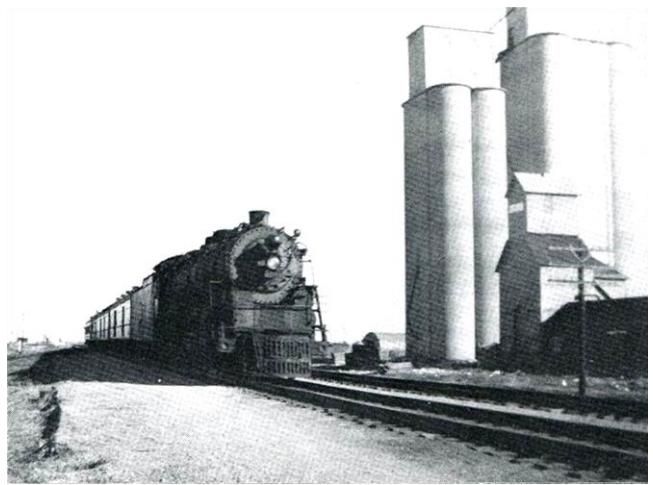


History of Railroads in Kremlin & the Enid OK Area

Updated
11/19/2025

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Arrel Toews

Arrel Toews



Introduction

This document is about the railroads in the [Kremlin/Enid OK area](#) and their historical role in the settlement, development, and continued prosperity of area communities. I hope you will enjoy learning more about the role railroads have played throughout our local history.

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Additional documents on area railroads are also available on this [ToewsBrothersKremlin.info](#) local history website, as detailed below. Lots of **other local history** on our site as well!

[Kremlin Train Wrecks](#) - There were a number of train wrecks in and nearby the town of Kremlin.

These train wrecks had major consequences for the town and include the 1930 derailment and subsequent fire that killed 4 hobos and nearly burned down the entire town, as well as the 1948 Rocket passenger train wreck that involved a heavily loaded dump truck and a freight train in the passing siding - it killed 3 passengers and injured many others. Lots of great photos in this document.

[Enid-Pond Creek Railroad Wars](#) (1893-94) - The Rock Island Railroad and local governments had decidedly different ideas about where to put depots and where to locate county seats. What could possibly go wrong? Interesting local history above and beyond just railroads.

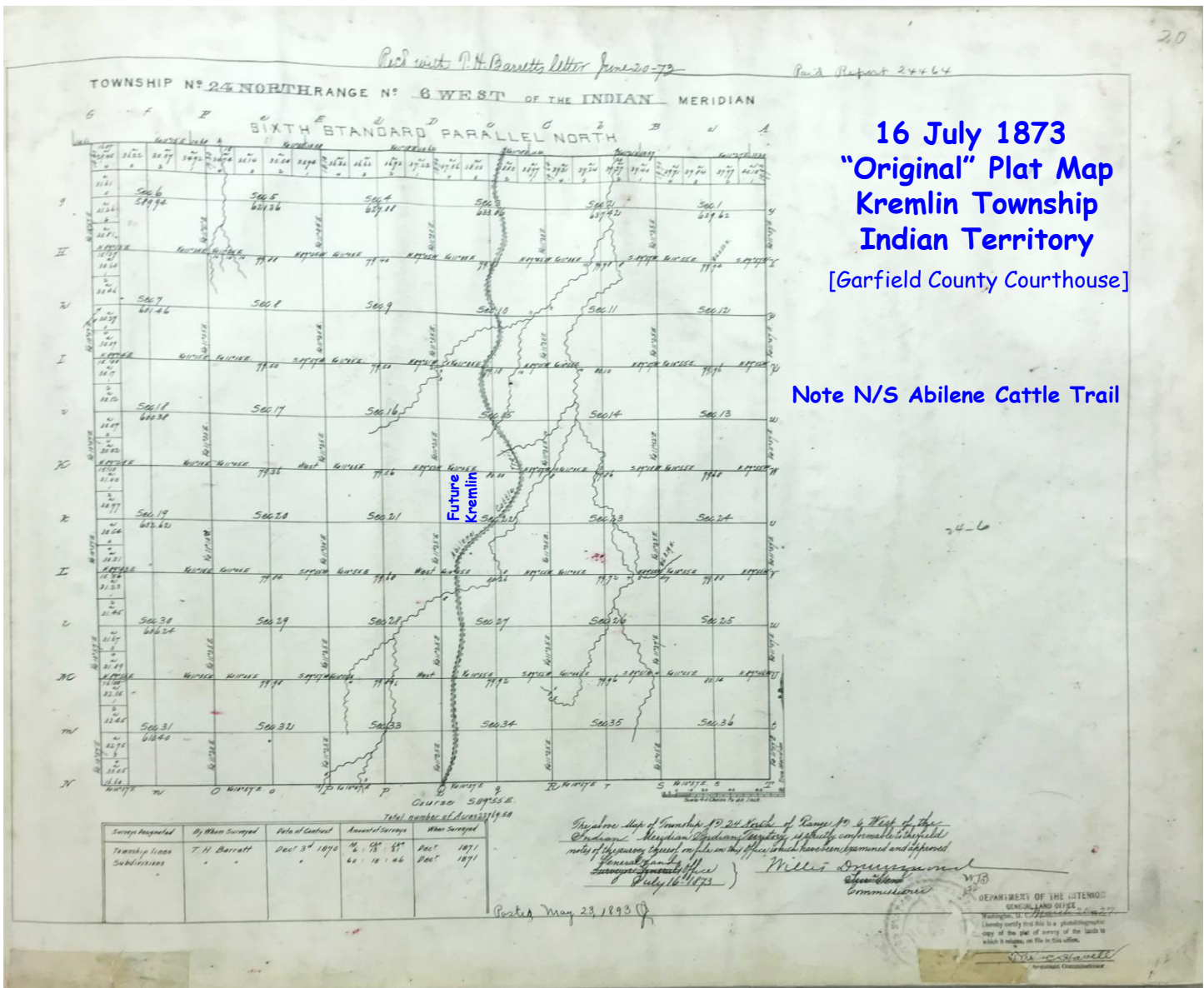
You will also find the [appended "The Rock Island Railroad In The Cherokee Strip,"](#) from the [1975 Journal of the Cherokee Strip](#), fascinating reading (see [pp 71-72](#)). It has historical information on the naming of Enid, the Enid-Pond Creek Railroad Wars, and much more local history - please take the time for a close look.

The [Oklahoma Historical Society's Encyclopedia of OK History and Culture](#) is an excellent source for all things OK, and their [Photo Collection](#) has over 11,000,000 images, including many in this writing. The [OHS Gateway to OK History](#) also has thousands of historic newspapers, publications, photographs, maps, and documents.

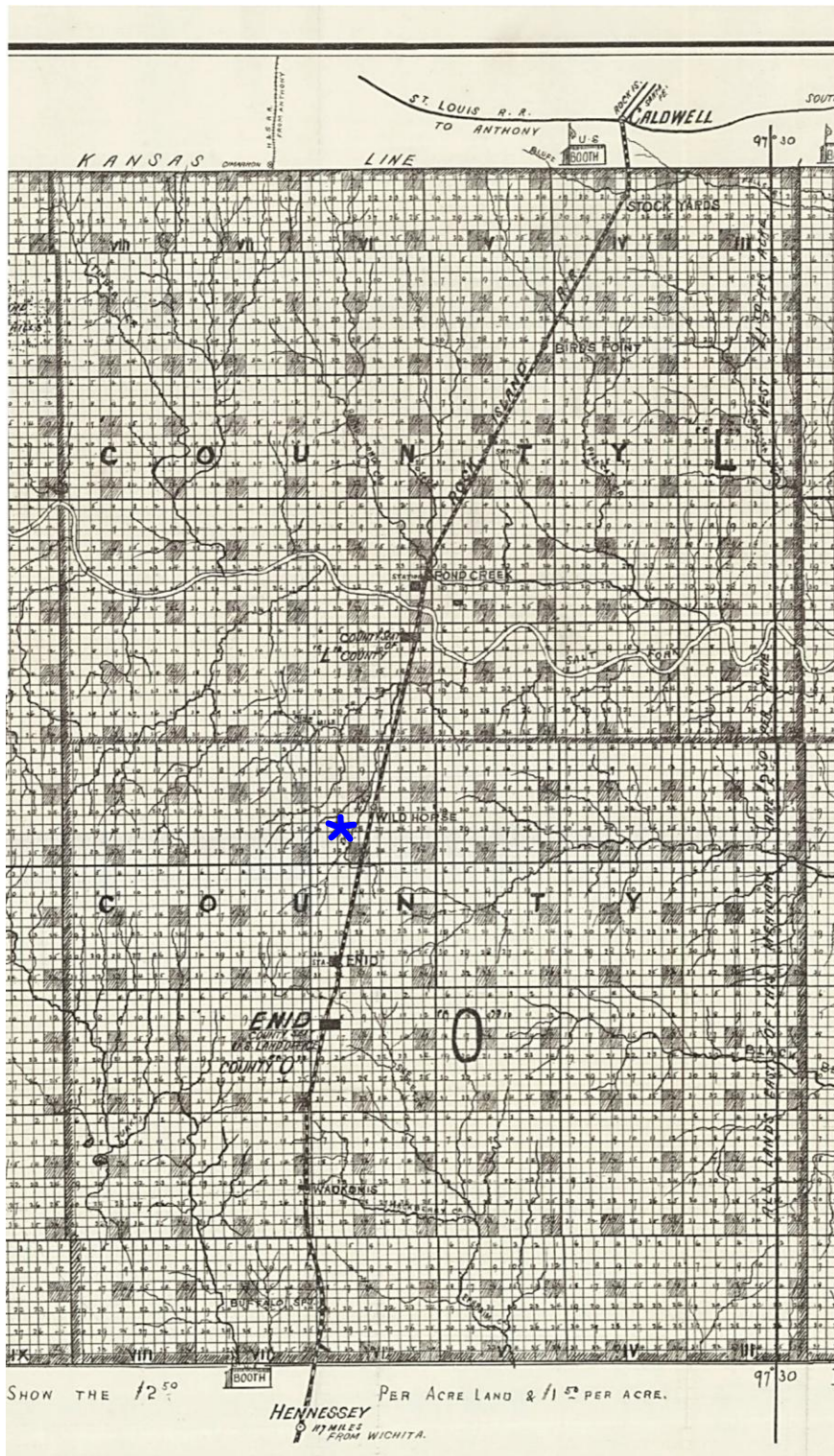
I encourage you to explore embedded weblinks in this document, which are [underlined in purple](#).

Kremlin OK and the Rock Island Railroad

Before there was a [Kremlin OT](#), or even a [Wild Horse OT](#), there was the [Chicago, Rock Island & Pacific \(CRI&P; "Rock Island"\) Railroad](#) running through the center of it. The [earliest known plat map](#) of what would become [Kremlin Township](#) is shown below - it was filed on [16 July 1873](#), more than 20 years before the 1893 Cherokee Outlet Land Run. This land was part of [Indian Territory](#) at the time it was surveyed. The [Abilene Cattle Trail](#), later known as the [Chisholm Trail \(1867-1887\)](#), had its peak capacity during 1871-73. It can be seen coursing from S to N through the township and passing very near the future town of Kremlin. An estimated 6 million longhorn cattle were driven along this 800 mile trail from their ranges in the Rio Grande/San Antonio region of TX to railheads in KS, initially [Abilene](#), but later [Newton](#), [Wichita](#), and finally [Caldwell](#). The CRI&P railroad would closely follow the path of the Chisholm Trail. From a plat book in the [Garfield County OK Register of Deeds](#) office, discovered by Myron Toews.



The next available map of our area is the [8 September 1893 Wiggins "Map of the Cherokee Strip,"](#) published by the Western Litho. Co. (Wichita KS), a portion of which is shown below. This was just 8 days before the Land Run that opened the Cherokee Outlet for settlement. Note the [Rock Island Railroad line](#) already in place - an insert of the map showing railway stations and distances S from Wichita KS is also shown at R. You can enlarge this map manyfold using the link above.



T. J. ANDERSON
ASS'GNT. TICKET AGENT
TOPEKA, KANSAS.

J. H. PHILLIPS
CITY PASSENGER AGT
WICHITA, KANS.

JOHN SEBASTIAN
GEN'L PASSENGER & TICKET AGENT
CHICAGO, ILLS.

PATRONIZE THE
GREAT ROCK ISLAND R.R.
THE "WORLD'S FAIR" LINE
THE BEST RAILROAD IN EVERY RESPECT TO TRAVEL
AND THE ONLY ONE RUNNING THROUGH THIS
SECTION OF THE STRIP.

FOR ANY INFORMATION ABOUT THIS ROAD
SEE J. H. PHILLIPS, TICKET AGENT, CORNER OF
MAIN & DOUGLAS STS. WICHITA, KANS.
OR WRITE
JOHN SEBASTIAN, GEN'L TICKET & PASS'G AGT
CHICAGO, ILLS.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD
(SOUTH FROM WICHITA)

DIS.	STATIONS.	POP.	RR.
11	LEWIS CORNER MEAD & DOUGLAS		
11	A. T. & S. F. CROSSING	25	18
12	GLADYS	30	16
13	A. T. & S. F. CROSSING	25	18
14	HAIRVILLE	30	16
15	HAIRVILLE	30	16
16	HAIRVILLE	30	16
17	HAIRVILLE	30	16
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42	HAIRVILLE	30	16
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96	HAIRVILLE	30	16
97	HAIRVILLE	30	16
98	HAIRVILLE	30	16
99	HAIRVILLE	30	16
100	HAIRVILLE	30	16

Wild Horse (*; future Kremlin) is shown on the map at L and as a stop on the [Great Rock Island RR](#) list of stations above. Also note separate listings on the map for Enid as county seat and railway station 3 miles N (current N Enid), and the same for Pond Creek (separate locations for county seat and train station). [O County](#) is now [Garfield](#) and L County now Grant County. Hatched squares every 3 miles denote school land sections. [Caldwell KS](#) to the N and [Hennessey OT](#) to the S were the railway stations closest to this new territory.

See the [1893-94 Enid-Pond Creek Railroad Wars](#) for details of the dispute between railroad stations and county seats - a good story on our [local history website!](#)

The next available [Kremlin Township map from 1901](#) (below) shows the [Rock Island Railroad](#) already in place. David & Rosa Toews Family archives

MINTON & MOODY.
BONDED ABSTRACTERS.
FOR GARFIELD COUNTY, O. T.

When you need a perfect abstract of title to your farm or residence property come to us. We can make you an ACCURATE and NEAT abstract to any tract or parcel of land in Garfield county on short notice.

The Only Complete Set of Abstract Books in Garfield County.

24-6

A. H. Fritz Koffelt 1872-73	Robt. M. Raikes Heflin 1872-73	A. C. Vaughn Cutler 1872-73	T. Brack Enridge 1872-73	Walter Smith Smith 1872-73	David Steele Parson 1872-73
T. I. J. L. Cumming 1872-73	J. H. John Bonnell 1872-73	W. M. N. M. Bonnell 1872-73	Anna Hammond Hammond 1872-73	J. M. R. R. Rice 1872-73	Richy W. R. Shrenks 1872-73
Wesley R. E. Thompson 1872-73	T. D. Peter Brady 1872-73	J. H. L. W. Storer 1872-73	H. W. Wiegens 1872-73	Paul W. Bonnell 1872-73	Aug. C. W. H. Stoner 1872-73
Geo. George Cooper 1872-73	W. B. J. P. Michael 1872-73	J. P. E. D. Stuard 1872-73	T. P. E. A. Madden 1872-73	B. F. Chas. Halla 1872-73	May Andre. Christian 1872-73
W. J. W. Rayner 1872-73	Isaac C. J. Lowry 1872-73	W. G. W. G. Smith 1872-73	J. V. J. V. Mysick 1872-73	Richard M. Griffith 1872-73	F. Zelenka Abraham 1872-73
Charles J. M. Winn 1872-73	Geo. W. J. Reim 1872-73	John J. F. Steward 1872-73	Mrs. A. L. Kittrell 1872-73	Barny Alice Duffy 1872-73	P. Coaxley William 1872-73
Robt. A. Gray 1872-73	A. L. W. R. Reim 1872-73	Frank S. B. Rogers 1872-73	Joe Dobry Dobry 1872-73	A. J. S. T. Stull 1872-73	C. M. Cicero Henry 1872-73
Butler W. R. Benley 1872-73	S. M. Geo. Owens 1872-73	Isaac L. D. Hirsch 1872-73	F. H. Amos Kraus 1872-73	Phummer E. B. Johnson 1872-73	Henry Mar. Meireis 1872-73
J. M. George Schuyler 1872-73	Frank George Bogert 1872-73	Alex. Milan Reeves 1872-73	Ed. Conner Conner 1872-73	J. V. Ben. Morris 1872-73	H. H. John Robert 1872-73
Thomas August McCreedy 1872-73	George J. Mosher 1872-73	C. A. R. J. Blanchy 1872-73	D. D. Hoag Hoag 1872-73	F. C. H. A. Fulton 1872-73	C. C. E. Cunningham 1872-73
Geo. F. Nathan Norton 1872-73	W. J. A. Anderson 1872-73	C. W. J. A. Morris 1872-73	Albert E. Zelenka 1872-73	W. L. Jacob Young 1872-73	J. F. Earnes Houske 1872-73
W. H. J. Bodina 1872-73	J. A. J. A. Morris 1872-73	R. B. J. A. Walker 1872-73	C. L. O. D. Baird 1872-73	Miss Frank Beal 1872-73	W. L. Phillis Farce 1872-73

1901

PLAT 9

KREMLIN

Garfield County Oklahoma Territory

Public Line Between Sections 15 and 22 Township 24 North Range 6 West

PARK

BROADWAY

MAIN

Street

Arc

Ave.

Rail Road

Right of Way

1st St

2nd St

3rd St

4th St

5th St

6th St

7th St

8th St

9th St

10th St

11th St

12th St

13th St

14th St

15th St

16th St

17th St

18th St

19th St

20th St

21st St

22nd St

23rd St

24th St

25th St

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27th St

28th St

29th St

30th St

31st St

32nd St

33rd St

34th St

35th St

36th St

Section 1

Section 2

Section 3

Section 4

Section 5

Section 6

Section 7

Section 8

Section 9

Section 10

Section 11

Section 12

Section 13

Section 14

Section 15

Section 16

Section 17

Section 18

Section 19

Section 20

Section 21

Section 22

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Section 25

Section 26

Section 27

Section 28

Section 29

Section 30

Section 31

Section 32

Section 33

Section 34

Section 35

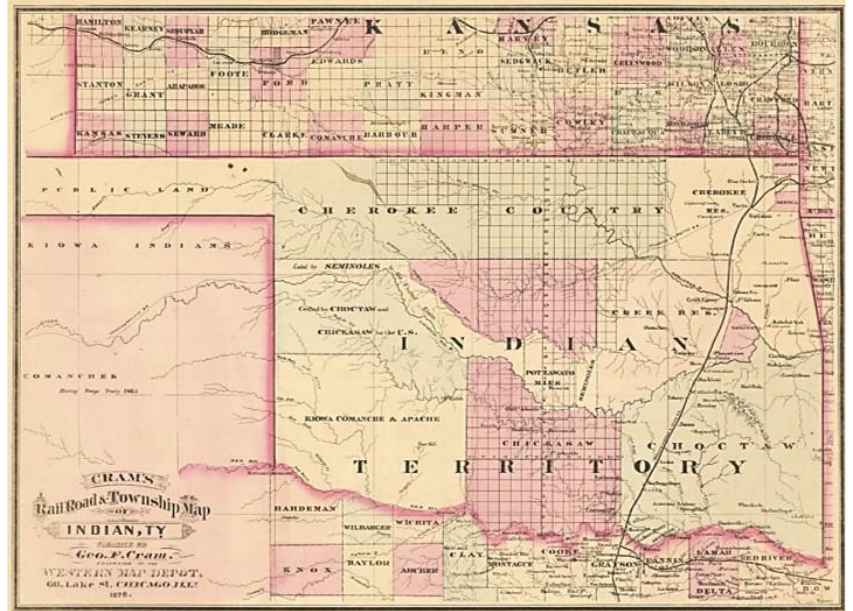
Section 36

Dimensions: 782', 698.4', 434', 277', 100', 60', 120', 140', 160', 180', 200', 220', 240', 260', 280', 300', 320', 340', 360', 380', 400', 420', 440', 460', 480', 500', 520', 540', 560', 580', 600', 620', 640', 660', 680', 700', 720', 740', 760', 780', 800', 820', 840', 860', 880', 900', 920', 940', 960', 980', 1000'

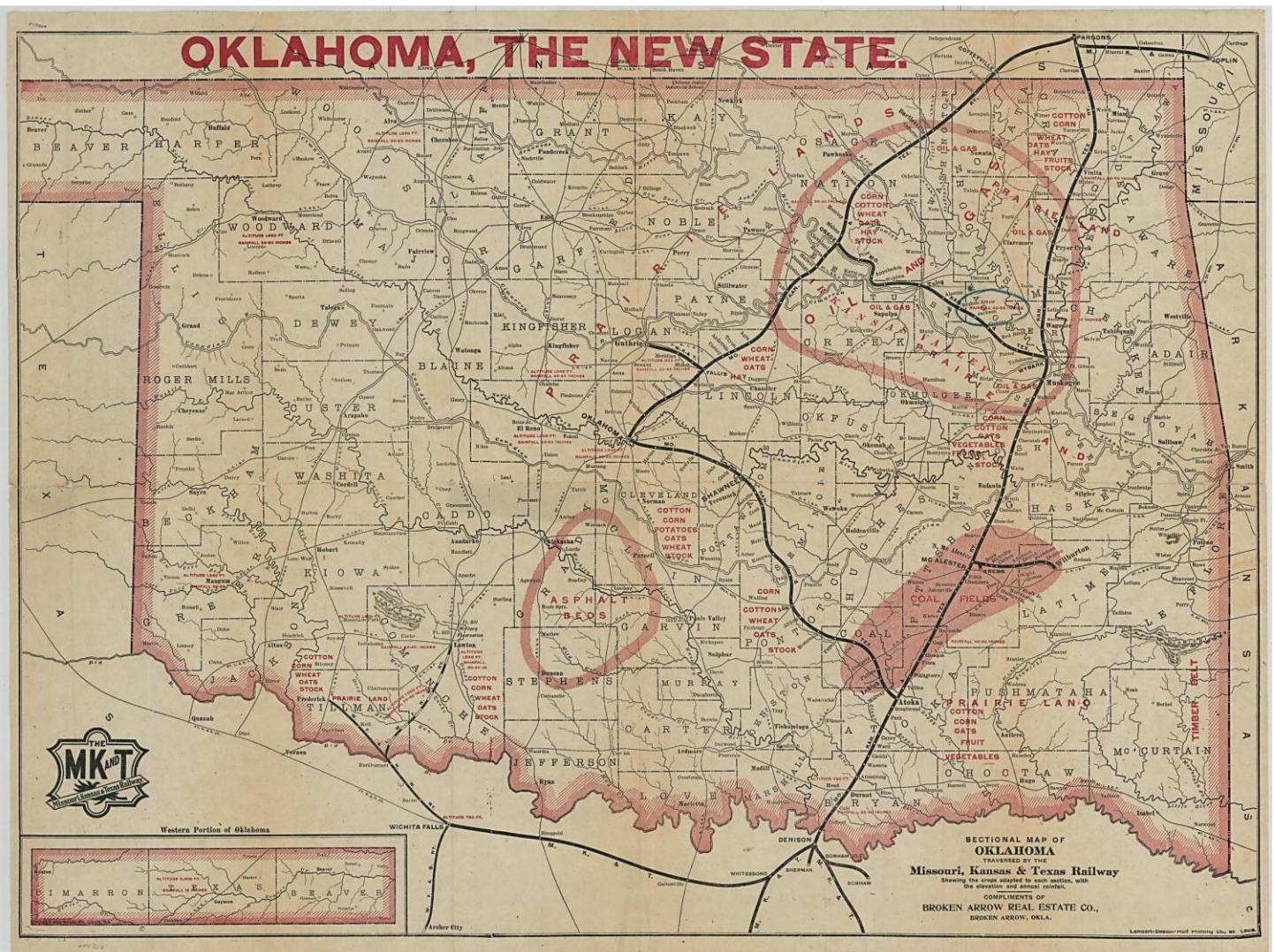
A 1906 plat map of the town of Kremlin (Standard Atlas of Garfield County Oklahoma; Geo A Ogle & Co, Chicago, 1906) is also shown below for orientation purposes. Note the CRI&P tracks running SSW to NNE through the town, with the house track to the W and the passing track to the E of the central main line. Locations of the depot, several grain elevators, a nearby hotel, bank, and two churches are also indicated. Block 43 is designated for a school.



The **1878 Cram's Rail Road & Township Map of Indian Territory** shows only the initial **KATY Railroad line** from Parsons KS through E Indian Territory across the Red River to Deniston TX.



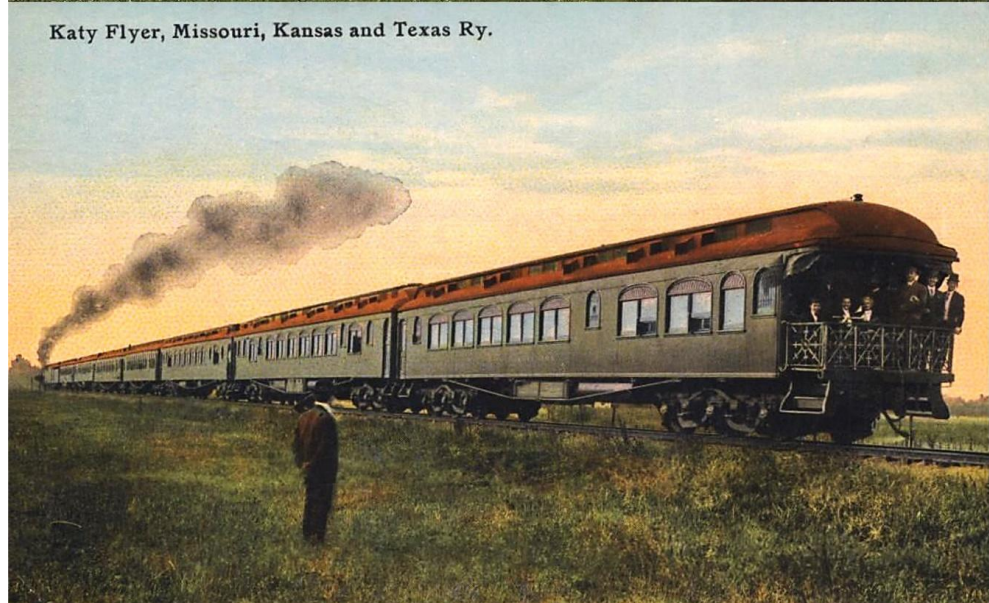
Below is a **M-K-T Railroad sectional map** of the new state, **Oklahoma (1907)**. Note their early rail line from Parsons KS S through Muskogee OK, then over the Red River to Deniston TX. Also note all the other railroads crossing in Enid, and the presence of Kremlin, Coldwater (later Hillsdale), Carrier, and Pond Creek. Resources in the area of their rail lines (oil and gas, asphalt beds, coal fields, prairie land) are noted on the map. There is a small spur W to the **state capital of Guthrie**.



A collage of early **MK&T (Katy) Railroad postcards** is below (top 1910, middle 1911, bottom 1910).



Katy Flyer, Missouri, Kansas and Texas Ry.



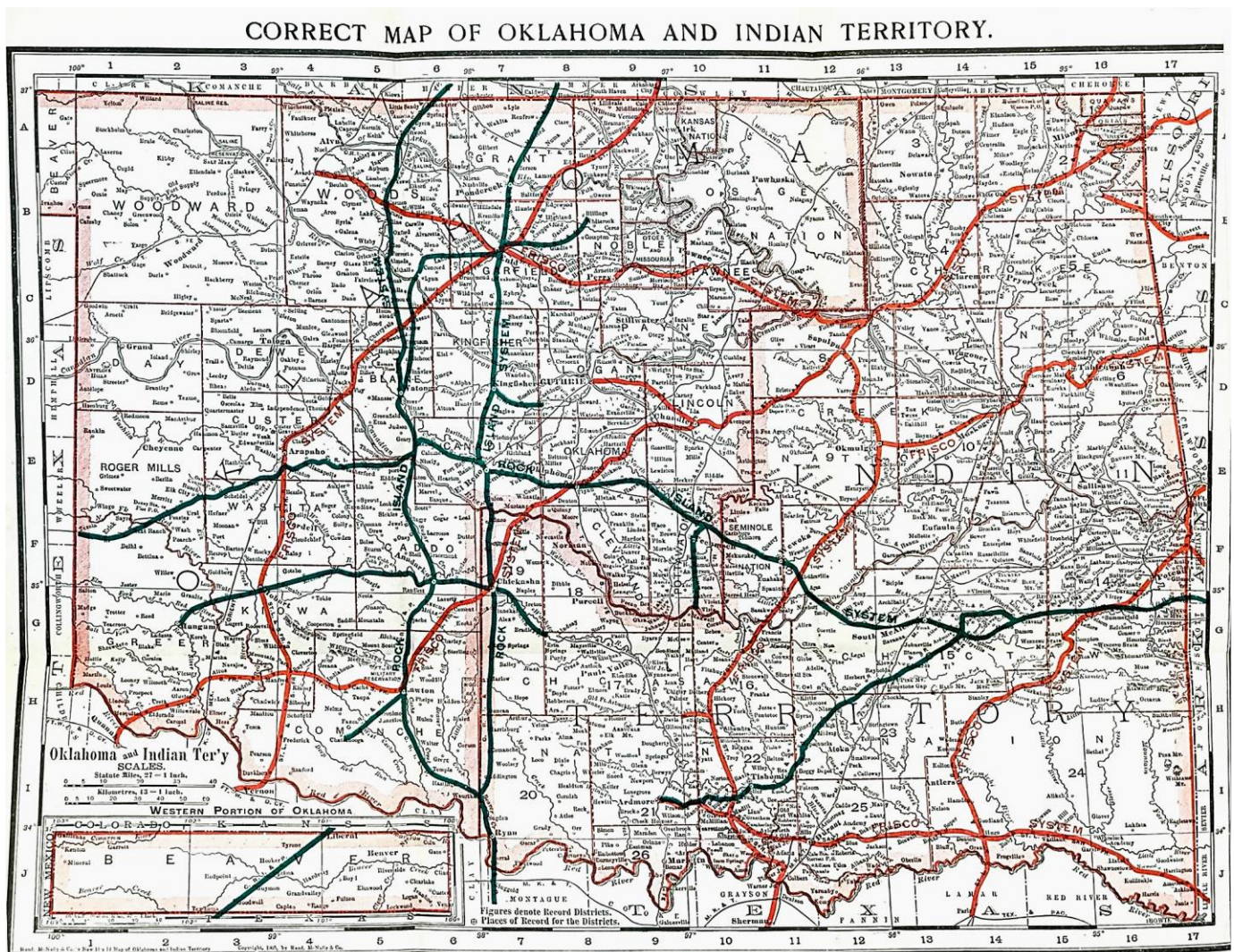
M. K. & T. R. R. Bridge, Red River, Denison, Tex.



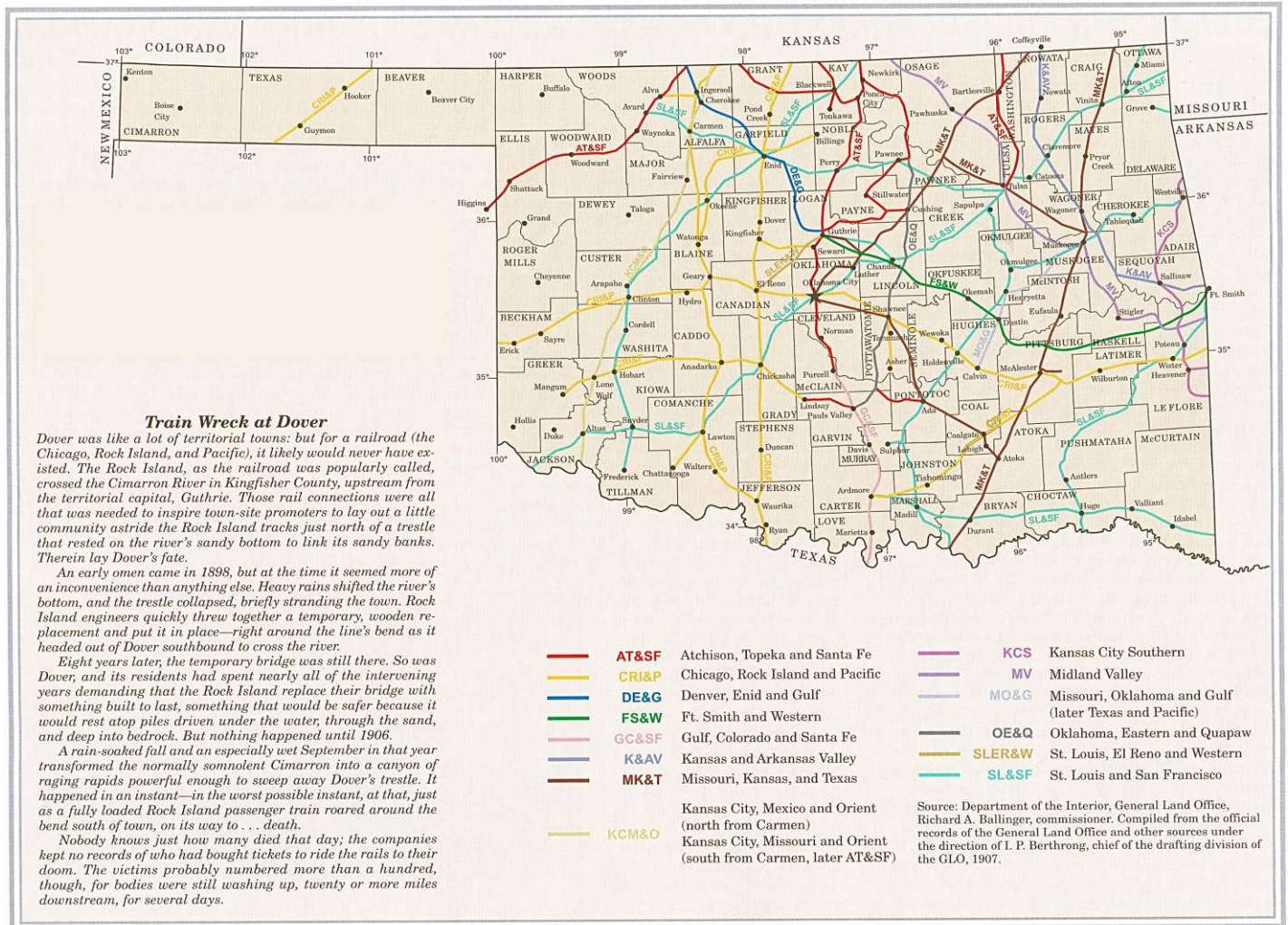
Railroads were the engine of settlement in the American West. The Army Appropriations Act of 1853 funded a survey for a possible trans-continental railway route along the 35th Parallel through Indian Territory. However, railroads did not enter Indian Territory until the 1870s. In 1872, the Missouri, Kansas and Texas (Katy) Railroad laid the first railroad track in Indian Territory, running from Parsons KS south to Denison TX (see p 8). This followed the Treaty of 1866, which allowed the federal government to impose rights of way in what is now Oklahoma.

The 1905 "CORRECT MAP OF OKLAHOMA AND INDIAN TERRITORY" below shows railroads present at that time. The Rock Island Railway System is shown in green, and the Frisco System is in red. A number of other railroad lines are also shown but not highlighted. The St Louis-San Francisco (Frisco) and Rock Island railway systems were already quite active in buying and adding local railroads, including some passing through Enid.

Note the separate Osage Nation (now Osage County OK), the boundary between Indian and Oklahoma Territories, and the Panhandle "Beaver" inset on the map. The entire OK Panhandle was officially Beaver until it was later divided into 3 counties following statehood in 1907 - from E to W - Beaver, Texas and Cimarron Counties.



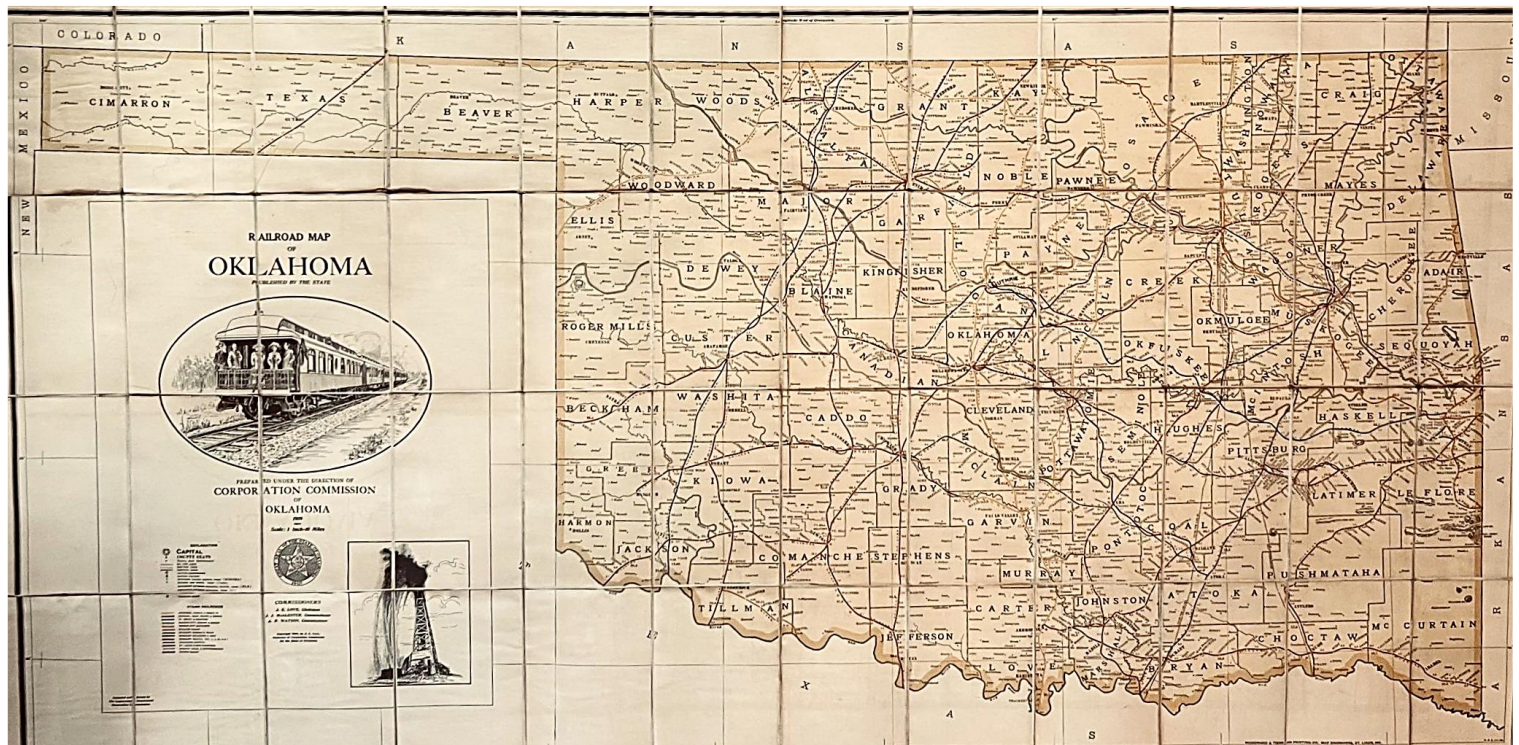
The map below shows **railroads in OK Territory in 1907**, the year of OK statehood. Total railway mileage actually peaked in what is now OK that same year, with **6,678 miles of track** reaching almost every corner of the state! **1907 map** below is from US Department of Interior General Land Office (Historical Atlas of OK, 2006). Please read the **Train Wreck at Dover** insert in the map below (see also p 70).



Vintage postcard of 1906 Dover CRI&P train wreck; CRI&P trestle repair; note knee-deep workers in Cimarron River.



The **1909 OK Corporation Commission "Railroad Map of Oklahoma"** is shown below for completeness. You may be able to zoom in for greater detail but the resolution is not the best. But a nice map and worthy of inclusion, I think. Note that Enid is a nexus in the early state rail system of Oklahoma. Perhaps the oil gusher in the map legend is worth noting as well!



Cherokee Outlet Land Run of 1893

The **Rock Island Railroad** played an important role in the **Cherokee Outlet Land Run on 13 September 1893**. Photo and colorized vintage postcard below R - at Caldwell KS on day of the land run.

Caption reads "Rock Island Train at State Line - September 16, 1893, Opening of Cherokee Strip, Caldwell Kansas.



Rock Island train at State Line - September 16th 1893
Opening of Cherokee Strip Caldwell Kansas.

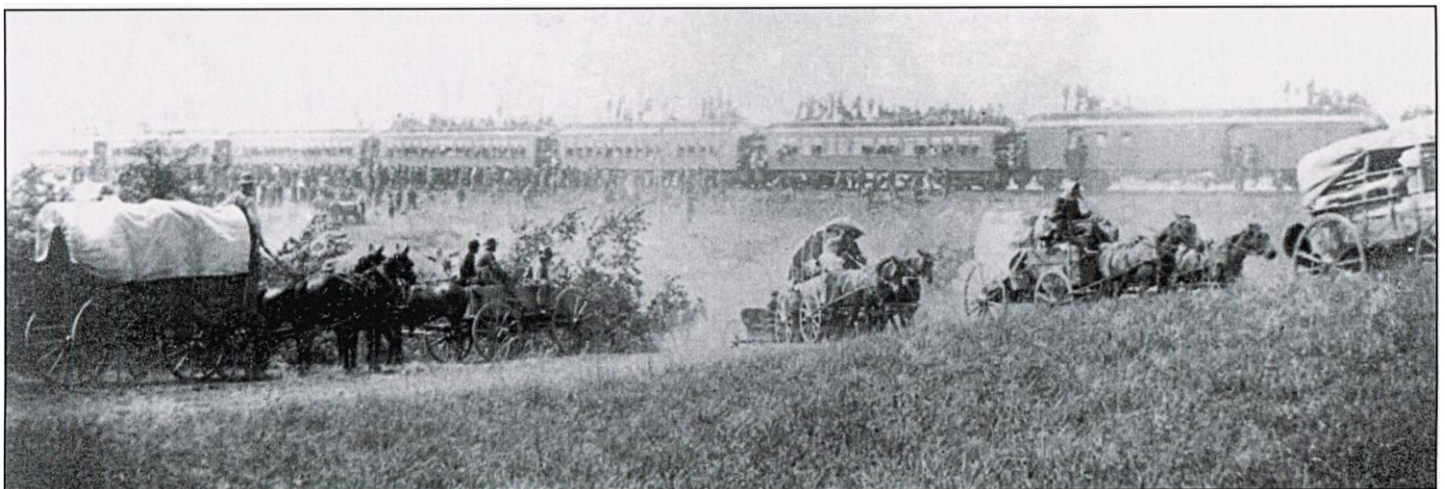
Gus Gumerson's first-person account of events in Kremlin, OK Territory on that historic day is on [p 15](#). The train shown at R is likely the same train that arrived in Kremlin from the N on that day.

A second train came N from Kingfisher - see photo [p. 25](#)

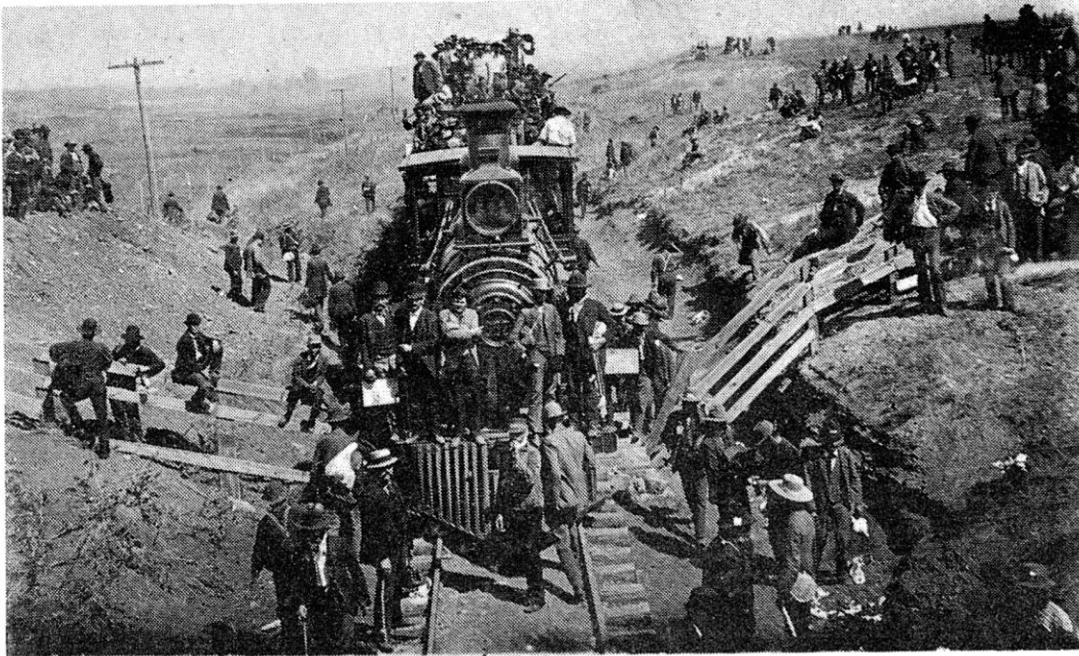
These trains met in Kremlin!



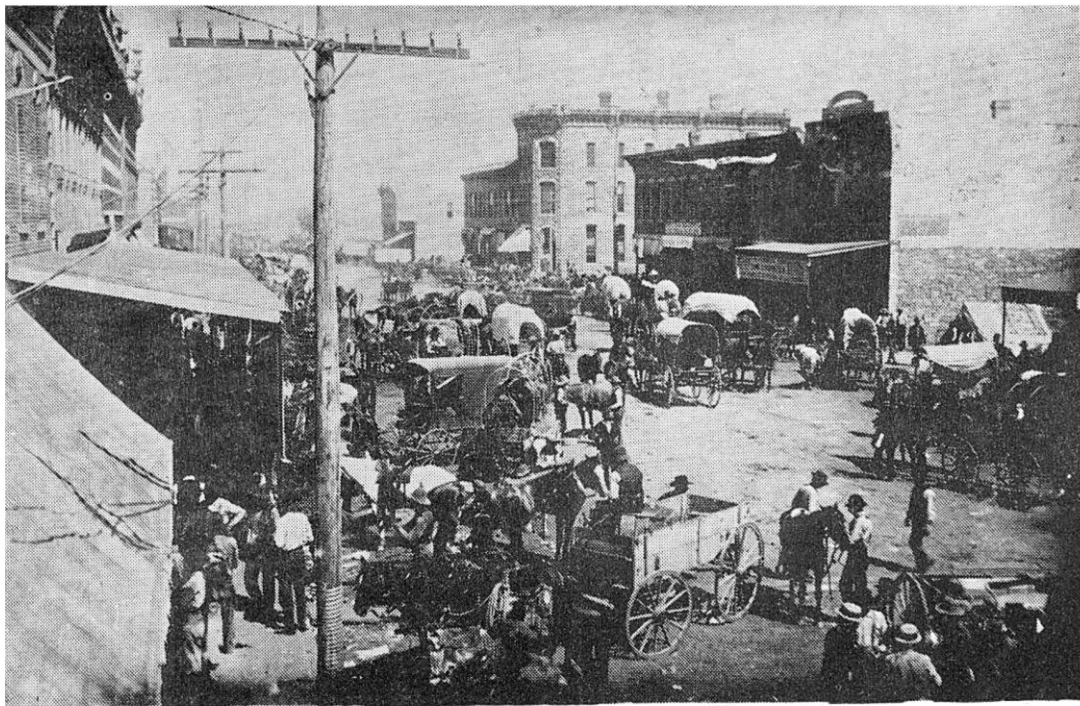
When the **Cherokee Outlet** was opened by land run in September **1893**, this train was one of the first to arrive from KS (Western History Collections, OU Libraries). Likely the same train as shown above.



Additional [Cherokee Outlet Land Run photos](#) from [Caldwell KS](#) are on this page.
from J Cherokee Strip 1972. This is the same train shown on previous page.



Load train from the north border out of Caldwell, Kansas on the day of the "Run". Picture courtesy of Mrs. D. P. Karns,



Caldwell, Kansas near the day of the Run. Picture courtesy of Mrs. D. P. Karns, Watonga, Oklahoma.

Originally called **Wild Horse** due to its proximity to **Wild Horse Creek** and to the presence of herds of wild horses, the **future Kremlin town** area was crossed by the **Chicago, Rock Island & Pacific Railroad** in **1889**. The **OK Historical Society Encyclopedia of OK History & Culture** website has a nice article on the **CRI&P Railroad**. Under the name **Chicago, Kansas and Nebraska Railroad**, it entered Oklahoma Territory in 1888 from the N and built south along the Chisholm Trail to the Red River, reached in 1892; the Chicago, Rock Island and Texas Railroad then took over to lay tracks into Fort Worth TX. The first Rock Island depot and section house in Kremlin were built in **1894** and were instrumental to the permanence and future growth of the nascent town. Mr. **Olaus Gumerson** was the section foreman and Mr. **George McQuaid** the first depot agent. In earliest days, the train stopped at the Kremlin depot and the mail bag was thrown out - it was placed in a tent where the locals sorted through the pile for their mail. The **town of Kremlin** was planned for the **Cherokee Outlet Opening** (aka **Land Run of 1893**; commonly but incorrectly referred to as the **Cherokee Strip Land Run**) as a part of "**O**" **County**, later re-named **Garfield County**. The 16 September 1893 Cherokee Outlet Opening was the 4th and largest of the OK Territory land runs (perhaps the largest land run ever). Claims for the quarter-section that would become Kremlin were staked by 4 men - Messrs. Welch, Ogden, Townsend, and Burdette, with the claim eventually passing to Mr. Burdette. It was then sold and platted into town lots. Kremlin Township was surveyed and platted soon after the land run opening, and the **US Post Office** established **7 November 1893**. With a population of 221 and wanting to be incorporated, the town received its charter on 20 May 1901.

Gus Gumerson's memories of **Kremlin depot events** on the day of the **Cherokee Outlet Land Run (16 September 1893)** are well worth reading - from a November 1939 Enid newspaper article. Gus' father Olaus was now serving as the Rock Island station agent at Wild Horse, perhaps still as section foreman as well, on the day the Cherokee Outlet was opened. He later operated a mercantile store in Kremlin for many years, passing away while working in his store on 26 September 1922 at age 83. See **Kremlin Town History** on this website for photos of Mr Gummerson in his Kremlin store.

Once Principal Town
A thoroughly modern school houses 128 students evenly divided between the grade and high schools with three busses covering an area of 180 square miles to bring the students into Kremlin.
But Kremlin's greatest importance came in the hectic days of the Cherokee Strip when it was one of the principal townships of what is now Garfield county.
From a story written for the Enid Morning News by Gus Gumerson, Enid realtor, comes much of the early history of the town.
Gumerson had a ringside seat for the opening since he was living in Kremlin, or Wildhorse as it was then known, at the time of the opening.
Gumerson's father was station agent for the Rock Island railroad before the Strip was opened and father and son witnessed the historic race as it surged by and around them.
'On that eventful day,' Gumer-son said, "I took my position on the Kremlin depot platform. About 1:30 o'clock I saw the smoke of the train at North Enid, the train crossing from the south, and presently I saw the smoke of the train from the north. The trains met at Wildhorse.
"The stock cars were empty of passengers as they had all gotten off at Enid, Pond Creek, Jefferson or some other point but when the train from the south arrived the few passengers remaining got off and took claims* around Kremlin, many of which are still owned by mesteaders."

The importance of the Rock Island Railroad to Kremlin during the early 20th Century is obvious from the collage of ads and timetables below from the [Kremlin New Era newspaper](#) in 1904-05.

Note that you could travel from Kremlin to CA for \$25, while a round trip to CO was \$15.

There were 8 trains through Kremlin daily, 4 travelling N and 4 S. Three were passenger trains, plus a freight train. [FW Fanson](#) was the Kremlin depot agent during this time.

Rock Bottom Rates, To California.

\$25.00 from Kremlin, O. T. One way tickets on sale daily, September 15 to October 31, 1905. Los Angeles, San Francisco, San Diego, Phenix—choose your route. Stop-overs of five days anywhere west of certain points in Arizona, Nevada or North Dakota, and in California, except at Los Angeles and San Francisco. You can go through New Mexico or through Colorado. The Rock Island runs improved tourist sleepers daily via both routes through from both Chicago and St. Louis.

Write today for an illustrated Tourist folder, giving details of Rock Island through service, with map and full information.

F. W. Fanson,
AGENT
J Mc.Nally,
Div. Pass. Ag



Rock Island Way To Colorado

"The Rock Island Way" is to give you information intelligently concerning the trip, where to go what to do and how to do it, after you get there. "The Rock Island Way" carries you direct to or from Colorado Springs or Denver. No other line has this advantage.



Round Trip \$15.00

August 20, 23, 27, 30; September 3, 6, 10, 13, 17, from Missouri river points and any point on Rock Island in Nebraska, Kansas and Oklahoma. Low excursion rates on other dates until September 30.

Let us send you our new book on Colorado containing over fifty illustrations and list of hotels and boarding houses with rates by day or week.

"Try the Rock Island Way" to Colorado.

J. A. STEWART
General Agent
Kansas City, Mo.

F. W. Fanson, Agent,
Kremlin, Okla.

Railroad Time Card.



The right road to, from and between

Chicago,	Omaha,
Memphis,	Denver,
Peoria,	Colorado Sp'gs,
St. Joseph,	Fort Worth,
Kansas City,	St. Paul,
El Paso,	Minneapolis,

And Everywhere Beyond.

Trains leave KREMLIN as follows:

SOUTH BOUND.

No. 13—Through Passenger	9:29 a. m.
No. 35—Local	7:23 p. m.
No. 11—Through	10:02 p. m.
No. 71—Local Freight	11:20 a. m.

NORTH BOUND.

No. 12—Through Passenger	6:28 a. m.
No. 36—Local	10:50 a. m.
No. 14—Through	6:45 p. m.
No. 72—Local Freight	2:15 p. m.

Trains No. 11 and 12 only stop when flagged.

For information regarding train service, rates, etc., see F. M. Fanson, Depot Agent, or write to L. M. Allen, G. P. A., Chicago, Ill.

TIME TABLE.

CHICAGO ROCK-ISLAND & PACIFIC RAILWAY.

EAST BOUND.

No. 12. Daily Passenger	6:28 a. m.
" 36. Daily Passenger	10:12 a. m.
" 14. " "	6:50 p. m.
" 72. Local Freight	1:10 p. m.

WEST BOUND.

No. 13. Daily Passenger	9:19 a. m.
" 35. " "	5:57 p. m.
" 11. " "	10:05 p. m.
" 71. Local Freight	10:12 a. m.

No. 71 and 72 come daily except Sunday. No. 11 and 12 do not stop for passengers, for intermediate points.

For further information inquire of
C. P. WAGONSELLER, Agent.

The town and surrounding homesteads were settled by participants in this last great land run, as well as by S Russian immigrant farmers of Dutch/Swiss/German descent (mostly [Mennonites](#), but some Lutherans and Catholics too). Most, if not all, of the Mennonite settlers did not participate in the land run, but rather purchased land soon thereafter from speculative or disillusioned initial homesteaders, migrating from their previous farms in S central NE (Hamilton and York Counties) and KS (Marion and Harvey Counties). Importantly, these Mennonite pioneers brought with them their precious [Turkish hard red winter wheat \("Turkey Red"\)](#), which proved very amenable for the arid climate and soon became the major crop grown in this NW OK region (and pretty much all of the Great Plains as well!).

The later designation of the town as [Kremlin](#) was not, in fact, related to the Russian pioneers nor the Russian citadel in Moscow, but rather to a horse named Kremlin! Local pioneer [Ned Leonard](#) and his sister, Mrs. Ethyl Newton, were eye (and ear) witnesses to the naming event, as recounted in the [Daily Oklahoman](#): As Ned Leonard related, "The town was called Wild Horse because it was close to Wild Horse Creek and bands of wild horses roamed the country. But Rock Island officials did not like that name, which stuck until after the opening of the Cherokee Strip in September 1893. In the summer of 1894, a party of railroad officials came down. One of the party, MA Lowe, a vice-president, had instructions to change the name. Lowe left the selection up to his daughter, who was a horse enthusiast. She wanted to associate her hobby with the former name of the town, so she suggested '[Kremlin](#),' the name of her favorite saddle horse." And the rest, as they say, is history! See Daily Oklahoman newspaper clipping on [p 110](#) of [Kremlin Life](#) on our [ToewsBrothersKremlin.info](#) website for first-person account.

The [earliest known photos of the CRI&P depot in Kremlin](#) are shown on the next page.

Top: Looking NNW; note couple by waiting bench, scale to L of telegraph pole, and water pump at L of depot (date unknown).

Middle: Looking N towards Pond Creek along main track with depot on L (W) and passing track and New State Milling Company mill and elevators on the R (E side). Note two men posing and chickens placidly foraging between the tracks (ca [1912](#)). I believe a "section house" is visible just W of the tracks in the distance.

Bottom: Kremlin Rock Island depot looking NW; note passengers waiting on the bench in front and baggage cart at far R (ca [1912](#)).

Telegraph lines with poles and signal semaphore above depot are visible in bottom two photos.



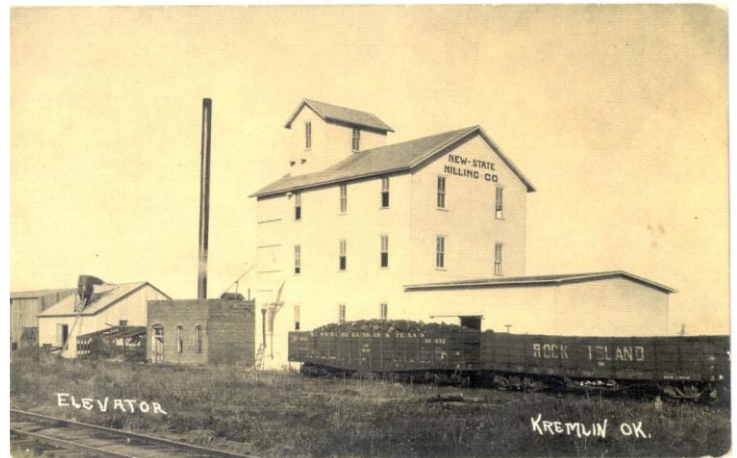
D

Station Scene

Kremlin, Okla

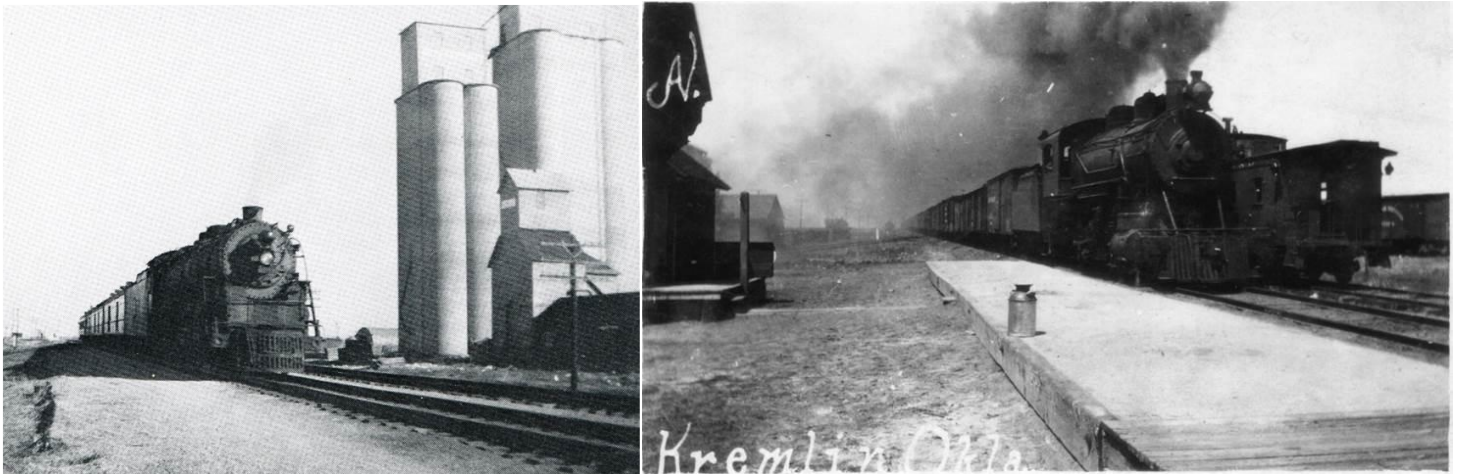


[New State Milling Company](#) with coal cars on the siding. This site would eventually become the Farmers Grain Company Co-op. Passing track is at extreme L. (1912) Looking NE



The [last steam passenger train to pass through Kremlin](#) (date unknown) is shown at L below. Note the initial wooden/tin grain elevator but also the first and second 4-silo concrete elevators of the Farmers Grain Company Co-op. Zaloudek's round-top shed is visible between the locomotive and (behind the) elevators. Looking NNE

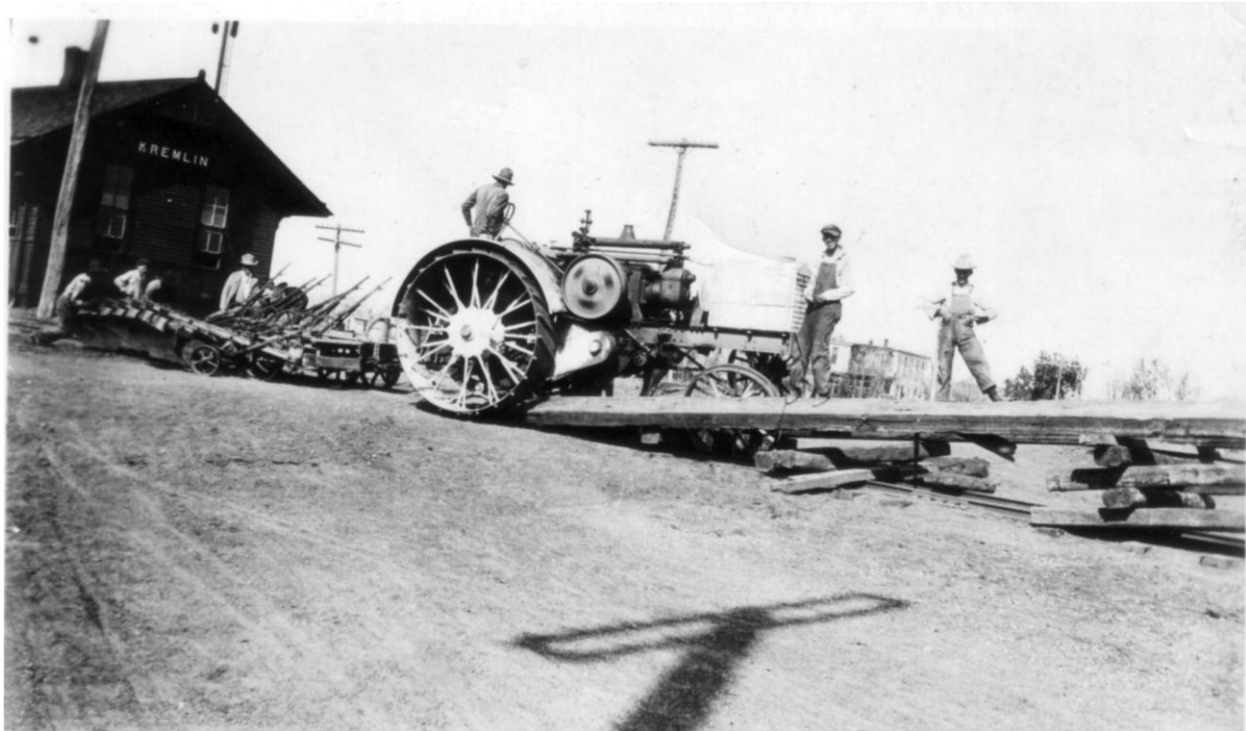
At R below is a [Jacob A Voth](#) photo of a [steam train at the Kremlin depot](#) - note the milk/cream can on the station platform and my Grandpa Jacob A Voth's stylized [JAV](#) initials on the depot at far L. The caboose of a train on the passing track is also visible. Looking N



[Ernest H "Ernie" Voth](#) (1925-2011) recalled that Kremlin folks would often get on the train at the depot in Kremlin and go to Enid, then come back when business was finished; there were several daily trains each way. [Gerry Toews Reimer](#) recalls her mother Elsie often taking the train to Enid to visit her mother, returning later the same day. Gerry and her mother took the train together to Enid for shopping trips as well.

At least during the 1940-60s, a Kremlin-based section crew repaired and maintained the railroad - "section hands" would go out with their little hand-pump (and later gasoline-powered) rail cars to check and maintain the railroad and bed. There was a section-hand workshop near the N Kremlin crossing (E side of tracks).

Photo below shows a tractor and farm machinery being unloaded in front of the old Kremlin depot shown on page 12. Date unknown; Two-story buildings visible in background.



The [Rock Island depot](#) in later years is shown below: (L) Longtime depot agent [BA Chester](#) is shown in front of the depot in October [1962](#), along with his Ford Falcon, looking N. [BA \(Boyd\)](#) and wife [Lucile](#) and son Robert ("Bob") actually lived for some years in the depot itself. (R) CRI&P depot in [1965](#) with Zaloudek Grain elevators on the L and Farmers Grain Co-op elevators, feed mill and warehouse on the R. A boxcar is on the elevator service track behind the Farmers Grain Co warehouse. Both photos looking N. There is no longer a depot in Kremlin.



October 1962 B. A. Chester
in front of Depot at Kremlin



CRI&P DEPOT 1965
KREMLIN, OKLA.

Railroads of Enid OK and Surrounding Communities

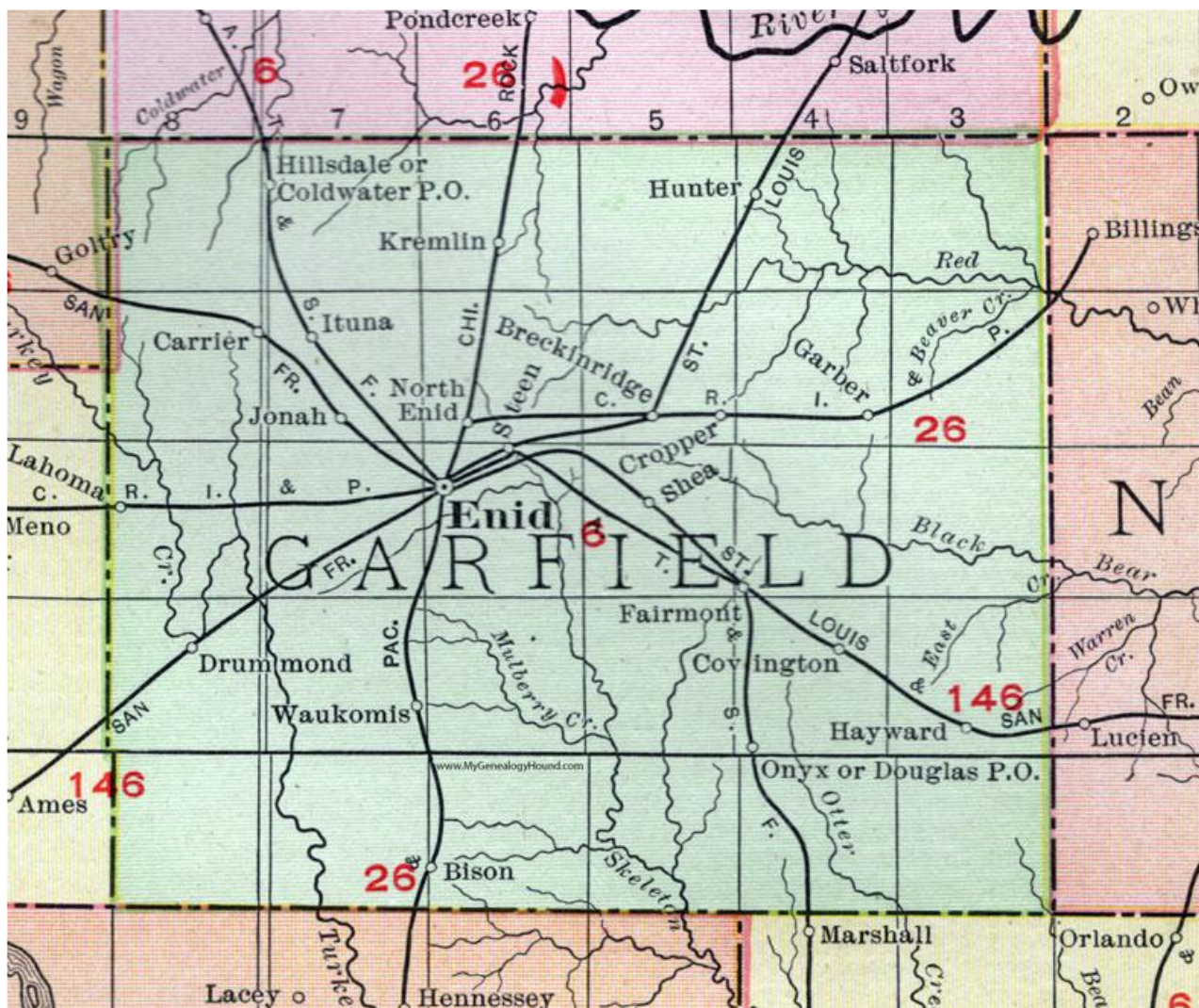
A **1911 Rand-McNally atlas map** (below) shows a number of **railroad lines in Garfield County**, but only the CRI&P Railroad (then BNSF, now Union Pacific) has ever passed through Kremlin. Also note the extinct towns of Coldwater, Ituna, Jonah, Onyx, Shea, Steen and Cropper.

Railroads were critical to the early development of agrarian NW OK following the 1893 Cherokee Outlet Land Run. They allowed some, but not all, rural communities to survive and even thrive in some cases.

AT&SF = Atchison, Topeka & Santa Fe (Santa Fe)

St Louis-San Francisco (Frisco)

CRI&P = Chicago, Rock Island & Pacific (Rock Island)



Note the [St Louis-San Francisco Railroad \(Frisco RR\)](#) line running from Enid through Breckenridge, Hunter and Salt Fork in the map above.

A passenger train powered by a steam locomotive is shown loading passengers at the [Hunter OK Frisco depot](#) (date unknown) at R below.

Note baggage wagons on platform and grain elevators on both sides in back. [Frisco steam locomotive # 48](#) (4-4-0 Eight-Wheeler) was built by Rogers Locomotive Works in 1880.

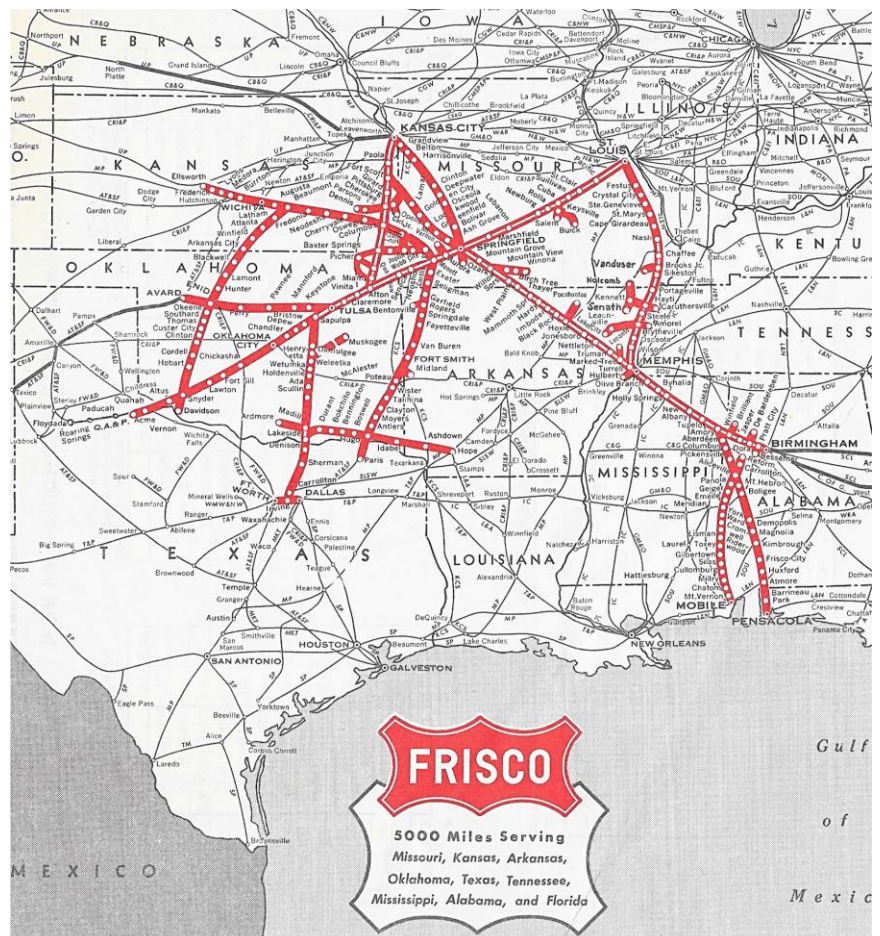
Posted by Greg Stroikey in [Town of Hunter OK Facebook Group](#) on 26 January 2025.

[OHS Frisco site](#) is useful too.



An [early Frisco route map](#) is shown at R. Although Frisco lines did not pass through Kremlin, note that [Enid](#), [Hunter](#) and [Lamont](#) were on a major line.

Photos of the [Enid Frisco Depot](#) are on pages 45-47.



Also note the [Santa Fe \(AT&SF\) Railroad](#) line from Enid NW through [Ituna](#) and [Hillsdale/Coldwater](#) and on into Grant County in map on p 21 - it then passed through [Nash](#) (originally Nashville!) and on to Kiowa KS. The [Denver, Enid and Gulf Railroad](#) (later part of the Santa Fe Railway system) built this line from [Blanton Junction](#) northwest of Enid through Keowee Township in 1904-05. The railroad surveyed its route to bypass the tiny communities of [Coldwater](#), where from 1894 stores and a post office had served the surrounding agricultural area, and an original [Hillsdale](#), which had existed from 1900 and also had a postal designation.

The [Coldwater \(Frisco\) Townsite Company](#) promoted and in January 1905 platted a new town 3.5 miles southeast of Coldwater and 2 miles southwest of Hillsdale. The first train arrived in February 1905. The company ran an excursion train from Alabama and Georgia, and nearly two thousand town lots were sold on March 23, 1905. Most of "old" Coldwater's businesses, including the post office, moved to "new" Coldwater on the railroad, and Hillsdale inhabitants also relocated. After some juggling of the postal designation, the name "Hillsdale" became permanent after the town incorporated on June 6, 1910. By 1910, 226 people lived in Coldwater/Hillsdale. The developing town soon included educational, religious, and commercial establishments. Two newspapers, the [Coldwater Star](#) and the [Times](#) reported until circa 1909. The first school classes convened in a sod house near town in 1900-1901. From [OHS Encyclopedia of OK History & Culture](#) entry on Hillsdale. More information on the original [one-room schoolhouses](#) in Coldwater and Hillsdale and the surrounding area is on our [ToewsBrothersKremlin.info](#) local history website.

Below: Photo of [Hillsdale OK Santa Fe depot](#) in early times. Note steam train arriving, people and freight/baggage wagon awaiting the train, cattle pens N of depot, and Hillsdale homes in back. Hillsdale Community Center; courtesy of the Hillsdale Hoffsomers. Date unknown.



Below: Photo of abandoned and decaying [Hillsdale OK Santa Fe depot](#) in early 1970s. It no longer stands. Courtesy of the Hillsdale Hoffsommers.



Below: Santa Fe freight train passing through [Hillsdale OK](#) in [February 1982](#).



The CRI&P Railroad also passed through the town of **Pond Creek**, just 8 miles N of Kremlin. Some vintage photos of the Pond Creek Rock Island depot are below: top - 1905-08; middle - 1909; bottom - 1954. Photos below and lots of historical information about this town on the [Pond Creek OK History](#) Facebook website maintained by [Candy Wilson Kent](#). Pond Creek was one of two early towns involved in the [Enid-Pond Creek Railroad Wars](#), also on our local history website [ToewsBrothersKremlin.info](#).

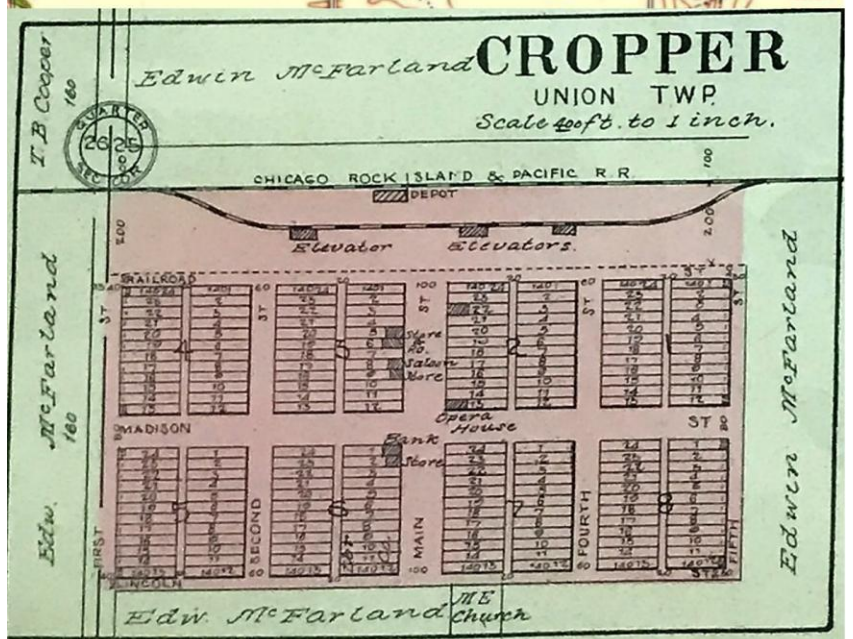


The [Frisco depot in Breckenridge OT/OK](#) is shown at top below. A [1956 map of Breckenridge](#) (middle) shows the St Louis-San Francisco (Frisco) Railroad passing diagonally through the NW corner of this small town located approximately halfway between N Enid and Garber. Note the [CRI&P Railroad](#) running E/W one-half mile N - it passed on the N edge of [Cropper](#).



Bottom photo shows the [1906 plat map](#) of the early town of [Cropper](#), which pre-dated Breckenridge by several years and was a thriving community. Located 2 miles E and $\frac{1}{2}$ N of Breckenridge, 6 miles W of Garber, it had an Opera House, saloon, post office, three stores, and a bank, with three grain elevators and a depot by CRI&P Railroad.

I remember a concrete grain elevator still present at Cropper during my childhood days, but think nothing remains today.



Vintage photos of [CRI&P depot in Waukomis](#), [Frisco depot in Lamont](#), and [Santa Fe depot in Medford](#) (1970) are below. Lamont was initially strategically located between Santa Fe and Frisco rail lines, hoping that one or the other would lay tracks to the town, but eventually the town itself moved to meet the Santa Fe tracks. Medford is the county seat of Grant County and their [1893 Land Run Historical Center](#) is well worth a visit.



SANTA FE DEPOT MEDFORD, OKLA. 1970

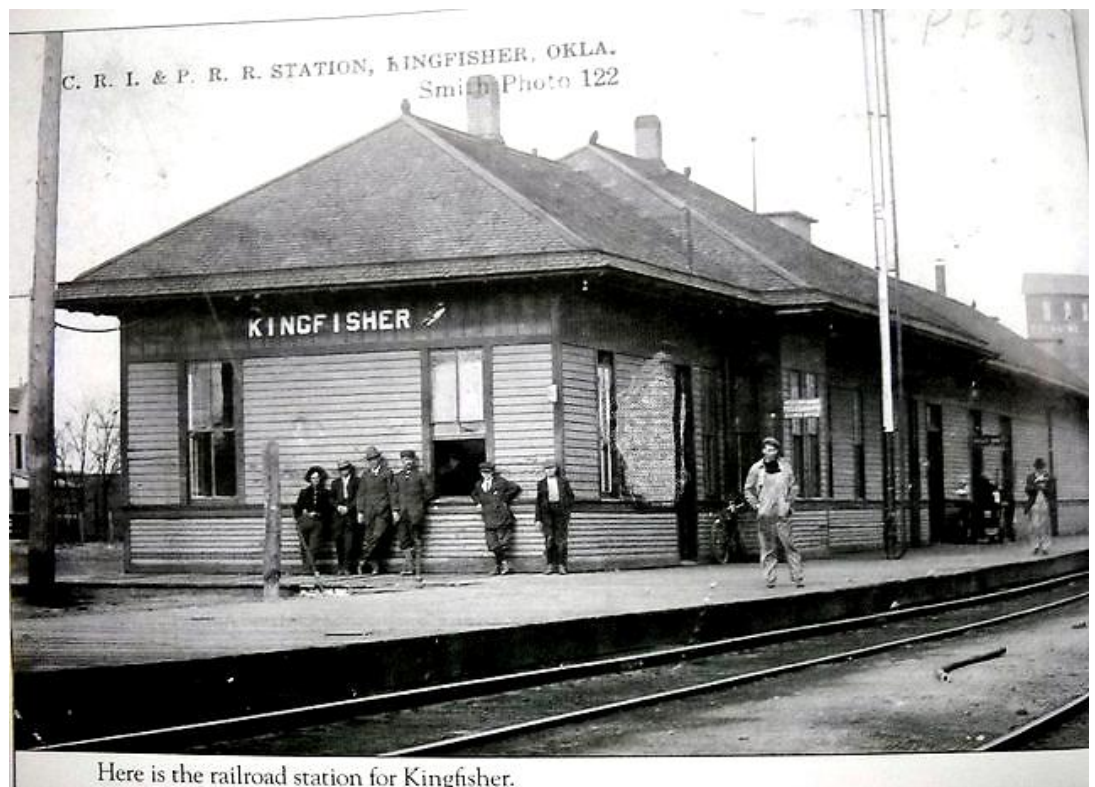
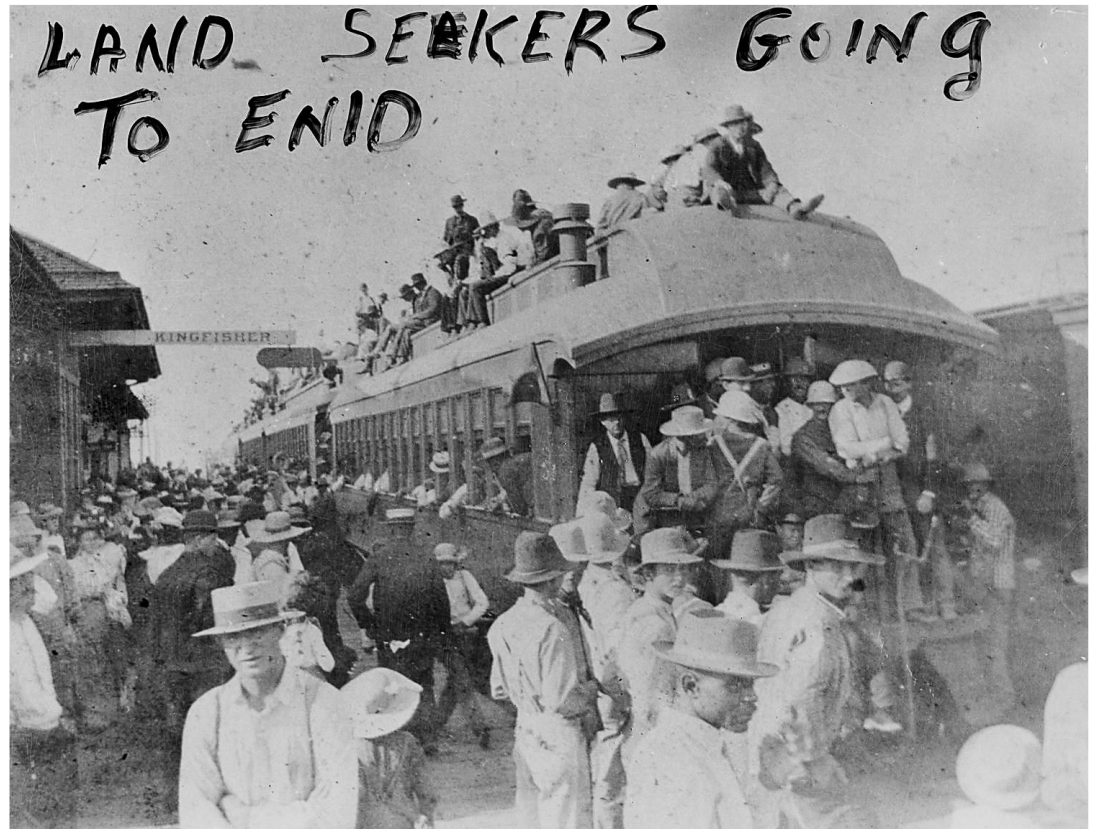


I thought this 1902 photo inside the **CRI&P Railroad depot** in **Garber OT** worth including because it shows what the interior of railway stations looked like in the early days of OK Territory. Orme C Brooks is seated wearing a cap at the ticket desk at L - it was his first posting as stationmaster. His wife Nellie Lea Skinner Brooks is at R, with a Rock Island calendar on the wall behind her. They lived in the depot. The person at center at the telegraph desk is likely a "cub" apprentice telegrapher. It was a usual practice for young men, many still in their teens, wanting to learn telegraphy to apprentice themselves to the local agent, who in return for them doing scut work around the station such as shoveling snow, coal and ashes, sweeping floors, &c, would teach them telegraphy. Difficult to see, but in the window, there is a man with a black coat and hat, supposedly the Garber town doctor. Note the typewriter on a stand at center and a kerosine lamp on the wall. 2023 Facebook post by Jim Young, great-grandson of OC and Nellie Brooks.



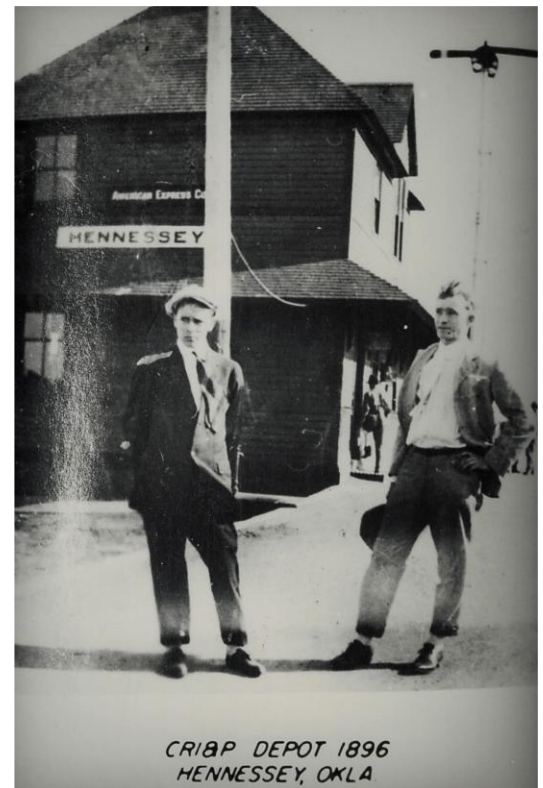
I realize [Kingfisher](#) and [Hennessey](#), both in [Kingfisher County](#) just S of Garfield County, are a bit far afield, but I wanted to include them as well for hopefully sound reasons. **Top photo** below shows [CRI&P passenger train](#) preparing to head N from [Kingfisher](#) into the [Cherokee Outlet](#) on the day of the land run, 16 September 1893. This train stopped in Enid where most passengers debarked, but then continued N to [Kremlin](#), where it met the S-bound train from Caldwell KS (see [p 13-14](#) for photos).

Lower photo shows [Kingfisher CRI&P depot](#) in 1910. Note grain elevators at back R.



Here is the railroad station for Kingfisher.

Photo at R shows two dandified young men posing in front of the [Hennessey CRI&P depot](#) in 1896. Looking N. Note American Express Co. sign on depot. Hennessey OT was just S of the southern border of the Cherokee Outlet.



Lower photo shows [CRI&P boxcars filled with flour milled from wheat grown in OK Territory](#) in 1899. Signs on boxcars advertise various towns along the railroad where wheat was grown. Note depot behind train and water tank and windmill on R for steam locomotives. Towns advertised include [Hennessey](#), [Kingfisher](#), [Okarche](#), and [Enid](#) (last 2 signs illegible). The note accompanying the photo says that the train was [destined for New York City](#) and that it made [200 stops enroute](#) - quite an early-day advertising campaign for OK wheat! Looking NNW. See also photo of this [train in Enid](#) on p 34.



The Denver, Enid and Gulf Railroad (DE&G) was built as a short line railroad operating in OK and KS - it was incorporated in Oklahoma on 31 March 1902 by the five Frantz Brothers, and sold to the Santa Fe Railroad on 20 June 1907. Photo below shows a group of gentlemen posing in front of a DE&G railway car. Date unknown but caption reads "Vreeland Photo, Enid OT". Railroad name visible on railcar in back. OHS Photo Collection.



Unissued stock certificate for Denver, Enid & Gulf Railroad Enid OT.

Kremlin New Era newspaper ad
30 March 1906

Denver, Enid & Gulf Railroad.

ALFALFA ROUTE.

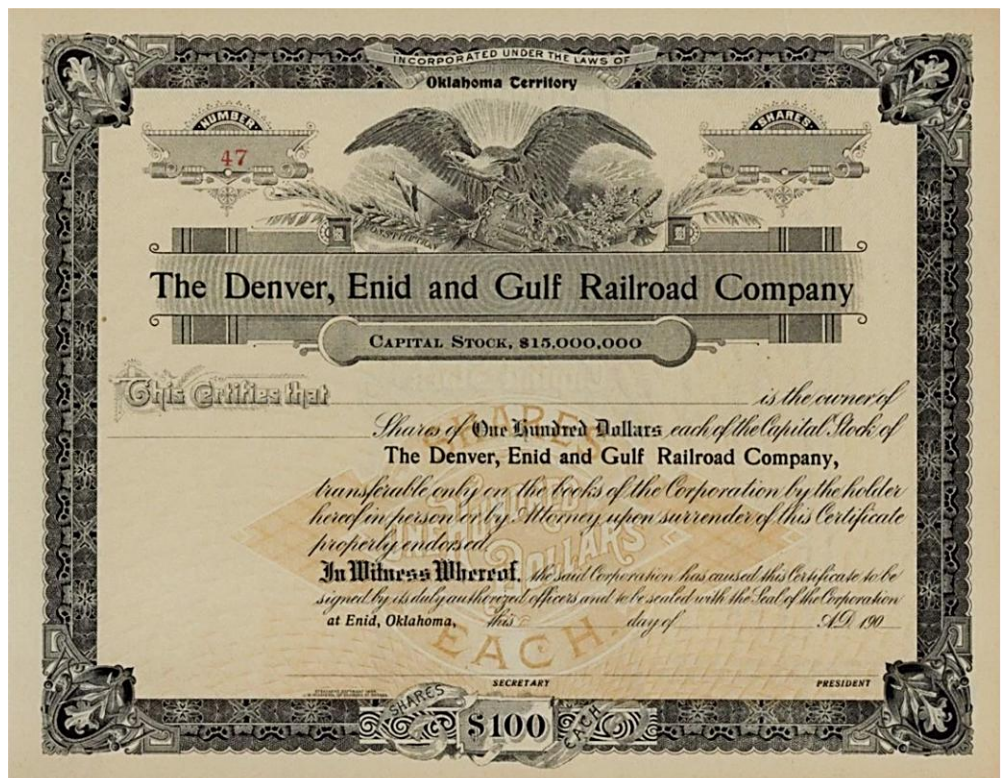
A modern railroad traversing the most picturesque part of Oklahoma, carrying only first class equipment over the best and smoothest track through a territory rich in live stock fruit and agricultural products.

The Alfalfa Route Cafe and Dining Hall at Enid is elegantly finished and equipped First class rooms in connection.

Westbound,	TIME TABLE.	Eastbound
3 Daily	1 Daily	STATIONS '2 Daily
iv 5:30 p. m	lv 9:10 a.m.	Guthrie ar 8:30 a.m.
ar 11:25 "		ar. 4:25 p.m
ar. 7:40 p.m	lv.12:00 m.	Enid lv. 2:20 "
	ar. 12:55 p.m.	Nashville ar. 2:12 "
		lv. 1:12 "

All trains arrive and depart at Denver Enid & Gulf depot at foot of Independence avenue, and at Union Depot Guthrie

J. J. CUNNINGHAM, G. P. A.



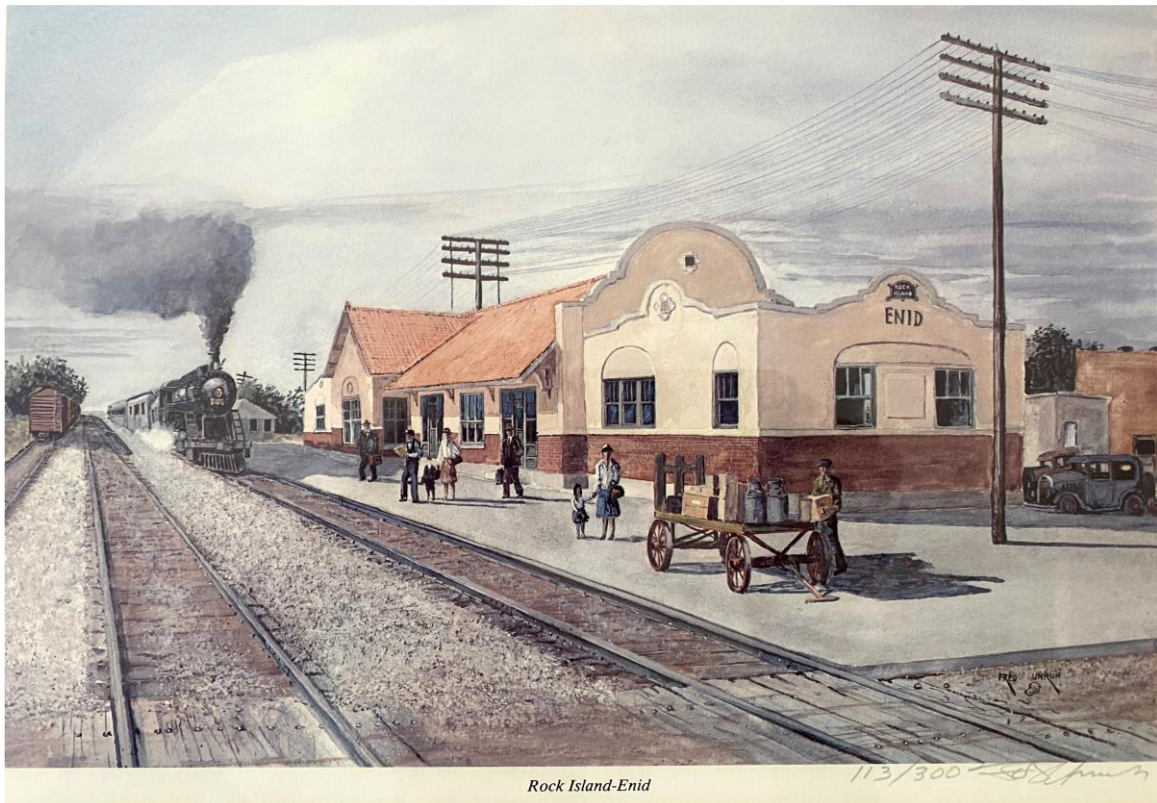
Perhaps the first depot for the [Denver, Enid and Gulf Railroad](#) in Enid OK ([OHS Robert Kerschner Collection](#)). Note horse and buggy and café (perhaps [Alfalfa Route Café & Dining Hall](#)) at L as well as citizens, including young children, waiting under the depot awning. Perhaps this is the site of the later Santa Fe depot.



Below: [Denver, Enid & Gulf Railroad flatcars](#) in front of a warehouse, Enid OK.
([OHS Robert Kerschner Collection](#))



A painting of the [Enid Rock Island depot](#) by noted Enid artist [Fred Unruh](#) is shown below.
From the author's personal collection



Vintage photos of depots of the main three railroads that served Enid OK are shown below and on the following pages. [Below](#) (Top; L/R): ca 1910 postcard of early [Rock Island](#) depot; Rock Island depot, Enid Mill & Elevator and Enid Ice Plant; (Bottom; L/R) postcard of depot in my childhood; later view of abandoned depot. This depot still stands today.



CRI&P Depot, Enid OK, ca 1900.

Looking N - Rock Island Rooming House was 1 block S (see photo p 34)



CRI&P Depot, Enid OK, 1900.

Note station agent, baggage wagons and milk cans at far L.

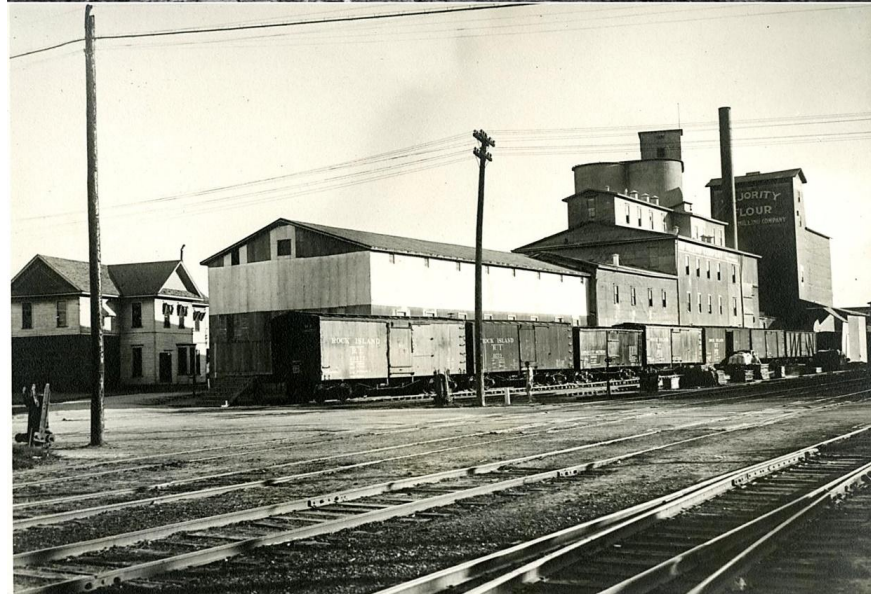
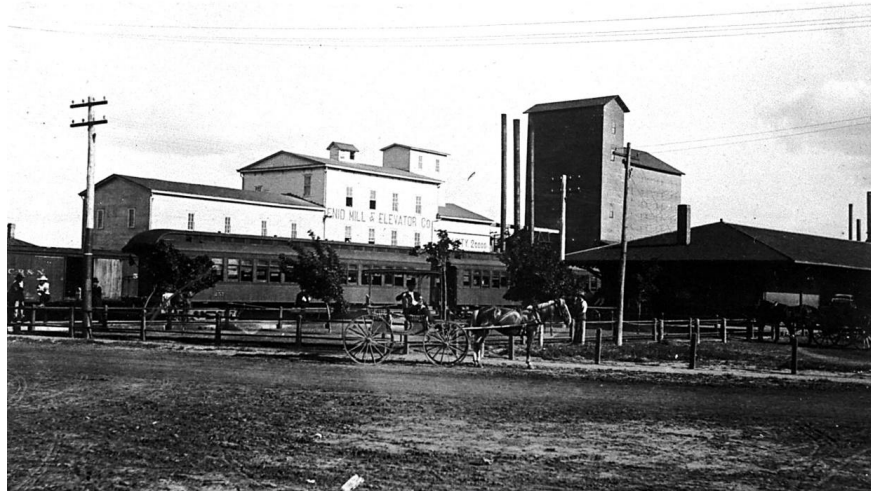
OHS Photo Collection



Enid OK CRI&P Depot, 1899 Note grain elevators, passenger train by depot, and boxcars advertising wheat production in various OK towns, including N Enid & El Reno. Looking SW. Also see photo p 30.



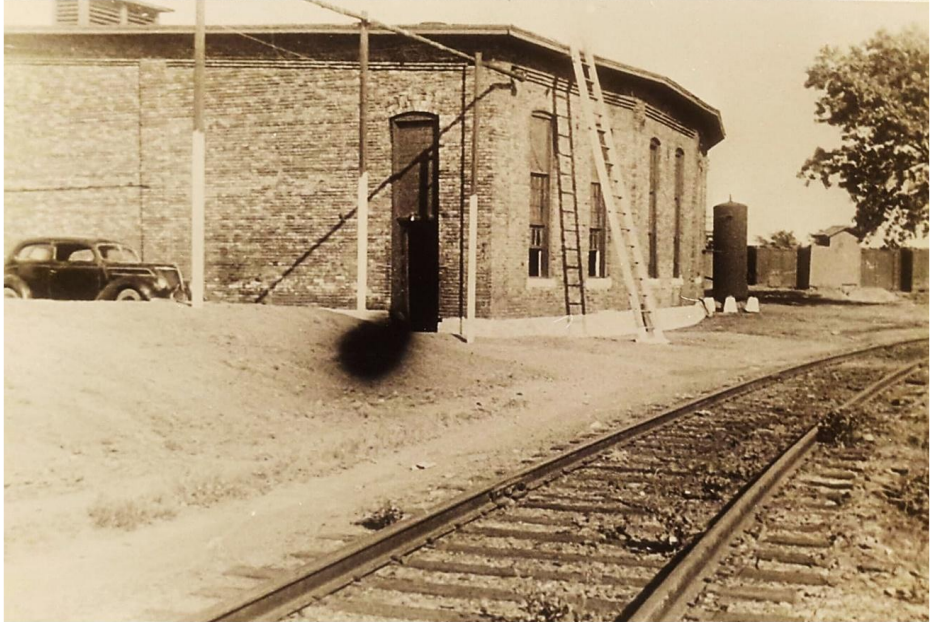
[Enid Mill & Elevator Company](#) was across the tracks just [SE of the Rock Island depot](#). Note passenger train and horse and buggy by the depot in middle photo. See also p 33 for combined view of depot and mill/elevator. All OHS Photo Collection, dates unknown



Top: [Enid OK Rock Island freight depot](#), located S of the passenger depot. Note large water tank for steam locomotives in back. Looking NNE



[Rock Island Railroad Roundhouse in Enid OK](#), located S and E of the passenger depot.



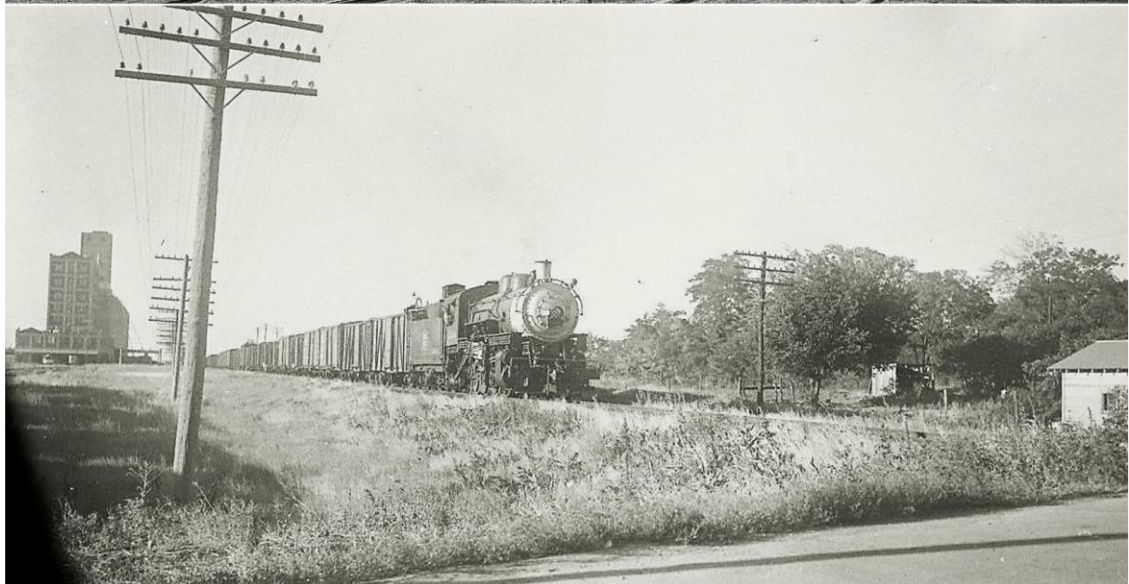
["South end of the Rock Island Yard, Enid OK."](#)

All from "Friends of Rock Island Railroad" Facebook group.



Rock Island Railroad freight trains powered by steam locomotives in Enid OK are below:

Top: note switching tracks at L and passenger depot and water tank at R. Middle: Freight train in front of [Palace Mills](#). Bottom: Steam locomotive with freight train traveling S past [Pillsbury Mills](#) and elevators. All from "Friends of the Rock Island Railroad" Facebook group.



[Rock Island Tracks Looking North 1899](#), at Enid OK (OHS Photo Collection). Note: I am not sure this is Enid OK, but that is what documentation indicates! Maybe N Enid or elsewhere.



Rock Island Tracks Looking North 1899
Picture from "Ryer" Wren's Old Glass Negatives showing Depot and Grain Elevators.

Below: [Rock Island Rooming House](#) at 724 S Grand Avenue, Enid OK in 1910
(OHS Photo Collection)

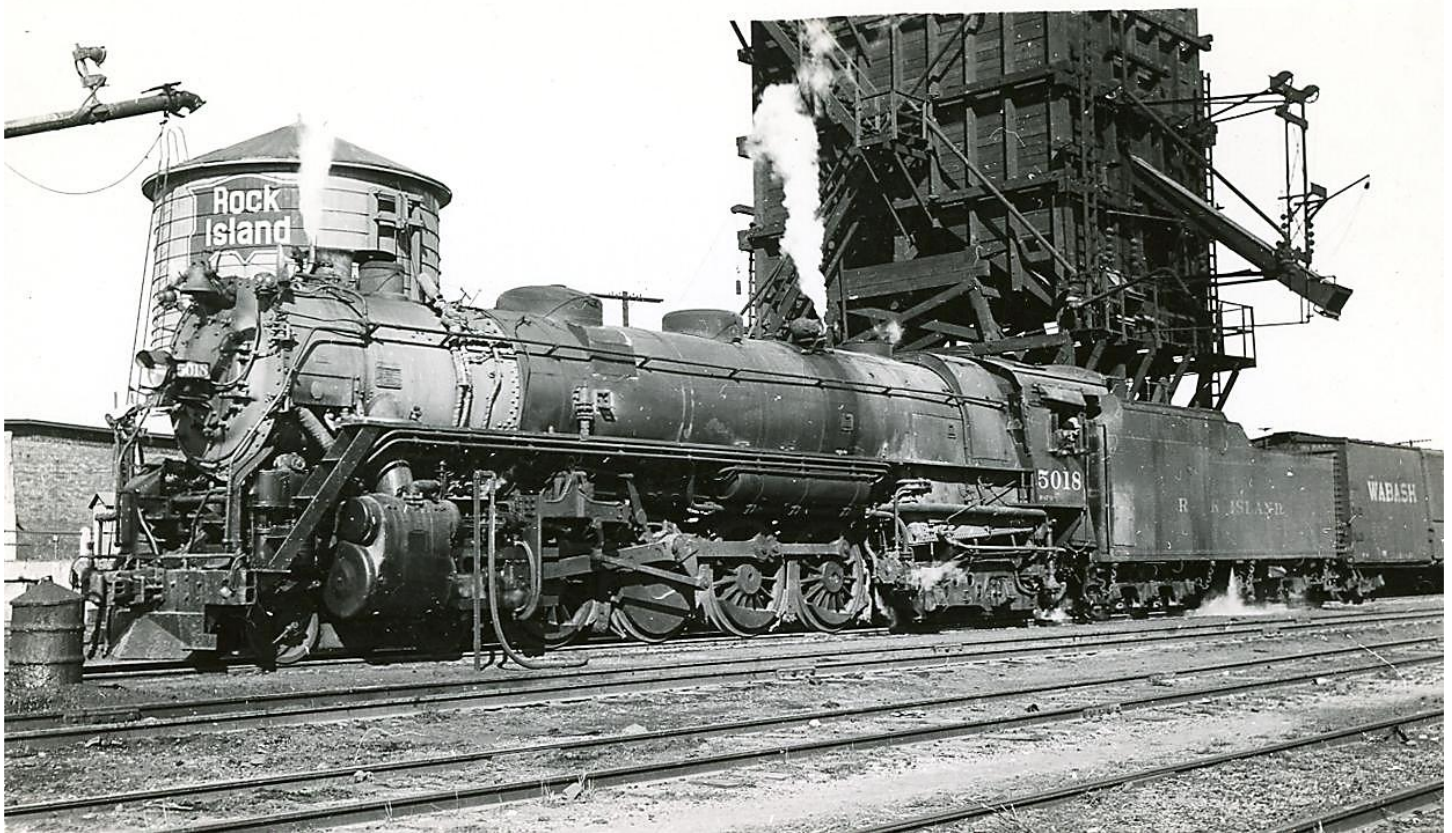


ENID CITY DIRECTORY, 1910.

267

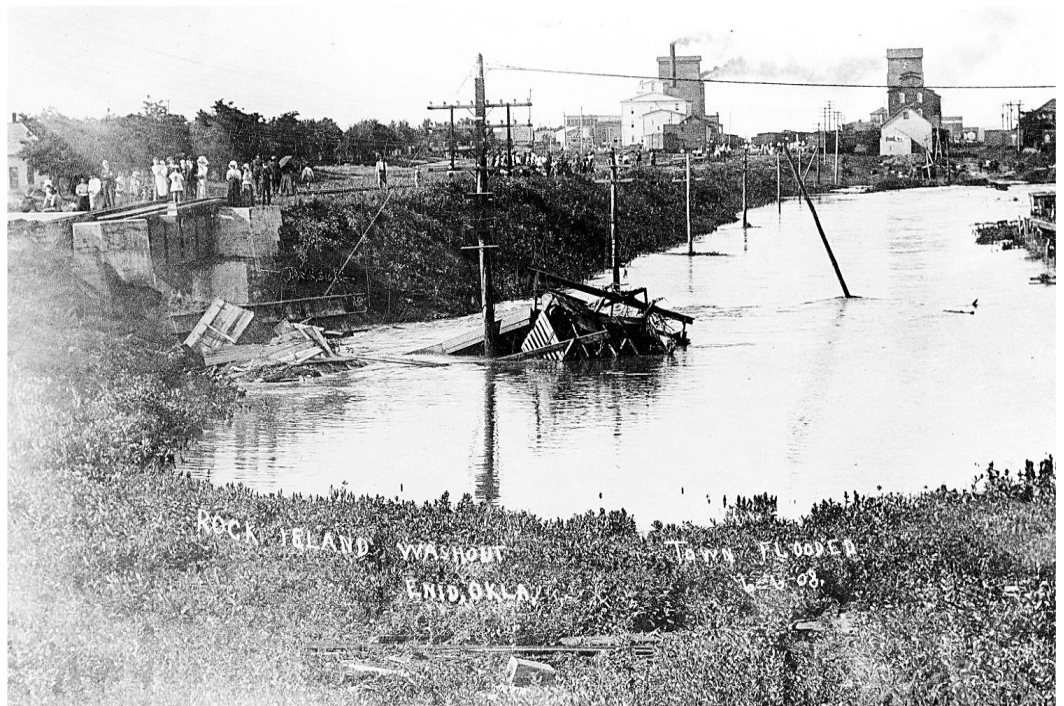
ROCK ISLAND ROOMING HOUSE, C M Connelly Prop., 724
S Grand av, Tel 816.

Rock Island steam locomotive 5018 at water tank and coal bin in Enid OK in 1938. OHS Photo Collection has literally hundreds of photos of steam locomotives!

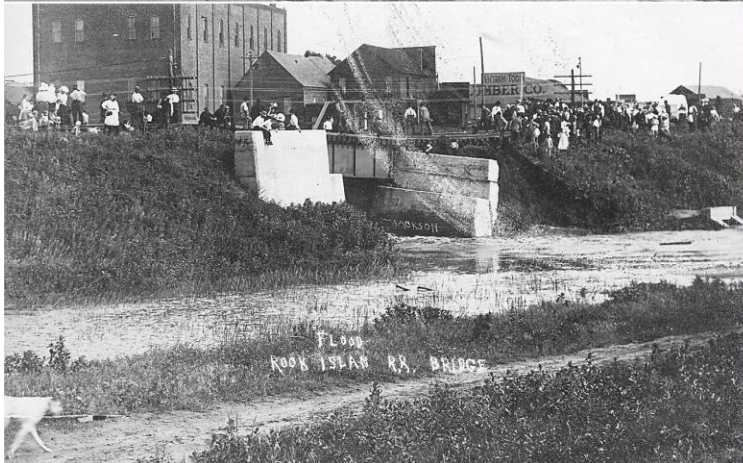


Enid OK has a history of flooding from its early days! Caption reads "[Rock Island Washout, Town Flooded, Enid OK, 6-6-08.](#)" Looking S towards CRI&P depot, Enid Mill & Elevators on L, other elevators on R behind (W) of depot. Perhaps the people on the bridge at L is the site of the [E Maine Street trestle](#) and underpass of today (see p 67).

Additional photos of this [June 1908 flood and the Rock Island Railroad](#) are on the next page.



All 4 photos below from Friends of the Rock Island Railroad group on Facebook. I am quite certain this is the site of the current Maine Street underpass.



Below: More railroad damage from the 6 June 1908 flood S of Enid OK



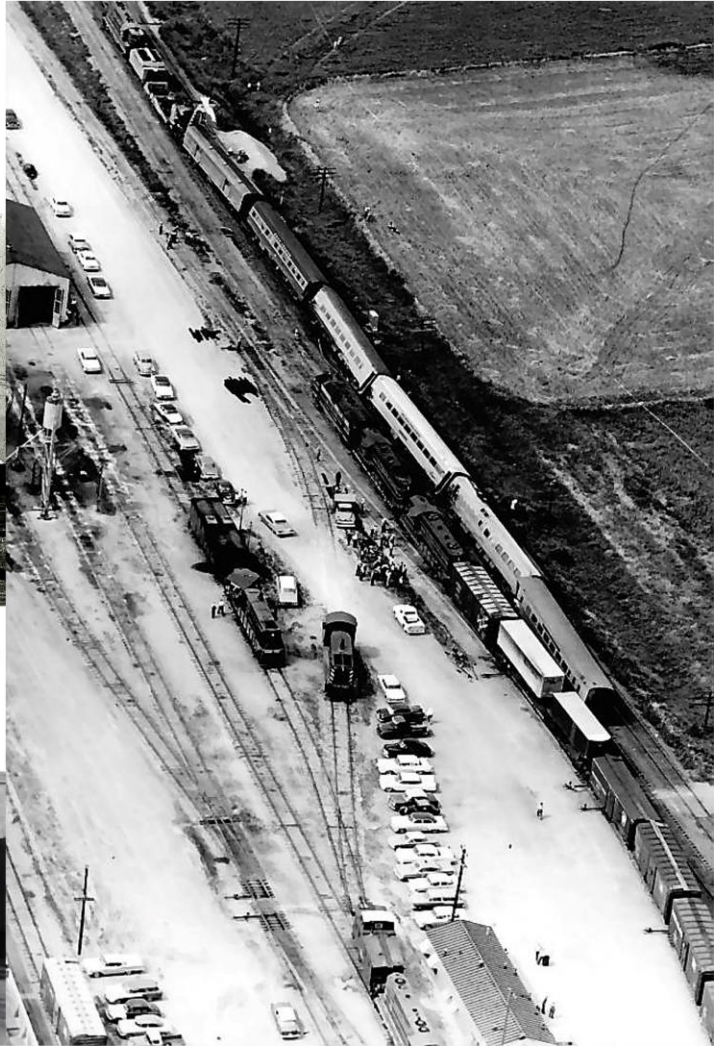
FLOOD JUNE 6-1908- SOUTH OF ENID

Rock Island diesel-electric locomotives pulling passenger trains through Enid OK are shown below: L top: nearing the depot; L bottom: heading S, parked by depot. R photo: "The Rock Island Twin-Star Rocket passenger train was derailed in the yard injuring four of the 96 passengers, one seriously. June 23rd, 1960." We have a copy of the official ICC Incident Investigation Report of this accident if anyone is interested. The switch engine pulling a few freight cars side-swiped the southbound Rocket passenger train.

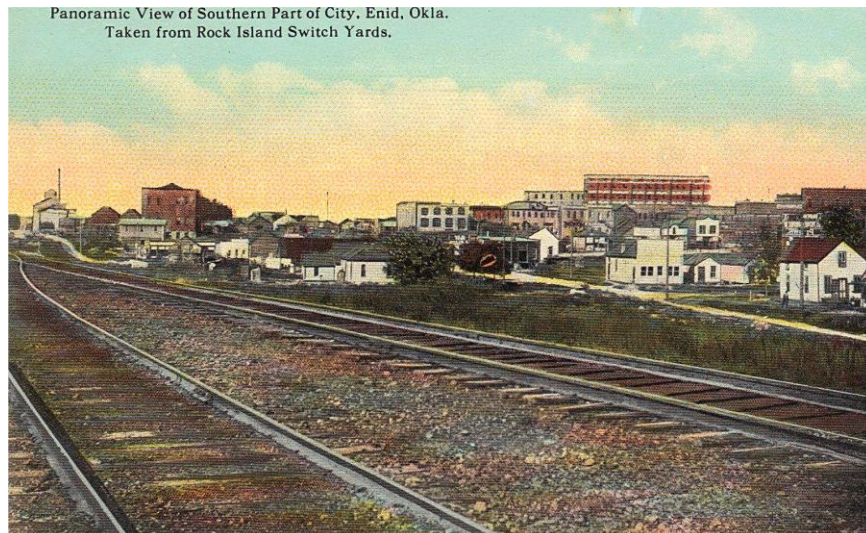


Chicago Rock Island & Pacific 628 at Enid, OK, 27 May 1960

Don Ross Collection



Panoramic View of Southern Part of City. Enid, Okla.
Taken from Rock Island Switch Yards.



Santa Fe Railroad in Enid OK

The [Atchison, Topeka & Santa Fe \(Santa Fe\) Railroad](#) began modestly in Kansas in 1859 as the Atchison and Topeka, but was reorganized under the grander title in 1870.

Vintage post card of [Santa Fe passenger depot](#), Enid OK. Note WB Johnstons grain elevator in back and passenger train at R ([Greg Burns](#), 2003)

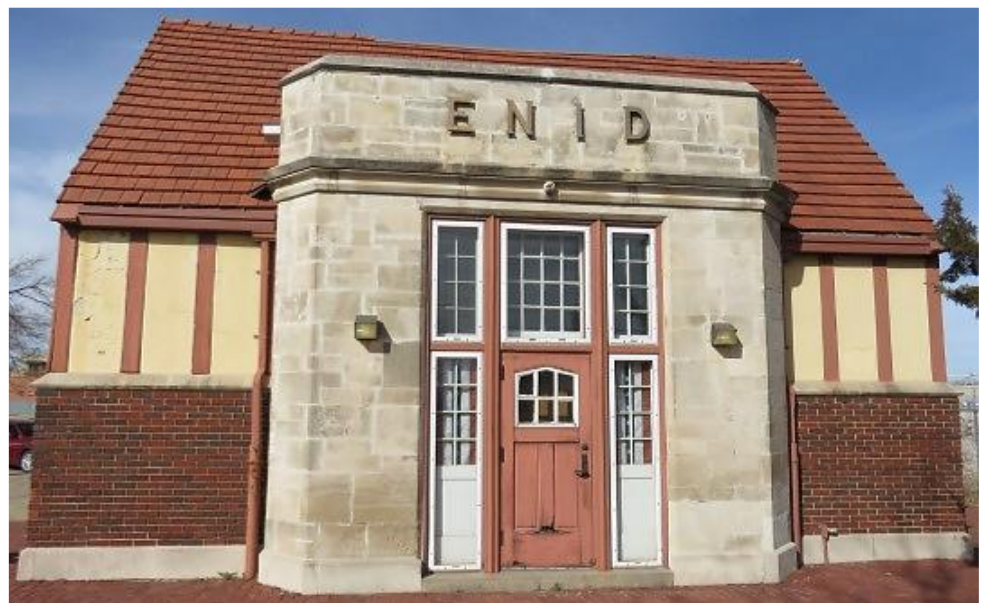


The [Santa Fe depot](#) was built ca 1924. It is currently used by the Enid chapter of the Disabled American Veterans.

[Santa Fe passenger depot](#), Enid OK, as it looks today.



E façade of Santa Fe passenger depot, Enid OK.



Santa Fe passenger depot at 700 N Independence, Enid OK. **Top:** postcard showing WB Johnstons elevator in back, looking NW, **Middle:** postcard of depot and tracks, looking NE, **Bottom:** photo of depot from 1970-80s.



The **1924 Santa Fe freight depot** is located at 702 N Washington Street, Enid OK. It currently

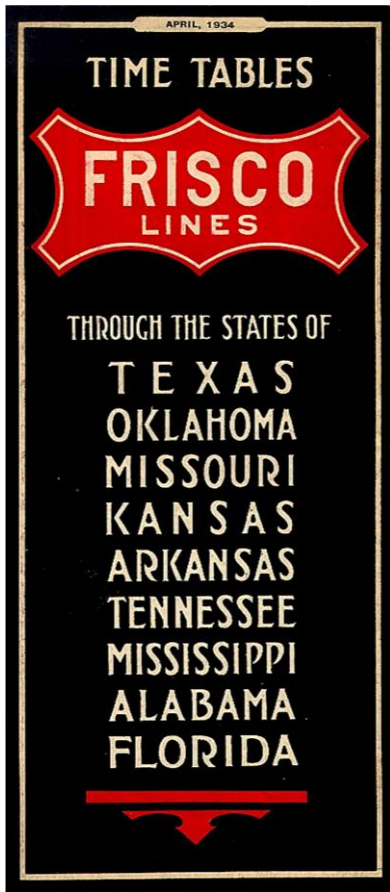


houses the [Railroad Museum of Oklahoma](#), well worth a visit. The museum features full-size trains in the adjoining 3-acre railyard, model trains of all scales including the Campbell Brothers Circus O-scale layout, and a huge collection of railroad memorabilia, including elegant China dinner service sets from railway dining cars. The depot is listed on the National Register of Historic Places. Featured rolling stock includes a Frisco 4-8-2 "Mountain" steam locomotive (one of six remaining in the United States), "Wanda Lee" dining car, 9 cabooses, and multiple freight cars. The museum began in 1977 and is a non-profit operated by the Enid chapter of the National Railway Historical Society. Top photo OHS Photo Collection.



Three views of the Enid OK [St Louis-San Francisco \(Frisco\)](#) depot at 700 N Independence Street, Enid OK are shown below. I believe this building still stands.

The cover of an [April 1934 Frisco timetable](#) is shown below.



The [Frisco logo](#) is based on a racoon hide drying on the wall of the Frisco depot in Neosho MO in the late 1800s.

[Denver, Enid & Gulf Railroad](#) depot; DE&G acquired by Santa Fe in 1907. Same building as on next page; note water tower for locomotives at R. [This looks like Frisco depot to me!] [perhaps mislabeled in online file]

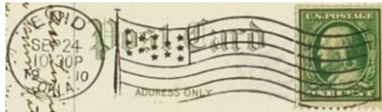


FRISCO DEPOT, 700 N. INDEPENDENCE, ENID, OKLA.

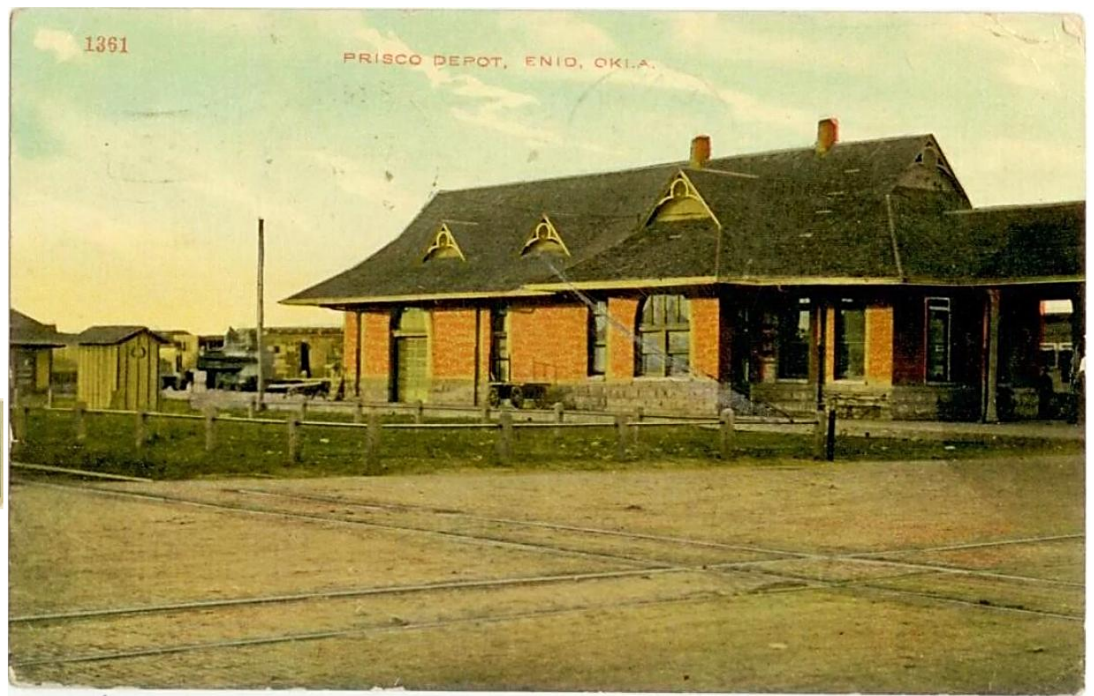


Vintage 1910 postcard of
Enid OK Frisco depot

Note trolley/streetcar
tracks in foreground.



10 September 1910



Enid Frisco depot in 1955 (Enid Buzz)



Enid Frisco depot undergoing restoration
OHS Photo Collection.
(date unknown, but note auto at far L;
probably 1950-60s)



A nice photo from 1920 showing both [Frisco \(L\)](#) and [Santa Fe \(R\)](#) depots in Enid OK. Note the baggage wagons and auto in front of Santa Fe depot. OHS Photo Collection.

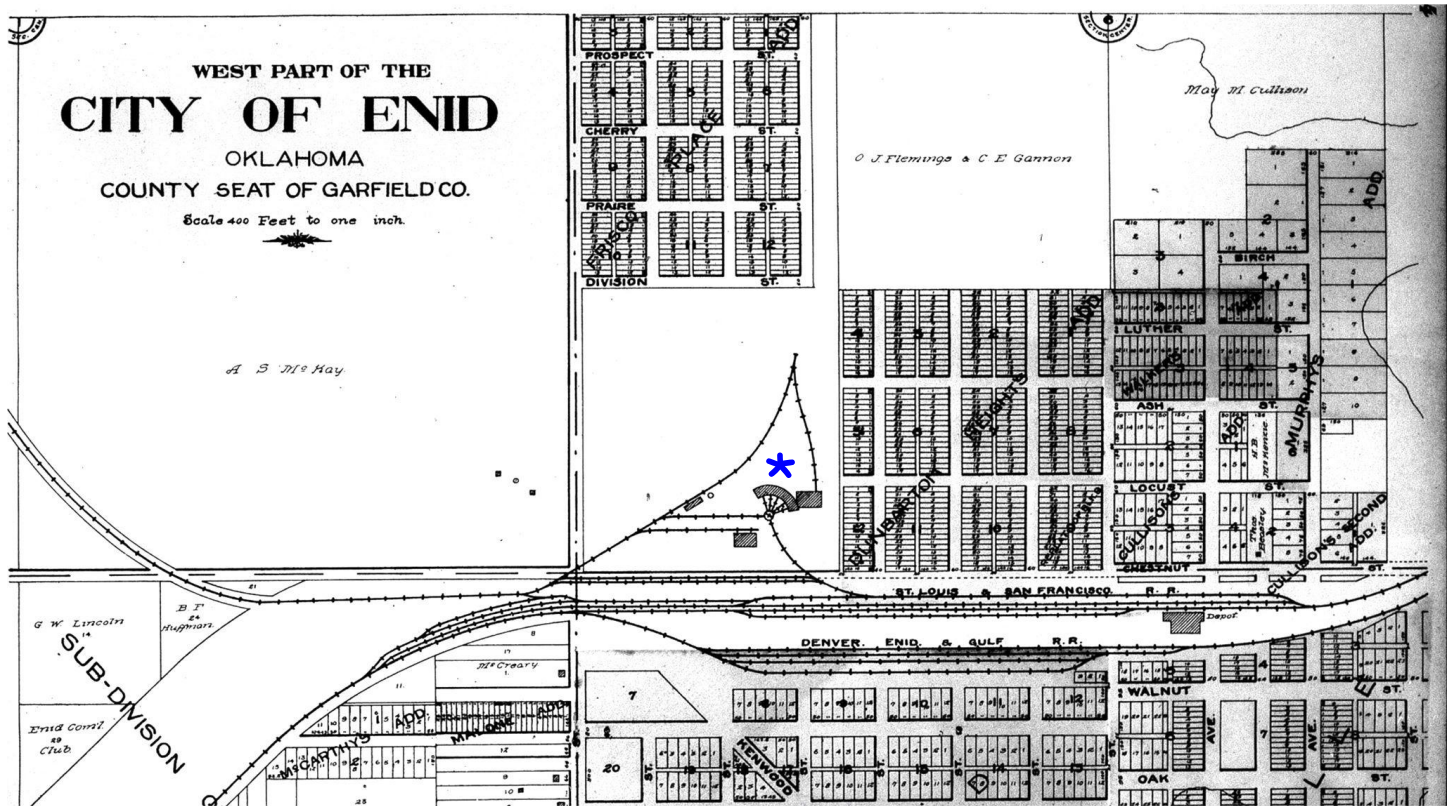


A bit about lesser known [Enid railroads of days of yore](#).

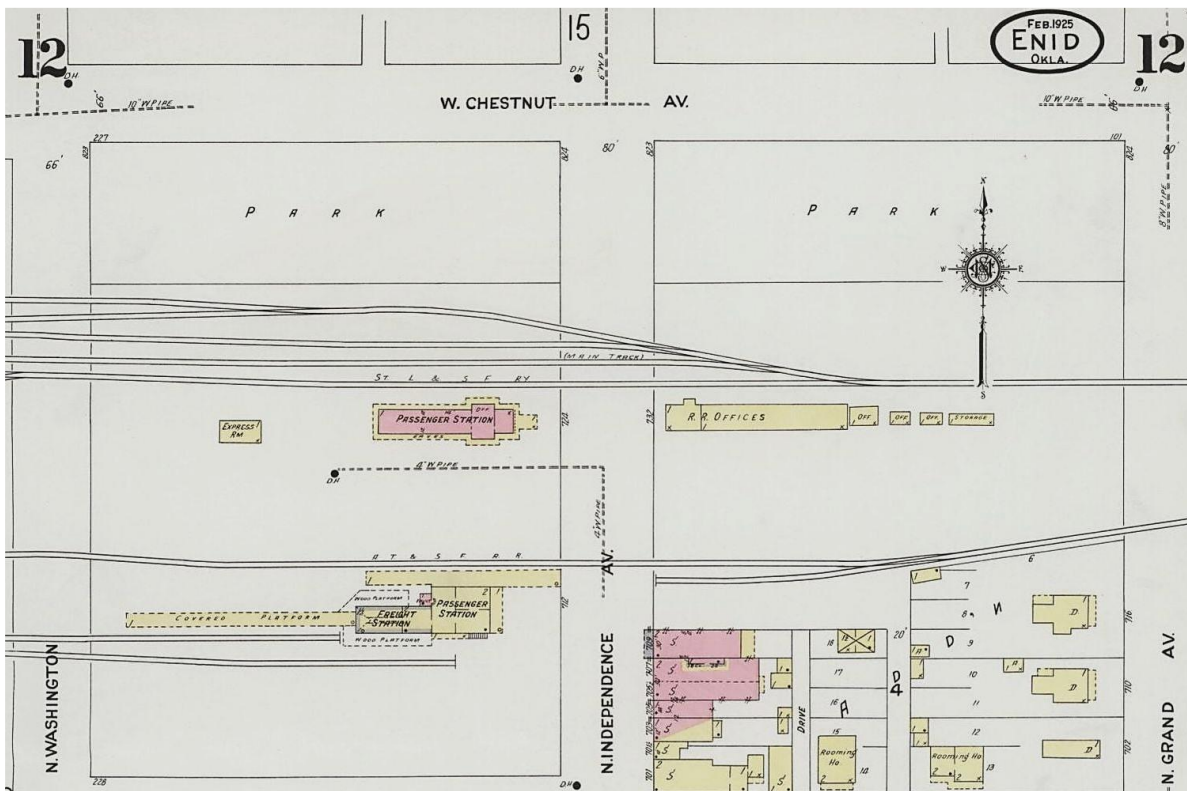
The [Enid and Anadarko Railway](#) was incorporated on 9 March 1901 under the laws of the OK Territory by MA Low, JC Marshall, IG Conkling, HD Crossley and SH Thompson. The Enid and Anadarko Act (32 Stat. 43) was approved by the US Congress on 28 February 1902, granting the right of way through Oklahoma and Indian Territories for this railway. In 1901, the company built 60 miles of track from Enid OT to Watonga OT and in 1902, extended it with an additional 45 miles to Anadarko OT. The CRI&P Railway purchased it on 21 October 1903.

The [Enid and Tonkawa Railway](#) was incorporated on 20 July 1899, under the laws of the OK Territory. The company constructed a 27 mile railroad line from [North Enid to Billings](#) in that year. Passing through what would become the town of [Breckinridge](#), the line would in the future intersect the tracks of the [Blackwell, Enid and Southwestern \(BE&S; "Bessie"\) Railroad](#), built though that same location in the 1900-1901 timeframe. The CRI&P Railroad purchased the company on 22 December 1899. A 167 mile track from Enid to Frederick OK, formerly a part of BE&SW Railroad, currently operates as [Greenbelt Corporation](#), a subsidiary of Farmrail System Inc (see maps on p 50).

A 1906 map of the "West Part of Enid OK" showing St Louis & San Francisco (Frisco) and Denver, Enid & Gulf Railroad switchyards is below. Frisco roundhouse at center (*).



1925 Sanborn Insurance map shows Frisco passenger station and offices and below them the Santa Fe passenger/freight station with a covered platform. W Chestnut, N Washington, N Independence and N Grand Avenues are as they remain today.



The **Frisco Railroad** maintained a large switching yard with a roundhouse for locomotives and numerous repair sheds in Enid OK for many years. This was on both sides of current Van Buren Avenue overpass.

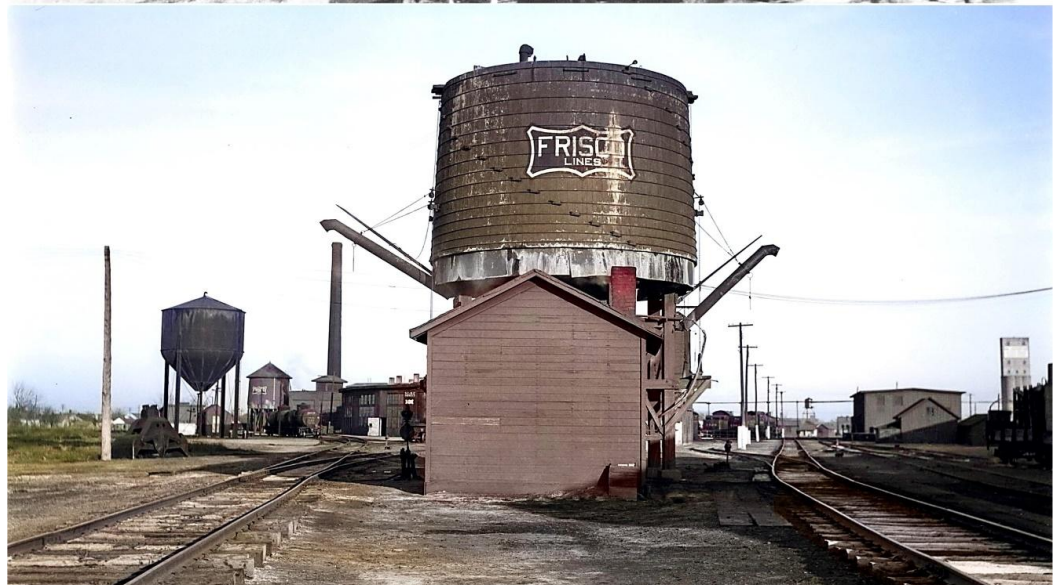
Looking SE towards downtown Enid; roundhouse at lower L



Again looking SE towards downtown Enid. Part of the turntable can be seen in front of the roundhouse.



Water tank with dual spouts in front of roundhouse and smokestack. **1940s**



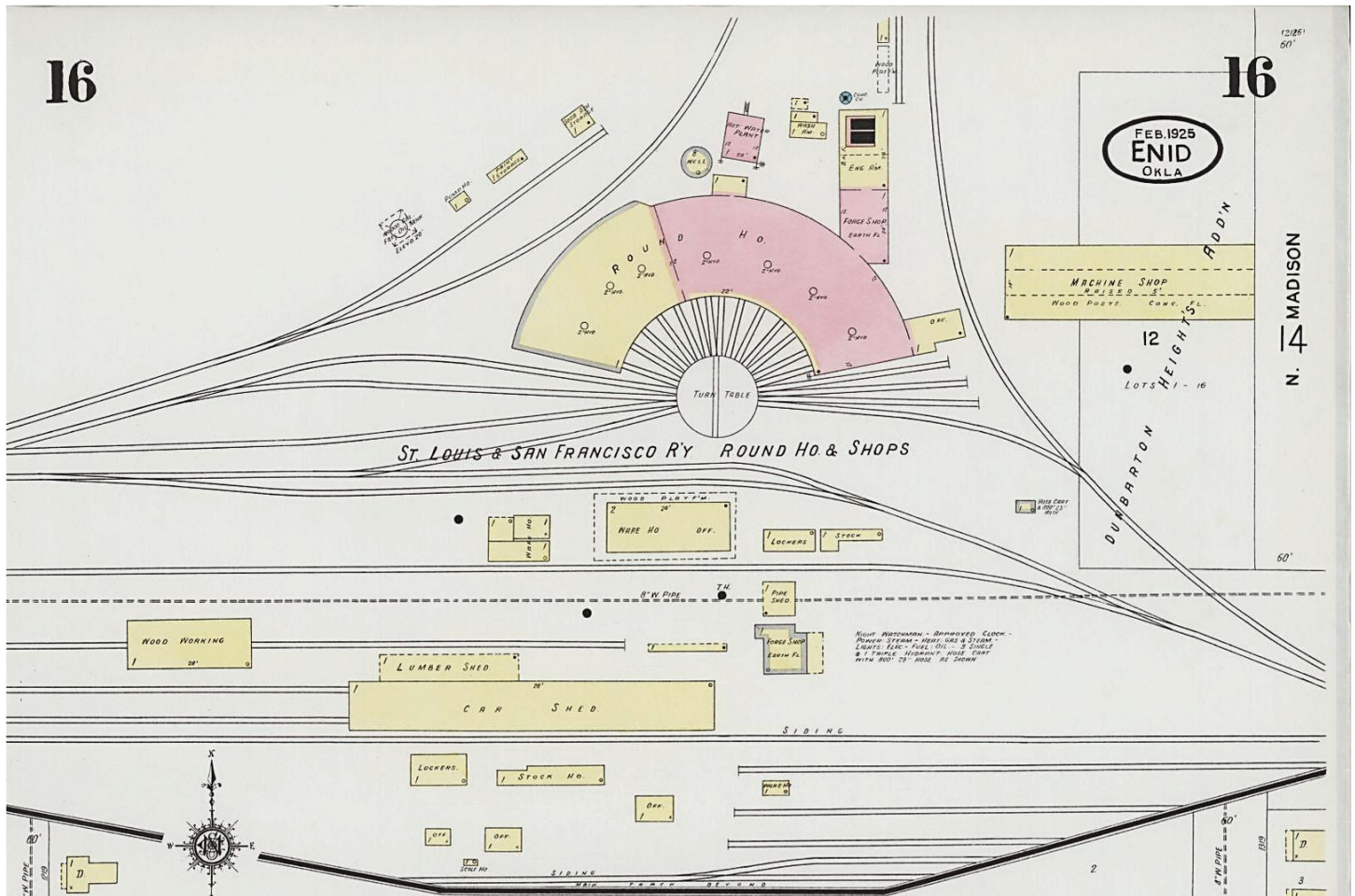
Another aerial view of [Enid Frisco railyard looking SE](#) towards downtown Enid (OHS Photo Collection). Note smokestack, roundhouse, watertower and repair sheds, as well as steam locomotive between roundhouse and watertower.



[Frisco steam locomotive 1337 in front of repair shed in Enid OK \(1938\)](#). Note edge of turntable in front of roundhouse at extreme lower R and 2 sets of tracks leading to it.



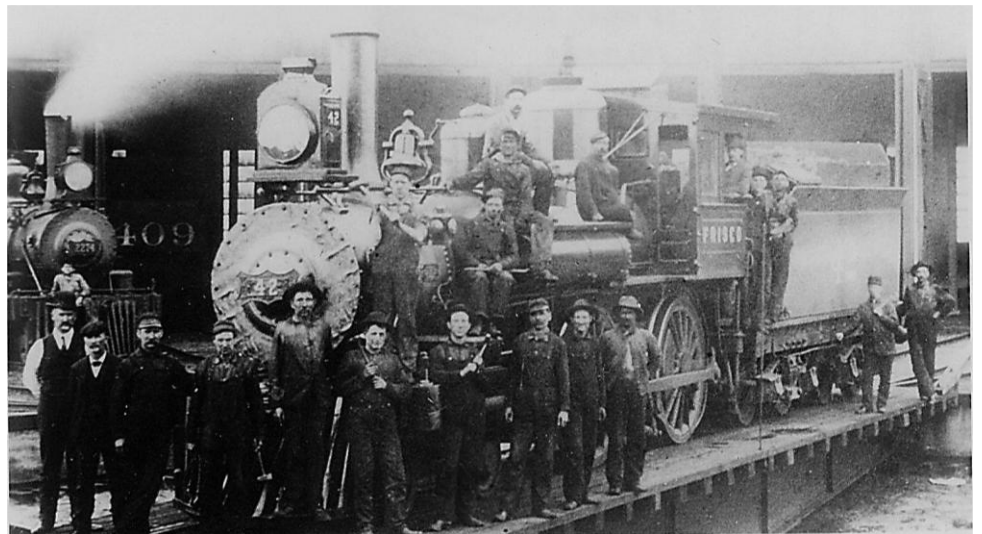
February 1925 map of the Frisco roundhouse and railroad shops in Enid OK is below. Note the 14 sets of rails leading into the roundhouse, and various repair shops and sheds. From Facebook "Frisco Rails Across OK" posting.



Aerial contemporary view of what remains of **former Frisco railyard**. The Van Buren overpass is visible vertically at center left. Roundhouse was just S (below) grain elevators E of Van Buren.



Frisco locomotive on round-house turntable at Enid rail yards (date unknown)



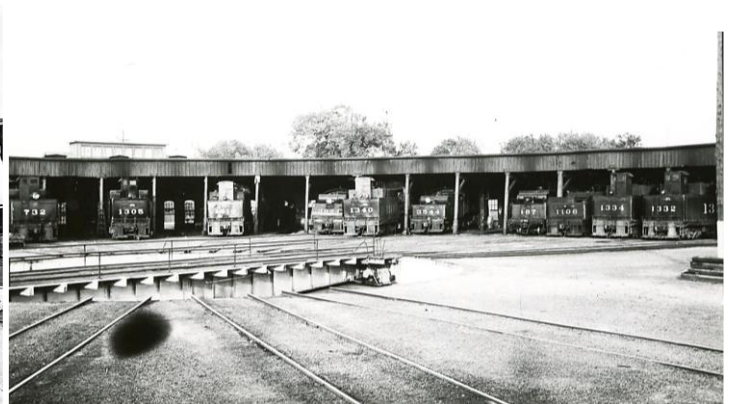
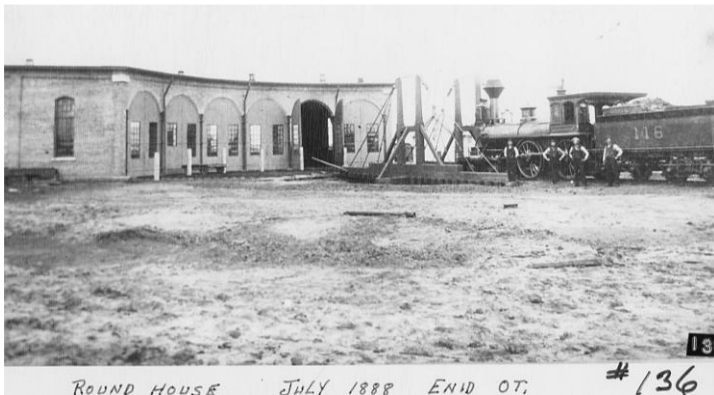
Enid OK Frisco railyards looking E (1953).
WB Johnstons grain elevator and Bond Bread water tower visible at back R.



Boxcar undergoing repairs on a [riptrack](#) (repair in place track) at the [Frisco railyards in Enid OK](#) in [1958](#). Riptracks are sidings in railyards where repairs can be done "in place" without transferring damaged cars to repair sheds. The boxcar shown is undergoing relatively major repairs.



Enid railroad roundhouses through the years are shown below: The early roundhouse had 6 bays in 1888 (upper L photo) - note turntable just L of locomotive, and workers posing in front of locomotive. Upper R photo shows Frisco roundhouse with steam locomotive at R, date unknown. Lower L photo shows a full roundhouse with locomotives parked beside in waiting. Note smokestack at extreme L (1930s). Lower R photo 12 June 1938 shows 10 steam locomotives in the roundhouse, with the rail turntable visible in foreground L. All from OHS Photo Collection.

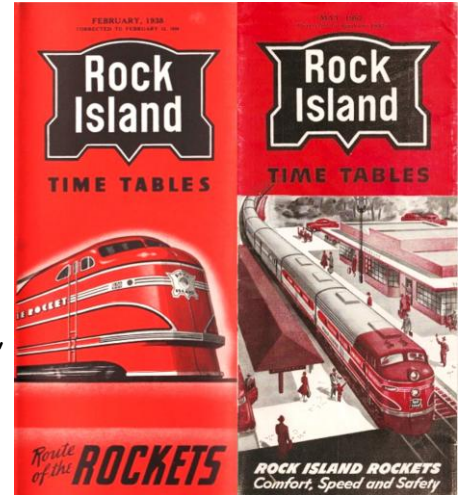


An interesting train configuration is shown below. The **1928 Bullnose EMC car**, manufactured by Electro Motive Corporation (Cleveland OH) was a combined locomotive/mail/baggage car. It was powered by a gasoline engine that powered electric traction motors in the wheel trucks which gave it enough power to pull the single 40-ton passenger coach shown. These power cars were first manufactured by General Electric in 1906, four or more decades before diesel-electric locomotives began replacing steam engines. Note milk cans on baggage wagons. (photo 1940s)

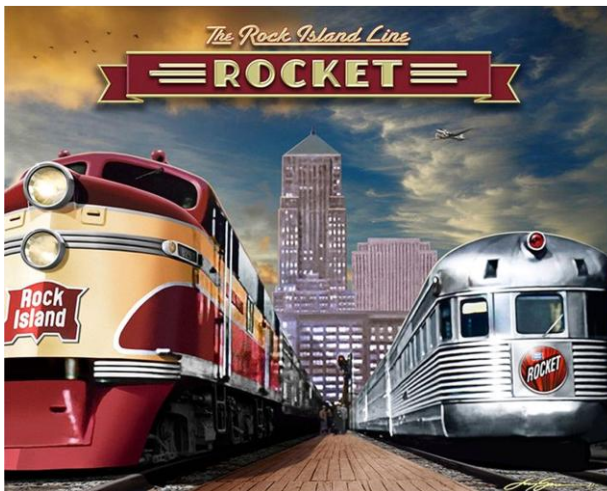


Rock Island Rocket Passenger Trains

The **"Rocket" passenger trains** were a major presence through Kremlin for many years, and the [1948 Rocket wreck](#) was one of the more memorable town happenings, so some additional information is presented below. The [Streamliner Memories](#) website has much specific information about the Rocket trains, including [.pdf files of timetables](#) from multiple years - well worth examining for the interested train scholar. Rock Island initiated its Rocket trains in **1937** - they were streamlined lightweight stainless steel trains with articulated railcars, built by the Budd Company, and powered by a diesel-electric engine with two 1,000 hp V-12 (later 1,200 hp V-16) diesel engines, each attached to a DC generator which supplied power to 2 wheel motors. The **1938** timetable already lists the Kansas City to OKC to Dallas/Fort Worth route passing through Kremlin and Enid, one train/day each way (#s 509 & 510), designated Rocket for the KC to OKC portion. According to the **1957** timetable, there were then actually four daily Rockets passing through Kremlin and Enid - the **Twin Star and Kansas City Rockets** (both N and S trains; trains 507, 508, 509, 510).



Train 509, designated as the **Texas Rocket** in the official ICC accident report, was the train that [wrecked in Kremlin in 1948](#). A detailed report of the [April 1948 Texas Rocket wreck in Kremlin OK](#) with numerous photos and news articles can be found on our local history website, [ToewsBrothersKremlin.info](#) website. Some Rocket illustrations are below and on following pages.



The [inaugural run of the Rock Island Texas Rocket](#) is shown below during its stop at the depot in Enid OK on [13 February 1938](#). Note the large crowd of spectators. Behind the locomotive is a baggage/dining car, a passenger coach and a parlor/observation coach at the end.



Labeled "[Denver Rocket in Enid OK](#)" [6 March 1938](#), I believe the photo below is also the Texas Rocket - looking NW. The train "consist" is as in the photo above. (OHS Photo Collection)



While the author was a young lad (1950s), the [Rock Island "Rocket" passenger train](#) (Ft Worth TX to/from Kansas City MO) passed through Kremlin each day each way without stopping (although it did stop in Enid). Unfortunately, it did stop abruptly in Kremlin one day - [14 April 1948](#), just a couple months shy of my birth - there was a [massive train wreck](#) involving a dump truck, a freight train on the passing track, and the Rocket passenger train ([see our "Kremlin Train Wrecks" also on this website, for details and numerous photos](#)). Three people were killed and numerous others injured in the resulting fire.

Photo below (top) shows the [Rocket at the Enid OK Rock Island Depot](#) - perhaps it shows our grandfather George P Toews carrying Gerry Toews Reimer or Dorothy Voth Gray in front of the locomotive. "[The Rocket](#)" is faintly visible on the engine just above them. Bottom photo, taken at the same time, shows passengers boarding the Rocket. Note conductor and stepstool.

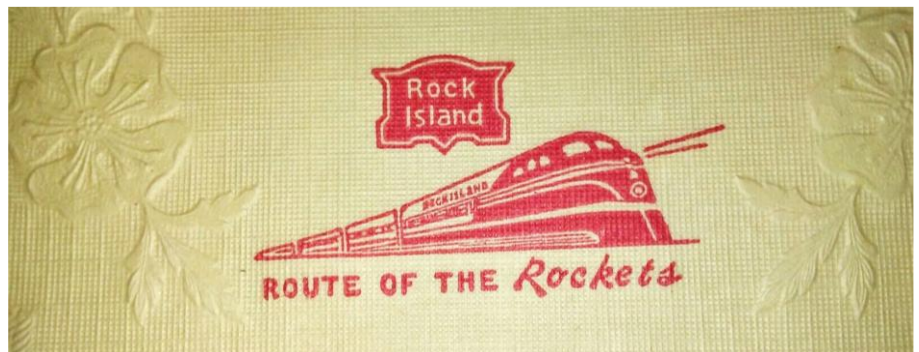


When the Rocket passed through Kremlin, a mail bag was thrown out for collection by the depot agent, and there was a post with an arm that held the outgoing mailbag on a loop beside the track. A hook protruding from the mail car grabbed the outgoing mail bag from the arm without the train stopping. "Air Mail" for just a few seconds!

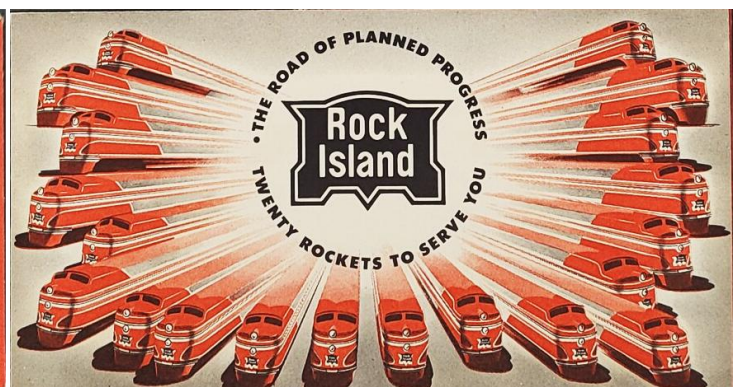
Another photo below of a [Rock Island passenger train](#), this one taken by my [Uncle Jake Regier](#) as the train pulled into the [Enid station](#) on [Easter Sunday, 1960](#). Looking N



Embossed paper coaster (R) from the Rock Island Rocket (online source)



Vintage [Rocket ticket holders](#) from the 1950-60s are shown below.



["Remembering the Rocket"](#) by Enid native [David Wade Chambers](#) is a great story with very nice photos of the Rock Island Rocket train in Enid - you'll be glad you clicked on the link above! A 1947 advertisement and several photos from this story are included below and on next page.

It was a [Texas Rocket](#) train that was involved in the train wreck in 1948 in Kremlin.

The GOLDEN ROCKET
29½ hrs. Chicago-Los Angeles
2 completely new super-luxury trains—in service later this year

The GOLDEN STATE
Chicago-Los Angeles
5 luxurious trains (completely new in 1947) now in service

CORN BELT ROCKET
Chicago-Omaha
2 completely new, modern trains in service this Fall

TEXAS ROCKET
Kansas City-Topeka-Wichita-Oklahoma City-Ft. Worth-Dallas
2 modern trains with new chair cars now in service

ROCKY MOUNTAIN ROCKET
Chicago-Des Moines-Omaha-Lincoln-Denver-Colorado Springs
2 modern trains now in service

TWIN STAR ROCKET
Minneapolis-St. Paul-Houston
3 modern trains (with new all-room sleeping cars this Fall) and chair cars now in service

DES MOINES ROCKET
Chicago-Des Moines
1 modern train with new chair cars now in service

CHOCTAW ROCKET
Memphis-Amarillo
2 modern trains with new chair cars now in service

PEORIA ROCKET

22 in '47

The Route of the Rockets, after ten years of "Planned Progress," has 22 streamlined trains!

While American business was still staggering under the impact of the Great Depression, when other roads were cautiously ordering one or two of the new streamliners, the Rock Island ordered six, which went in service just ten years ago. The Rockets were followed by

Rock Island

tralized traffic control—short wave radio linking dispatchers, engineers and conductors—new testing laboratories—new car shops—automatic car washing—improved roadbed.

In short, the Rock Island in 1947, with twenty-two Diesel-

[Photos on next page](#): Top - Rocket locomotive and train at the Rock Island depot in Enid OK, looking N. Rocket at Rock Island depot in Enid OK, looking N (center) and S (bottom). Bottom two photos by Frank Tribbey, courtesy of Danny Travis. All ca [late-1940s](#).



Another nice photo of a Rocket locomotive pulling four passenger coaches at the Rock Island depot in Enid OK (1940s). Note the water-tank spout for steam locomotives at upper L and the older depot S of the new mission-style depot that still stands today. Looking S. Caption reads "[Rock Island Depot, Enid, Okla. Students traveling to college - in 1940s](#)" Facebook post



Kremlin School/Rock Island Rocket memories: [Mick Zaloudek](#) (Class of 1956) recalls taking the Rocket to Chicago for his senior class trip (juniors went along as well). Three other schools, including Pond Creek, also had cars on the same train for their senior trips. In [May 1959](#) (when I was in the 5th grade), the senior class, including [James Buller's sister Loretta](#), also took their [Senior trip to Chicago on the Rocket](#) - it made a special stop at the Kremlin depot so the class and chaperones could board, and the entire school was let out to give them a proper send-off and to witness this historic event. Photo at R shows [Kremlin seniors at the Kremlin depot](#) awaiting arrival of the Rocket for their [1957](#) senior trip. Zaloudeks tin/wooden elevator in back. More senior trip memories on our [Kremlin Schools webpage](#).



Partial Rock Island Rocket timetable showing stops between [Wichita KS](#) and [Oklahoma City OK](#) for [February 1945](#).

There were 3 trains daily going N and S. The rocket only stopped in Wichita and Caldwell KS and in Enid, El Reno and Oklahoma City OK.

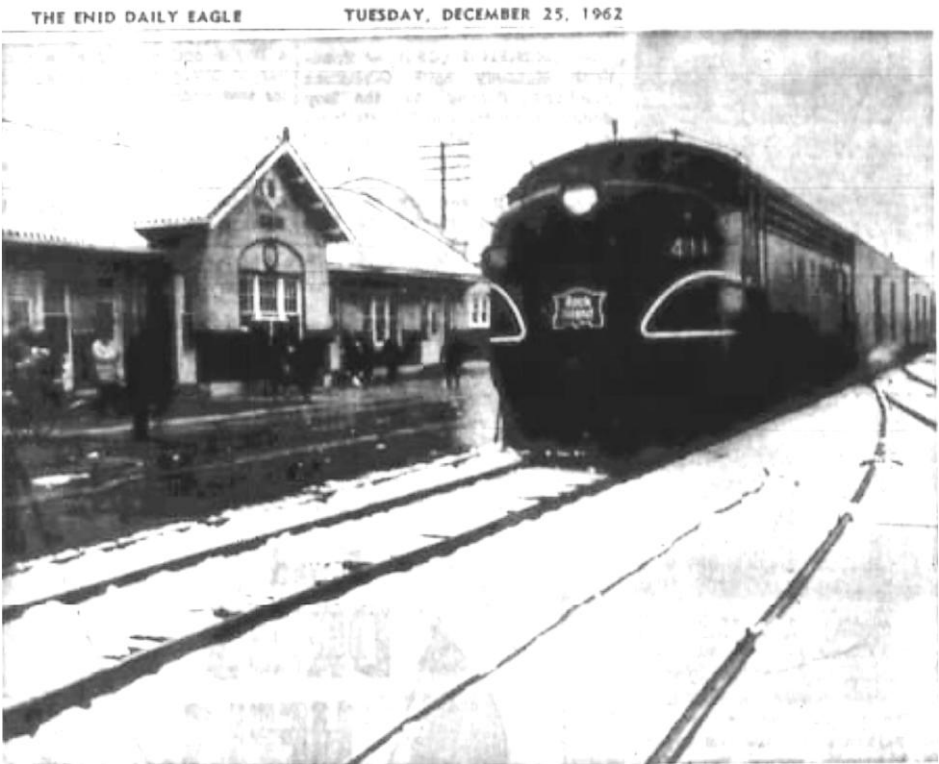
Note [Kremlin](#) on the timetable and be sure to check out [Kremlin Train Wrecks](#) on our Kremlin history website. There was a [major train wreck](#) involving the [Texas Rocket in Kremlin in 1948!](#)

Rock Island Lines											
Route of the Rockets											
17-118 -117 -17	509 -514 -511	507	Mls.	February, 1945.				508	512- 513- 510	18- 120- 119-18	
A M	A M	A M		LVE.] (Cont. time.) [ARR.	A M	P M	A M				
*7 18	*11 59	*12 59	716	+.... Wichita	4 44	7 25	12 33				..
7 30	-	-	725	 Haysville	-	-	12 19				..
7 42	-	-	731	 Peck	-	-	12 09				..
7 53	-	-	738	 Riverdale	-	-	11 55				..
8 07	E	-	746	+.. Wellington ..	-	-	11 44				..
8 25	-	-	759	 Corbin	-	-	11 22				..
8 45	12 50	1 50	766	+ Caldwell, Kan. ..	3 42	6 23	11 10				..
8 59	-	-	774	+.. Renfrow, Okla..	-	-	10 44				..
9 13	-	-	784	+.... Medford	-	-	10 31				..
9 22	-	-	790	+.... Jefferson	-	-	10 19				..
9 32	-	-	794	+... Pond Creek ...	-	-	10 11				..
9 42	-	-	802	 Kremlin	-	-	9 59				..
10 18	1 41	2 38	814	+..... Enid	2 53	5 34	9 43				..
10 30	-	-	821	+... Waukomis ...	-	-	9 18				..
10 40	-	-	827	 Bison	-	-	9 09				..
10 51	-	-	833	+... Hennessey ...	-	-	8 59				..
11 03	-	-	843	+..... Dover	-	-	8 45				..
11 16	-	-	850	+... Kingfisher ...	-	-	8 34				..
11 30	-	-	860	+.... Okarche	-	-	8 17				..
11 55	2 40	3 45	874	arr.. + El Reno ..	1 55	4 38	7 55				..
*12 30	*2 50		874	lve... El Reno ...		4 35	6 35				..
1 10	3 25		900	ar. Oklahoma City ..		*4 00	*5 55				..

[The End of an Era!](#) [Enid Daily Eagle Tuesday, 25 December 1962](#): Caption reads "**LAST RUN** - The Rock Island Number 27 pulls into the Enid station on the last run of the day-time north-south service Monday afternoon. With the ending of daytime passenger service, only the north-south Twin Star Rockets arriving in Enid in the early hours of the morning will offer passenger service to Enid." Looking NNW

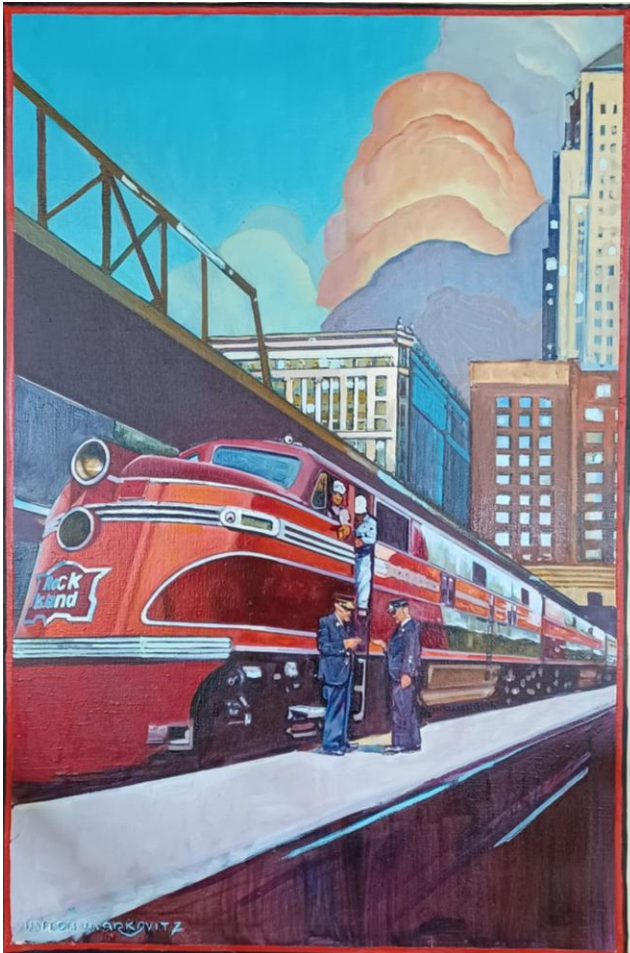
RA Showalter was conductor, 43-year Rock Island veteran TW Brittain the engineer, and Bob McCain the fireman. Warren G Oswalt was the Enid depot agent. Rocket trains 17 (S) and 18 (N) were still in service, but at 3:01 AM and 3:44 AM!

Thanks to [Sarah Cariker](#), [Enid-Garfield County Public Library](#) for image and information.



LAST RUN—The Rock Island Number 27 pulls in at the Enid station on the last run of the day-time north-south passenger service Monday afternoon. With the ending of daytime passenger service, only the north-south Twin Star Rockets arriving in Enid in the early hours of the morning will offer passenger service to Enid.

I could not resist including a page of [Rock Island Rocket artwork](#) I came across browsing [Facebook](#). I hope readers will enjoy some non-photographic views of the Rocket! Credits (clockwise from upper L): Mitch Markovitz, Jim Matuska, Manly Junction (IA) Railroad Museum, Don Olea. The lower R photo is of a publicity poster designed for the Chicago-Los Angeles Golden Rocket, announced for launch in 1947 but cancelled before it entered service.



Some later photos of trains in Kremlin are shown below:

Rock Island freight train in the passing track near the N Kremlin grade crossing, ca late 1960s. Note the boxcars in the Farmers Grain Company siding, bulk fertilizer plant and grain elevators at L. Across the tracks W, Zaloudek's bulk fertilizer plant, concrete grain elevators, and old tin elevator. Great Lakes Carbon Corporation's petroleum coke processing plant is visible in the background just R of the boxcar. (online photo looking S).



I worked at the Farmer's Grain Co-op one summer during my college years (late-1960s), and one very unpleasant job was to "cooper" the empty boxcars to ready them to be loaded with wheat. This involved nailing heavy wooden slats across the inside of the door openings and then sealing them further with large sheets of craft paper, leaving only a narrow slit at the top - all in the heat of summer. The insulated metal cars were literally baking ovens! We crawled out, then loaded the cars with wheat and sent them down the siding above with a winch. [Ruben Thesman](#) was my demanding yet good-natured, fair and friendly yard boss.

Below is another, more recent, view of the Kremlin grain elevators, looking S - [Farmers Grain Co-op](#) on the L; [Zaloudek's Grain Company](#) on the R. Note the approaching BNSF freight train. The railroad siding beside the Co-op elevators where I coopered and loaded boxcars with wheat, as well as Zaloudek's tin grain elevator S and across the tracks, are no longer present.



A nice photo of the railroad through Kremlin taken in [June 1988](#), with grain elevators on both sides, is shown below, courtesy of [Mark Llanuza](#), a well-known photographer and collector of railroad images. A set of 3 MKT (Katy) locomotives is on the passing track with the train on the main line. On the left side (Farmers Grain Co), note the round flat-storage grain bin, feed mill behind the small concrete grain silos, bulk fertilizer plant, and anhydrous ammonia tank, with tank cars, presumably with anhydrous ammonia, on the Farmers Grain service track. On the right (Zaloudek Grain Co), note the still-standing tin/wooden elevator as well as their flat-storage building and tank cars on their service track. Neither of the elevator service tracks are still present today.



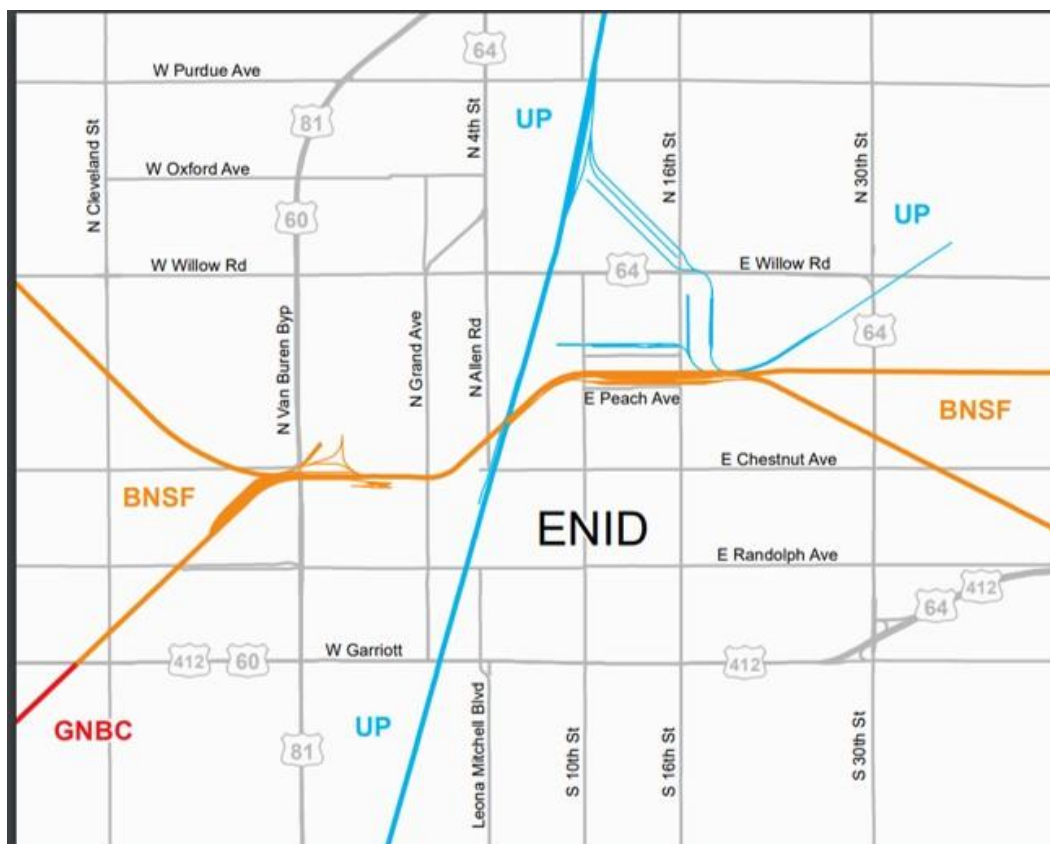
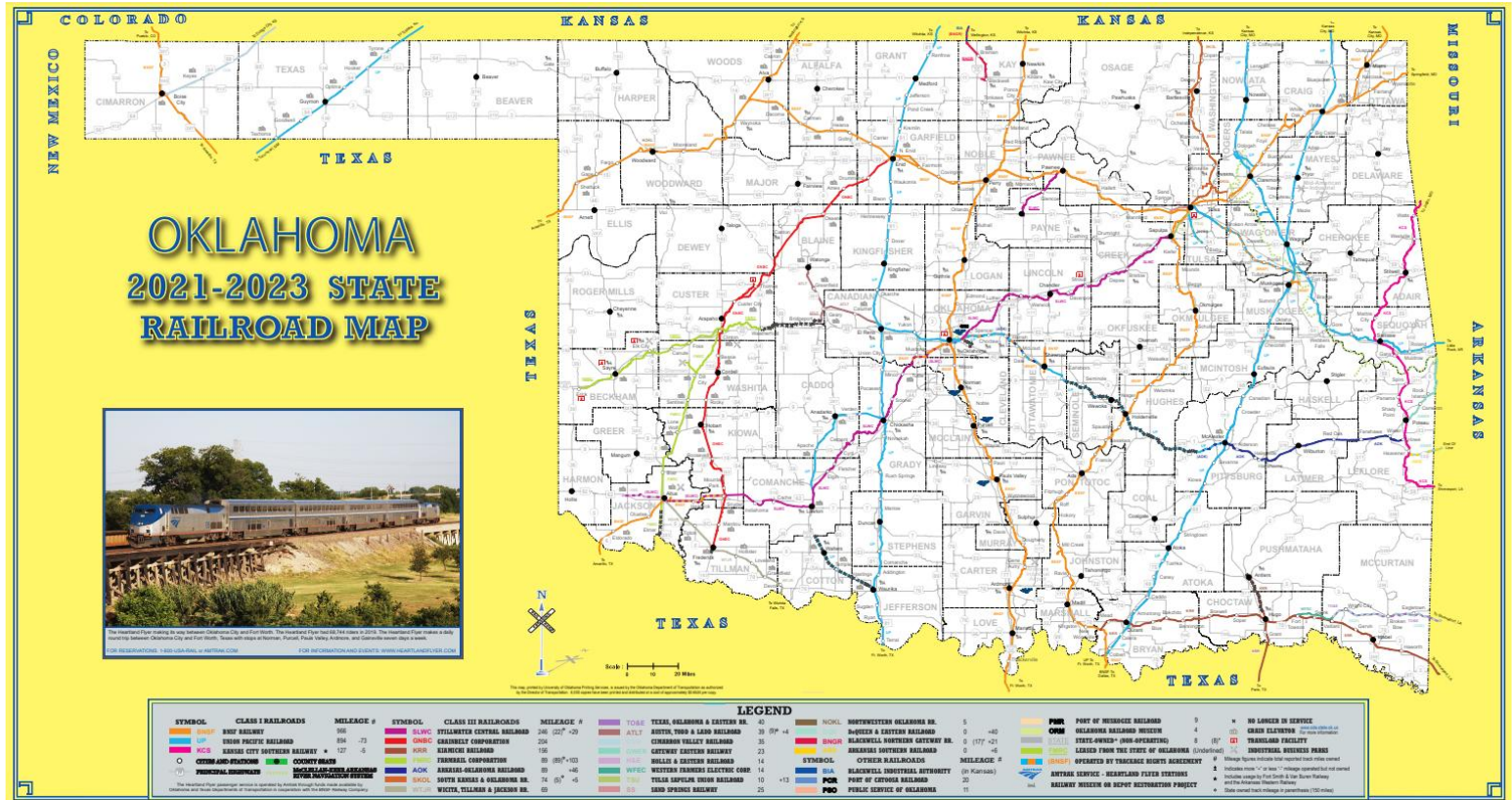
A final view of the [railroad through Kremlin](#), looking S, ca 2012. Farmers Grain Company on L, Zaloudek Grain Company on R. Coke plant (currently [Oxbow Calcining](#)) in distance between grain elevators and behind Kremlin water tower.



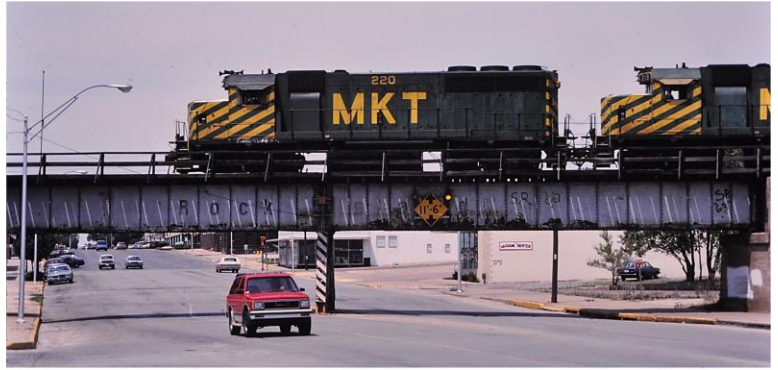
Some historical background of the [Rock Island Railroad](#) is available online. It had its origin as the [Rock Island and LaSalle Rail Road Company](#), which was chartered in Illinois on February 27, 1847. Myriad mergers, reorganizations, and name changes followed through the mid-1800s. Although initially a fairly prosperous and solid company, poor management and over-expansions, followed by receiverships, downsizings, and more reorganizations occurred almost continuously through the mid-1900s. The CRI&P finally entered bankruptcy and ceased operations in 1980. [Union Pacific \(UP\)](#) trains currently operate on the tracks that pass through Kremlin. The [Union Pacific Railroad](#), founded in 1862 when [President Abraham Lincoln](#) signed the [Pacific Railway Act](#), also has a fascinating history worth exploring.



A **2021-23 OK railroad map** is shown below (from [OK DOT website](#)). A map of the three lines currently serving Enid is shown in the map below that. **UP** = Union Pacific; **BNSF** = Burlington, Northern & Santa Fe; **GNBC** = [Grainbelt Corporation](#), a 176-mile line from Enid to Frederick OK. Of potential interest to OK railroad buffs is the [Americanrails.com website on OK railroads](#).



The top two photos, courtesy of [Mark Llanuza](#), are of the former Rock Island Railroad (now Union Pacific) trestle over [E Maine Street](#) in [Enid OK](#), dated [June 1988](#). The trestle was constructed in 1908, well before the advent of box trucks and semi-trailer trucks. The clearance of this trestle is only 11' 4" and it has become notorious for zipping off the tops of those box trucks and semis. So notorious, in fact, that it eventually merited a shark mural and the name of "[Bridge Shark](#)" or "[Truck-Eating Bridge](#)." It is now a part of Enid folklore.



An additional image of a [Rocket locomotive](#) (Forgotten OK FaceBook posting, 2022)



Meadowlake Park Kiwanitrain

This section is about railroads and trains in Enid OK, right? The [Kiwanitrain](#), operated by the [Enid Kiwanis Club](#), has been in service at [Meadowlake Park](#) in Enid since 1958. I hope all of my readers have ridden some version of this train, hopefully the original in the [top photo at R](#).

Taken in February 1958, it shows the brand new (tags still attached to engine) miniature train and just completed tunnel and tracks (photo from recent [Enid Buzz FB post](#)). Seated in the locomotive is long-time [OK US Senator Mike Monroney](#) - some of you may recall him as well.



[Middle photo](#) shows Kiwanitrain in dead of winter ([Enid Buzz](#)).

[Lower L photo](#) shows riders, including members of the [Jacob A Voth Sr family](#) (my maternal grandfather) on the Enid Kiwanitrain. My grandfather Jacob A Voth is towards the back of the train, wearing a Sunday suit and hat, with my brother Galen directly in front of him. (ca 1960s; David & Rosa Toews Family Archives)



[Lower R photo](#) shows Alex, Barbara and Annie Toews with our parents David and Rosa Toews in the back seat. Photo by Myron Toews, Summer 1987.



Images of the current [Meadowlake Park Kiwanitrain](#) are below. Top photo-art by [Curtis D Tucker, Enid Buzz](#). Lower photos from [TravelOK.com](#).

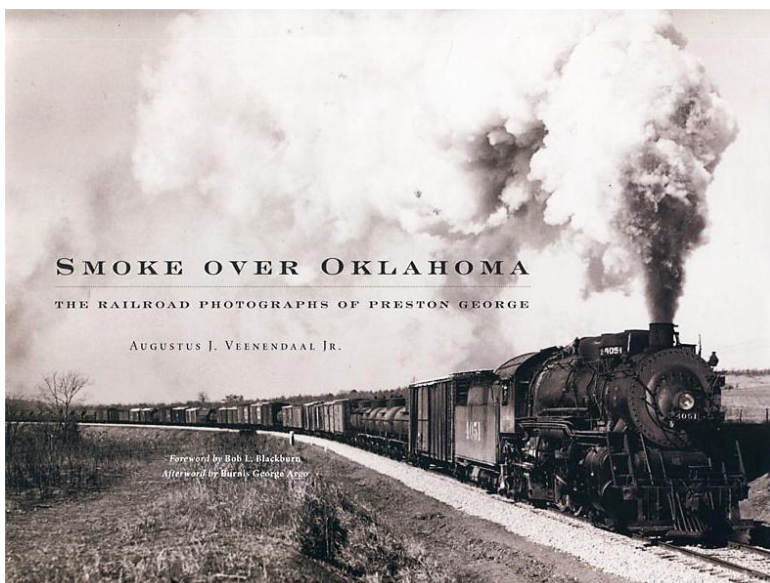
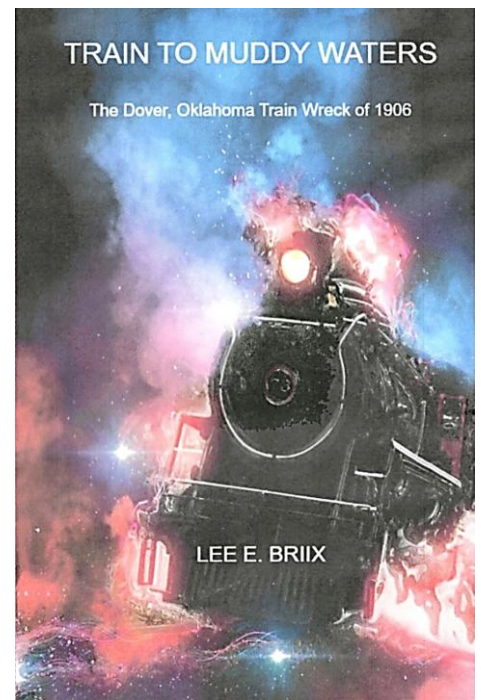


I am grateful to my brother Myron for his invaluable assistance and advice. We hope you enjoy this overview and history of the Rock Island Railroad and its relationship with the Kremlin OK community, as well as the history of area railroads. We will always appreciate any comments, additions (particularly photos), and suggestions for improvements from any interested readers. Thanks in advance for any help. You may contact us by clicking on our names below.

Compiled and written by [Arrel Toews](#)
many photos/negatives/maps collected & scanned by [Myron Toews](#)
updated 19 November 2025

We encourage interested readers to explore [websites](#), which are [underlined in purple](#).

With regards to the [1906 Dover OK Cimarron River passenger train wreck](#) noted on [p 11](#), an interesting and informative book of historical fiction, written by longtime Hennessey Schools history teacher [Lee E Briix](#), is [Train to Muddy Waters](#). Carefully researched and documented, it contains a treasure trove of accurate historical information about this incident and is available via Ebay. Despite sensationalistic news reports at the time claiming hundreds of drownings, only 4 people are known to have died in this accident. The Rock Island Railroad rebuilt the rickety washed-out trestle in less than a week – just like it was before that flood! Eventually a concrete/steel trestle was constructed – it still stands and sees daily use today.



[Preston George](#) was born in 1906 in Indian Territory and ran across "Railroad Stories," later renamed "Railroad Magazine," in 1935. That started his hobby of photographing locomotives and trains with a Kodak camera. Some great locomotive photos (OU Press)

Appendix - The Rock Island Railroad in the Cherokee Strip - from 1975 J Cherokee Strip

The Rock Island Railroad In The

by Stella Campbell Rockwell

The visit to Enid in April, 1975, of the Rock Island Railroad president, John Ingram, stirred many recollections of that line's 86 years in the Cherokee Strip, and caused some speculation, also, as to its future. Commenting on the financial problems of the Rock Island, Mr. Ingram said, "...we're prepared to tough it out...."

About six years before the opening of the Strip to settlement, the Chicago, Rock Island and Pacific Railroad, in 1887, reached Caldwell, Kansas.

Following the Chisholm Trail route, tracks were built south to Pond Creek in 1888. Construction of the railroad through what was to be Enid took place in 1889, and was continued in 1890 to El Reno and Minco.

The first official train, carrying Mr. M.A. Low, Vice-president and General Counselor of the Rock Island, and other dignitaries, reached the end of the line at a point three miles north of the city of Enid, in August of 1889. Mr. Low asked,

"What is the name of this place?"

"Skeleton", was the reply, that being the name of a stage coach station nearby. Mr. Low's reaction was decisive.

"We'll not have that name. Nobody would want to live in a town with such a name. We will name it Enid."

Thus the heroine of Tennyson's *Idylls of the King*, "Enid the Fair...Enid the Good", had her name given to a townsite still four years from settlement.

To complete construction across the state, the Chicago, Rock Island and Texas Railway built from the south in 1893, from Fort Worth, Texas, joining with the previously built line at Minco.

The Skeleton-Enid-North Enid-site was used for shipping cattle from the ranches of the Cherokee Outlet in 1890 through 1892. The ranches were discontinued as preparations for opening the strip to homesteaders were made. That brought to a climax the matter of locations of county seat towns in the proposed new counties, K, L, M, N, O, P and Q, and the railroad services to those towns following the 1893 opening.

As was commonly done, the railroad company platted townsites along their route. And a number of the proposed townsites in the Cherokee Strip caused considerable friction. Prominent among

the disputed sites was that of Enid, resulting in Enid's Railroad War. The government authorities charged that Indian allotments had been selected on the site proposed by the Rock Island, so they moved the townsite of Enid three miles south.

The railroad ignored the relocation of Enid. They built a depot and water tank at the north site and refused to slow down as the trains sped through Enid. Feelings were intense among the local people and the name of Enid was temporarily forgotten in the name calling that resulted. The people at the north site called the government town "South Town". The people at the government site called the railroad town "Tank Town". Travelers were caught in the confusion, too. Leaving the train at what they thought was Enid, they would have to hire a rig to complete their journey to the town where the land office, post office, businesses, banks, and most of the population were.

The location of Round Pond in L County was also changed and the name became Pond Creek. The Rock Island trains would not stop at Pond Creek either. L County citizens dynamited two railroad bridges. One time a group moving a frame house became stalled on the tracks and decided just to leave the house there and force the train to stop. The engineer saw the house and rammed the train full speed through it, shattered boards and shingles flying in all directions. Another citizens' "committee" used sledge hammers to unjoint the rails in one place, and force them into an odd angle. The resulting wreck of a cattle train killed around one hundred cattle. A farm wagon was parked on the tracks, but it suffered the same fate as the frame house.

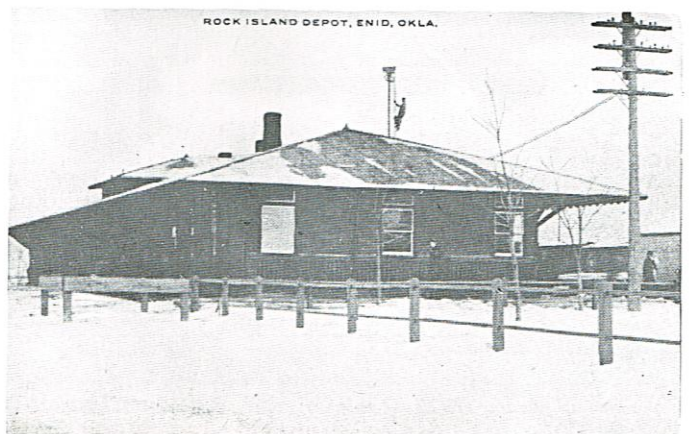
A story by E.D. Wright, published in the *Enid Daily Eagle*, August 20, 1939, recounts his first impressions as a fourteen year old boy when he arrived in November of 1893 in the Enid area.

"The road from North Enid to South Enid was wide and heavily traveled. Everyone in North Enid was going to South Enid to get their mail, and everyone in South Enid was going to North Enid to get their freight."

The United States Senate had the matter under study and a bill was passed August 1, 1894, and signed by President Cleveland, making the government town of Enid the official town, and requiring the Rock Island to serve that town. But all that was anticlimax to Enid's Railroad War. The train had already stopped in Enid. The day the Rock Island stopped in Enid was Friday, the 13th of July, 1894. All the acts of sabotage, including gun fire at



July 13, 1894, Enid, Oklahoma Territory. Bridge supports sawed on Rock Island tracks at the Boggy Creek bridge, south of the depot — Climax of the railroad feud.



Cherokee Strip

the trains, had not worked, but the skilled use of a saw on the support posts under a small bridge at the south edge of Enid did work, and the Rock Island fourteen car freight train arriving from the south that Friday the 13th stopped. It not only stopped, but twelve cars and their contents were thoroughly scattered along the right of way. The engine and two cars crossed the bridge before it crumpled. In the wreckage were six carloads of wheat, three carloads of lumber, two of cotton seed oil, and one carload of empty beer kegs. The caboose toppled over before reaching the destroyed bridge. The same day a bridge on the tracks near Kremlin was burned.

An account of some of the happenings during the railroad war was written by Grace V. Mootz, the wife of Col. Herman Edwin Mootz, deputy U.S. marshal, who was sent to Enid to help clear up the controversy. Her account was published in the Sept. 10, 1939, issue of the Enid Morning News, and related that along with Col. Mootz, Marshal Ed Nix, and deputies, Pat Murphy stationed at Pond Creek, and W.A. Ramsey at South Enid, were prominently involved in trying to keep peace in the area. Excerpts from her story follow:

One day Marshal Nix and Col. Mootz were discussing the seriousness of the South Enid situation. Frank Canton burst into the marshal's office at Guthrie, shouting, "Well, they've done it, Marshal, the South Enid bunch sawed the timbers of the Rock Island trestle and a freight train crashed. What are we going to do about it?"

Marshal Nix, always cool as a cucumber, smiled, "Reckon we'll be takin' a ride to South Enid and make sure the Rock Island is stopping there...I've been expecting serious trouble in this townsite fight...those good people are mighty sore and have good reason to be..."

Bill Nix, the fighting chief deputy of the Perry district rushed in. "Looks like we've got a fight on our hands...I'd rather face the Doolin gang single-handed and alone than go to South Enid with a freight load of deputies to scrap with that bunch, they're fightin' mad, and I'd hate like hell to have to draw a gun, they're a mighty fine lot of fellows."

Arriving first at North Enid, Marshal Nix and his aides were joined by a large number of U.S. deputies from other sections. After a quick conference it was decided that only Marshal Nix, Col. Mootz, and Bill Nix would go to South Enid. The others would wait in North Enid and see if the South Enid people could be reasoned with before any other action would be necessary.

Upon reaching the government square they found hundreds of citizens armed with Winchesters and shotguns, awaiting what they thought would be an attack by a large group of U.S. marshals with warrants for the arrest of all the leading citizens . . . large banners were being carried which read, "ALL ROCK ISLAND TRAINS NOW STOP AT SOUTH ENID."

While the marshals were doing their best to bring about a good feeling, Jim Usler, the owner of the Club Saloon, approached the marshals with a group of gamblers shouting, "Let's give 'em a duckin', fellows, and run 'em out of town'."

Bill Nix, the Perry deputy, was a fiery young Kentuckian who usually had a hard time to control his temper, leaped forward and

smashed Jim Usler between the eyes...After the local officer led Jim away things calmed down...

Col. Mootz was urged to talk to the crowd and reasoned with them at length, though he was frequently interrupted:

"Well, men, one thing you've accomplished. You've forced the Rock Island to stop all trains at South Enid, and..."

The crowd shouted and laughed, "You can just bet the Rock Island will stop in South Enid". And again came the shout, "We'll tear up the damn tracks and all the damn marshals in Oklahoma can't stop us."

County Attorney C.C. Daniels also spoke to the crowd urging them to give the government time to adjust their differences with the Rock Island, and that he felt sure that what it took to get a depot in South Enid had been accomplished.

What had all the possibilities of being a potential riot now terminated in a veritable love feast. Marshal Nix, Col. Mootz and Bill Nix were given a big venison dinner at the Fuqua Hotel by a large gathering of citizens.

Meanwhile in Washington, D.C., Enid's Mayor Moore and Councilman Gregg were working to influence the Congress to resolve the Railroad War in Enid's favor. Also in Washington were men from the Rock Island line. When Mr. Low, at the Rock Island offices in Topeka, heard the news of the train wreck at Enid, he telegraphed his men in Washington to withdraw all opposition to the Senate bill.

The day the Senate bill was signed August 1, Enid citizens celebrated on the square. When night came they moved to East Broadway (E Street was its name then) to the railroad crossing. Building a huge bonfire the crowd welcomed the train to Enid, much to the alarm of some of the passengers unacquainted with frontier ways. The first official service to Enid coincided with the first anniversary celebration, September 16, 1894, and people of the area along with the trainmen joined in a noisy, but friendly, celebration. A box car was set off at the Broadway crossing to serve as a temporary depot. Mr. R.A. Ogden was Enid's first railroad agent.

Enid fought the Rock Island, not because they didn't want it, but because they did. Only sixty-two years earlier there were just six miles of railroad tracks in the entire United States. The dramatic growth of the nation's railroads helped open the west.

Early in 1893 when President Cleveland issued a proclamation setting the date for the opening of the Cherokee Outlet, the Rock Island gathered promotional information and distributed a CHEROKEE STRIP MAP AND EMIGRATION FOLDER, telling prospective homesteaders how to travel to the "Great Rock Island Route" from any point in the country. It also explained how to determine what section of land they were on by interpreting the notchings on the stone markers placed by surveyors, and the cost per acre of land in various parts of the Strip. Copies of the Emigration Folder are now rare, but one from the collection of the late Harry McKeever has been given to the Museum of the Cherokee Strip at Enid.

An 1898 map of Oklahoma and Indian Territories gives, in round numbers, the population of the towns along the Rock Island in the Cherokee Strip: Enid, 10,000; North Enid, 1,000; Pond Creek, 1,000; Medford, 400; and Kremlin, 300.

The total mileage of the various lines in Oklahoma peaked at 6,678 in 1930, but as early as 1916, with construction still under way in some areas, unprofitable lines were being abandoned. Changing forms of transportation affected the railroads, but like the Rock Island in the Cherokee Strip, they did their part in developing America. They hauled the settlers, the wheat, the lumber, the cotton seed oil, and the beer kegs, too. Maybe, as Mr. Ingram said, they'll still tough it out!