishly served the freight, business and leisure travel needs of the residents of Enid during the 1920s. With the onset of the Great Depression, agriculture and industry in the area suffered, but the outbreak of World War II increased agricultural and oil and gas production. Further, rail transportation was crucial in bringing soldiers to and from the newly created Air Corps Basic Flying School south of Enid.<sup>5</sup> Designed to serve the freight needs of a thriving community, the Santa Fe Freight Depot in Enid, Oklahoma is an outstanding local landmark, illustrative of the community's changing transportation needs during the twentieth century, as well notable as a rare, freight only depot.

As elsewhere, the importance of rail transportation in Enid diminished after World War II with decreased demand for the movement of men and materials as well as the ever increasing importance of the automobile. The passenger depots closed. But freight continued to be an important function of the railroad, particularly as it related to the movement of grain and grain related products. In the post war period, Enid emerged as a "major inland grain storage terminal center"<sup>6</sup> and also benefited from a booming oil and gas industry. Despite continued economic success in the community, the freight depots became obsolete, as over the road trucking accounted for more and more freight transport. The St. Louis and San Francisco Railroad freight depot disappeared completely. The Santa Fe Railroad is reported to have abandoned the freight depot by 1963, 25 years before a group of local rail enthusiasts led by Frank W. "Watermelon" Campbell opened the Railroad Museum of Oklahoma, an entity created in 1977, in the inside and

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<sup>5</sup> Brown.

<sup>6</sup> Ibid.

Santa Fe Freight Depot

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outside of the renovated station and restored siding tracks to the north.<sup>7</sup> The museum opened to the public in April 1989.<sup>8</sup>

## Architecture Style

Of the five extant documented freight depots in Oklahoma, one each at Ardmore, Elk City and Enid and two in Tulsa; most belonged to the ATSF. As is common with buildings of the ATSF Railroad, most of the freight depots are Mission/Spanish Colonial Revival in Style, such as the one in Ardmore and the one in Elk City. Neither depot in Tulsa could today be classified as possessing any particular style. A review of the depot inventory maintained by railfan.net provided several more extant freight depot examples, but none is stylistically similar to the one in Enid which is classified as the Classical Revival style.<sup>9</sup>

Some of the typical characteristics of the Classical Revival style include simple geometric forms; a centered, façade dominating entry porch with simple columns supporting the porch roof; paneled front doors; horizontally and vertically aligned windows; built several feet off the ground (effect of an elongated foundation wall that exaggerates the façade height); and elongated windows. Although a very modest interpretation, the Santa Fe Depot exhibits many of these characteristics. Architectural style resources do not emphasize the use of belt courses as a style indicator, however, they are often present in the Classical Revival style and may be of a contrasting material or color from the rest of the façade and elevations. Belt courses may accentuate the elongated foundation (also called a water table course) and the horizontal alignment of window sills and heads, as is the case in the Santa Fe Depot.

Designed to serve the freight needs of a thriving community, the Santa Fe Freight Depot in Enid, Oklahoma is an outstanding local landmark, illustrative of the community's changing transportation needs during the twentieth century, as well notable for its classical revival style architecture, a rare style choice for the Santa Fe Railroad.

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<sup>7</sup> Mr. Campbell began working with the railroad in the 1930s while in his teens. He became a train engineer in his early 20s and continued to work as a train engineer for the succeeding 40+ years. The railroad museum has been his passion since retiring. Interview, March 7, 2015.

<sup>8</sup> "About Us," Railroad Museum of Oklahoma, <http://www.railroadmuseumofoklahoma.org/> (March 2015).

<sup>9</sup> The freight depot at 1701 North 32<sup>nd</sup> in Muskogee is stylistically the most similar to the freight depot in Enid, but the two story building has been altered. There is a single story, Mission/Spanish Colonial Revival style freight depot in Ponca City. In Oklahoma City, the Union Station Freight House is also loosely Mission/Spanish Colonial Revival in style and is no longer used for rail-related purposes. The freight depots in Durant, Pawnee, and Sapulpa are simple frame structures, now used for non- transportation related purposes. The Rock Island freight depot at 101 North Main in Seminole is Modern in style.

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## 9. Major Bibliographical References

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

Brown, Gary L. "Enid." *Encyclopedia of Oklahoma History and Culture*,  
www.okhistory.org (March 2015).

Oklahoma Landmarks Inventory

Meacham and Associates. "Architectural/Historical Survey of Certain Parts of the City of  
Enid." 1992.

Susan Roth and Associates. "Intensive Level Survey of Downtown Enid." 1994.

Sanborn Fire Insurance Maps. 1925. 1930.

"The Railroads of Oklahoma." Available online at: <http://ok.railfan.net/> (March 2015).  
National Register of Historic Places. Rock Island Depot. Enid, Garfield County, Oklahoma.  
Baird, W. David. "Thematic Survey of Grain Elevators in Western Oklahoma, 1889-1950."  
1990.

"About Us." Railroad Museum of Oklahoma. Available online at:  
<http://www.railroadmuseumofoklahoma.org/> (March 2015).

Campbell, Frank W "Watermelon", interview by Catherine Montgomery AIA. 2015. *Museum  
Director, Railroad Museum of Oklahoma* (3 7).

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### Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

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**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** less than 1 acre

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

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

1. Latitude: 36.241375      Longitude: -97.525527

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

Lots 1 through 6 of Block 12, Kenwood Addition.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary encompasses most of the area historically associated with the depot, the south paved area and the north side railroad tracks. The boundary is consistent with the Garfield County Assessor's records.

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### 11. Form Prepared By

name/title: Catherine Montgomery AIA and Kelli Gaston, Architectural Historian  
organization: Preservation and Design Studio  
street & number: 1300 North Shartel Avenue  
city or town: Oklahoma City state: Oklahoma zip code: 73103  
e-mail cm@panddstudio.com  
telephone: (405) 601-6814  
date: June 16, 2015

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### Additional Documentation

Submit the following items with the completed form:

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

### Photographs

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

### Photo Log

Name of Property: Santa Fe Freight Depot

City or Vicinity: Enid

County: Garfield State: Oklahoma

Photographer: Preservation and Design Studio, Catherine Montgomery AIA

Date Photographed: March 7, 2015

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

Number	Subject	Direction
0001	Façade (south), East Side	Northwest
0002	Facade (south), Entrance	North
0003	Façade (south), West Side	Northeast
0004	East Side, North Side	Southwest
0005	East Side	West
0006	Interior Service Counter	Northwest
0007	Interior Freight Handling Warehouse	Northwest

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

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N/A
Name of multiple listing (if applicable)

Section number Additional Documentation

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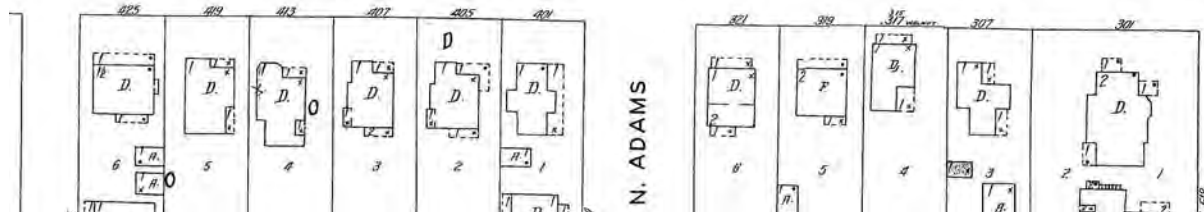
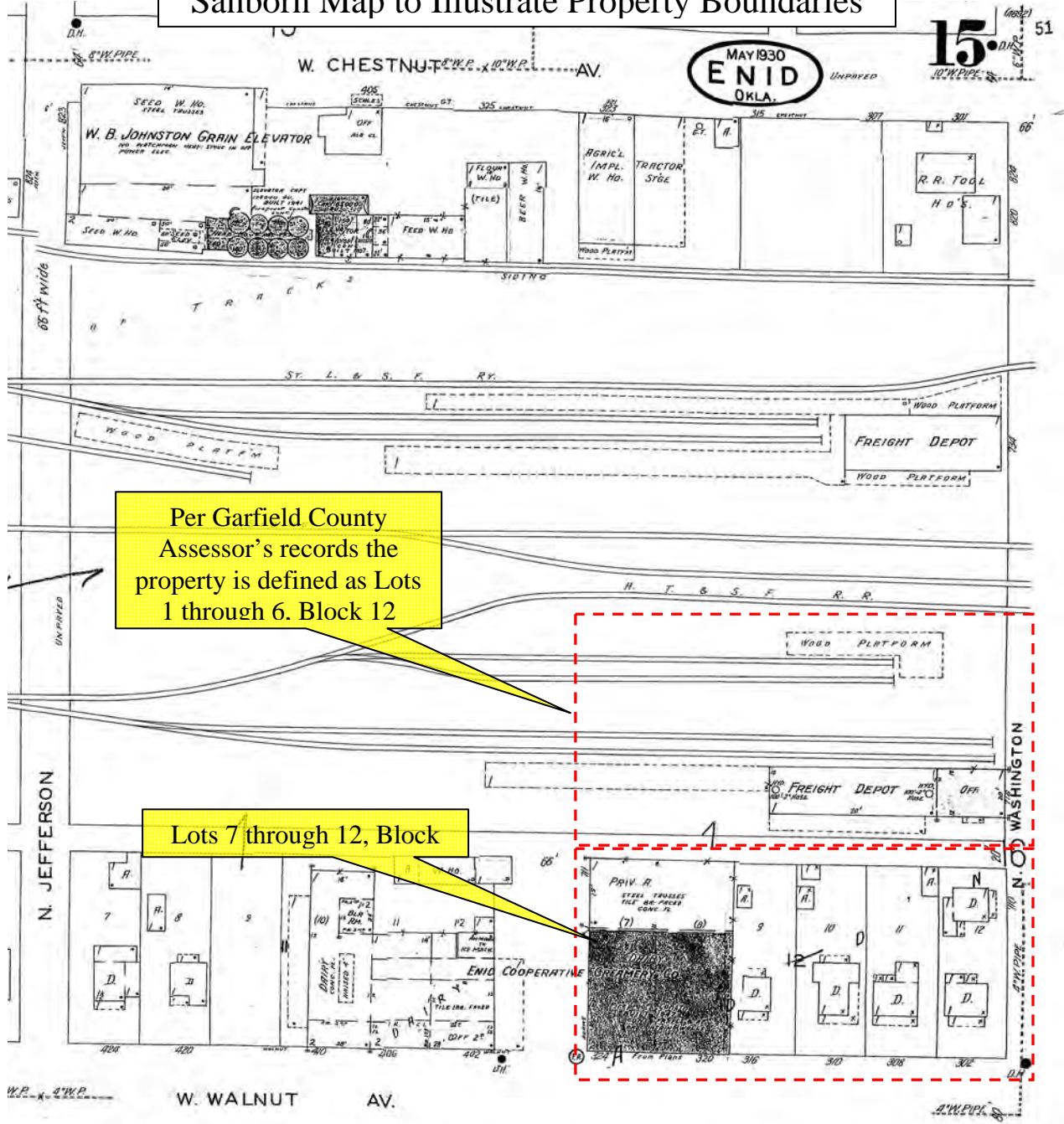
United States Department of the Interior  
National Park Service

National Register of Historic Places  
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N/A  
Name of multiple listing (if applicable)

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Sanborn Map to Illustrate Property Boundaries



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N/A
Name of multiple listing (if applicable)

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Key for Photographs







SANTA FE FREIGHT DEPOT  
ENID

ENID SANTA FE RAILROAD MUSEUM OKLAHOMA

ENID SANTA FE RAILROAD MUSEUM OKLAHOMA

Enid  
**RAILROAD  
MUSEUM  
OKLAHOMA**  
Model Railroad









SANTA FE FREIGHT DEPOT  
CNFD

THE  
SANTA  
FE  
DEPOT  
MUSEUM

RAILROAD  
MUSEUM  
OF  
NEWCASTLE

ROCK

ISLAND

1700



SANTA FE FREIGHT DEPOT  
ENID

Enid  
  
RAILROAD  
MUSEUM  
OKLAHOMA  
Model Railroad

OPEN







FRISCO



VIEW'S OF OUR YARDS



ONE MILE  
RR  
JCT



Santa Fe

FRESH A GOLDEN PAST  
A BRIGHTER FUTURE

DERAIL  
20

Alvin  
Ma  
Kanai

BEGIN  
RULE  
400-4

1217

9



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Santa Fe Freight Depot  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: OKLAHOMA, Garfield

DATE RECEIVED: 10/23/15 DATE OF PENDING LIST: 11/27/15  
DATE OF 16TH DAY: 12/14/15 DATE OF 45TH DAY: 12/08/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000871

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 12-8-15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



## Oklahoma Historical Society

### State Historic Preservation Office

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, Oklahoma 73117  
(405) 521-6249 • Fax (405) 522-0816 • [www.okhistory.org/shpo/shpon.htm](http://www.okhistory.org/shpo/shpon.htm)

RECEIVED 2280

Founded May 27, 1893

OCT 23 2015

Nat. Register of Historic Places  
National Park Service

October 19, 2015

J. Paul Loether, Deputy Keeper and Chief  
National Register and National Historic Landmark Programs  
National Park Service 2280, 8th floor  
1201 "I" (Eye) Street, NW  
Washington D.C. 20005

Dear Mr. Loether:

We are pleased to transmit twelve National Register of Historic Places nominations for Oklahoma properties. The nominations are for the following properties:

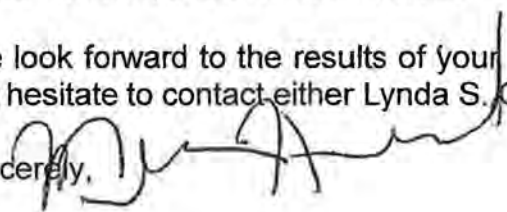
- a. Vannerson Homestead, South 7 miles on Highway 30 from intersection with Route 66, then 1.15 miles southwest, Erick Vicinity, Beckham County
- b. The University of Oklahoma Armory, 103 West Brooks Street, Norman, Cleveland County
- c. Fuksa, John and Mary, Farm, 1228 Marshall Road, Bison Vicinity, Garfield County
- d. Marshall Hall, 100 South University Avenue, Enid, Garfield County
- e. Public Library of Enid and Garfield County, 120 West Maine Street, Enid, Garfield County
- f. Robert R. and Minnie L. Kisner Mansion, 1111 West Wynona Avenue, Enid, Garfield County
- g. Santa Fe Freight Depot, 702 North Washington Avenue, Enid, Garfield County
- h. Lake Ponca Duck Pond Historic District, L.A. Cann Drive, Ponca City, Kay County
- i. Fairview Community Center, 206 East Broadway, Fairview, Major County
- j. Santa Fe Depot, 146 South EK Gaylord Boulevard, Oklahoma City, Oklahoma County
- k. Foyil Filling Station, 12243 S. Andy Payne Blvd, Claremore, Rogers County
- l. Belmont Apartments, 1314 South Denver Avenue West, Tulsa, Tulsa County

The members of the Historic Preservation Review Committee (state review board), professionally qualified in the fields of architectural history and prehistoric archeology were absent from the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of Fuksa, John and Mary, Farm, Marshall Hall, Public Library of Enid and Garfield County, Robert R. and Minnie L. Kisner Mansion, Lake Ponca Duck Pond Historic District, Santa Fe Depot, and Foyil Filling Station was not present for the HPRC's formulation of its recommendation on the nomination. However, substantive

review of this nomination is not requested because the SHPO staff member possessing the requisite professional qualifications participated in the HPRC's deliberations on these noncontroversial nominations.

We look forward to the results of your review. If there may be any questions, please do not hesitate to contact either Lynda S. Ozan of my staff or myself.

Sincerely,



Melvena Heisch  
Deputy State Historic  
Preservation Officer

MKH:lso

Enclosures