

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received DEC 1 1982  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Rock Island Depot

and/or common Canadian County Museum

2. Location

street & number 400 W. Wade St. N/A not for publication

city, town El Reno vicinity of

state Oklahoma code 40 county Canadian code 017

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Canadian County Historic Society

street & number 400 West Wade

city, town El Reno vicinity of state Oklahoma

5. Location of Legal Description

courthouse, registry of deeds, etc. Canadian County Courthouse

street & number

city, town El Reno state Oklahoma

6. Representation in Existing Surveys

title Okla. Historical Preservation Survey has this property been determined eligible?  yes  no

date 1981  federal  state  county  local

depository for survey records Preservation Office, Oklahoma Historical Society

city, town Oklahoma City state Oklahoma

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## 7. Description

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<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

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### Describe the present and original (if known) physical appearance

The Rock Island depot is larger than most, but thoroughly conventional in design. Of solid, red brick construction, it stretches 176 feet along the main line track. The baggage room at the north end is 22 feet wide, the rest of the depot is 28 feet wide. Sides are broken only by the traditional track-side bay for the telegrapher (the ticket office) and, balancing it on the back side, a slightly projected restroom section. Waiting rooms were to the south - the vault, express office, baggage room, and other areas to the north.

The roof is a plain hip affair, tile covered. (The tiles were replaced in 1980.) Eaves, with only a modest overhang, are of wood. They were repainted in 1980, as was the depot interior. Windows throughout are double-sash and of wood, with stone sills. The original brick walks are still in place, on the back side (which is now the museum's "front") as well as on the track-side platform. A chain link fence now separates the museum property from the mainline tracks.

## 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 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** 1907 **Builder/Architect** A. A. Hawk

### Statement of Significance (in one paragraph)

The Rock Island Depot is significant in the area of transportation because the railroad was a primary factor in the development of El Reno, Oklahoma.

Development of the railroads greatly contributed to the growth of the American West during the last half of the 19th and early 20th centuries. One of the major lines through present day Oklahoma was the Chicago, Rock Island and Pacific Railroad. Building south from Caldwell, Kansas in 1890, the line traversed the Cherokee Outlet and the Unassigned Lands (opened to white settlement in 1889) and reached the border of the Chickasaw Nation. Eventually the railroad extended southward into Texas, and just after the turn of the century, Rock Island acquired an east-west line. The north-south line and the east-west line intersected in El Reno establishing the community as the company's major station in Oklahoma Territory.

As a result, El Reno developed as the regional trade center for west central Oklahoma. The railroad provided a means for shipping agricultural products to market and provided a dependable means for bringing goods and supplies, as well as new settlers to El Reno and the surrounding country side. The business for the El Reno station increased to the point that in 1907 the depot here nominated was constructed. It was one of the largest on the line. The depot served Rock Island and El Reno until the early 1970's when rail transportation wained in importance.

Thus, the Rock Island Depot symbolizes the importance of the railroad to El Reno and the surrounding area. Today, the structures houses the museum of the Canadian County Historical Society.

## 9. Major Bibliographical References

El Reno Democrat, Jan. 1907.  
Ms. S. N. Ball, Interview, Aug. 1981  
Blue Prints, C. R.I. & P. RR., Apr. 1906 & 1909

## 10. Geographical Data

Acreage of nominated property Less than one

Quadrangle name El Reno

Quadrangle scale 7.5

### UTM References

A 

1	4	5	9	4	4	2	0	3	9	3	2	2	3	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### Verbal boundary description and justification

(See Continuation Sheet)

### List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code

state	code	county	code

## 11. Form Prepared By

name/title Don Harris Supervised by Mary Ann Anders, Ed, by Melvena Thurman

organization Okla. Preservation Survey date 1981

street & number 502 Math Sciences telephone 624-5678

city or town Stillwater, Okla. State University state Oklahoma

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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 *Cornel* date 11/23/82

title \_\_\_\_\_ date \_\_\_\_\_

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I hereby certify that this property is included in the National Register

*Linda McClelland* date 3/17/83  
Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
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Continuation sheet

Item number

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A part of the Chicago, Rock Island and Pacific Railroad company right-of-way in the NE/4 of Sec. 8, Twp. 12 North, Range 7 West of Indian Meridian in City of El Reno, Canadian county, Okla. as follows: Beginning at a point where the east right-of-way line of CRI&P intersects the south line of Wade street; thence west along the south line of Wade street a distance of 85 and 93/100 feet; thence south 26 degrees 21' east parallel to the east right-of-way line a distance of 21.34 feet; thence north 63 degrees 39' east, a distance of 3 feet; thence south 26 degrees 21' east a distance of 221.44 feet, more or less to a point on the 98th meridian line; thence north along said 98th Meridian Line a distance of 166.72 feet to a point on the east right-of-way line of the CRI&P Company; thence north 26 degrees 21' west along said right-of-way line a distance of 255.24 feet to the point of beginning, containing .60 acres, more or less.