



United States Department of the Interior


NATIONAL PARK SERVICE

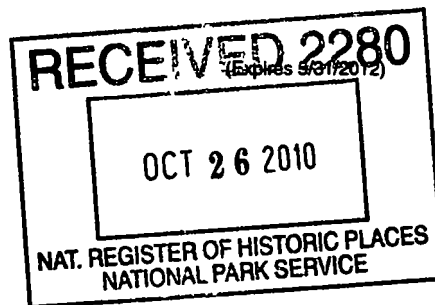
1849 C Street, N.W.
Washington, D.C. 20240

December 13, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. If the 45th day falls on a weekend or Federal holiday, the property will be automatically listed the next business day. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

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United States Department of the Interior
National Park Service

1011

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name North Cheyenne Avenue Historic District

other names/site number N/A

2. Location

street & number Roughly along E./W. Frisco Tracks & Alley between W. Archer and W. Brady

N/A	not for publication
N/A	vicinity

Streets; N. Denver and Alley between N. Cheyenne and N. Boulder.

city or town Tulsa

state Oklahoma code OK county Tulsa code 143 zip code 74103

3. State/Federal Agency Certification

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

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

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

[Signature] 10.25.10
Signature of Certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

 determined not eligible for the National Register removed from the National Register

 other (explain)

[Signature] 12.13.10
Signature of the Keeper Date of Action

North Cheyenne Avenue Historic District
 Name of Property

Tulsa County, OK
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only **one** box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
11	5	buildings
0	0	district
1	0	site
1	1	structure
0	0	object
13	6	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- Commerce/Trade: Other
- Commerce/Trade: Warehouse
- Industry/Processing/Extraction
- Transportation: Rail-related
- Transportation: Road-related

Current Functions
 (Enter categories from instructions.)

- Commerce/Trade: Other
- Commerce/Trade: Warehouse
- Industry/Processing/Extraction
- Transportation: Rail-related
- Transportation: Road-related
- Vacant/Not in Use

7. Description

Architectural Classification
 (Enter categories from instructions.)

- Late 19th and 20th Century Revival Styles: Spanish Mission Revival
- Late 19th and 20th Century Revival Styles: Colonial Revival
- Late 19th and 20th Century American Movements: Commercial
- Modern Movement: Moderne
- Other: No Distinctive Style

Materials
 (Enter categories from instructions.)

- foundation: CONCRETE
- walls: BRICK
- STUCCO
- roof: OTHER: tar and gravel
- other:

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The North Cheyenne Avenue Historic District includes nineteen resources (thirteen contributing and six non-contributing) in a roughly two-block area just north of the Frisco Railroad tracks in the Brady area north of downtown Tulsa, Tulsa County, Oklahoma. The contributing resources include eleven buildings, one structure (a railroad overpass), and one site (a block of brick paving) constructed between c. 1908 and 1956. A concentration of small industrial warehouses lining North Cheyenne Avenue between the Frisco tracks and West Archer Street form the heart of the district. This block of North Cheyenne Avenue is also the last full block of brick-paved street extant in Tulsa. Surrounding this nucleus are additional warehouse and commercial buildings on North Denver Avenue and West Archer Street, constructed during Tulsa's oil boom period. The buildings are mostly small-scale, brick warehouses with narrow, rectangular footprints and flat roofs. The strictly utilitarian buildings have very few decorative details typical of the early-twentieth century commercial style. In addition to the historic brick paving, the district includes two concrete railroad overpasses. One of these is contributing and one is non-contributing due to alterations.

Narrative Description

SETTING

The resources within the District occupy lots of varying sizes. The foot print of most buildings fills the lot and directly abuts the concrete sidewalk. Scattered grass easement strips between the sidewalks and streets contain small trees. The lots are relatively flat and have little or no landscaping. While West Archer Street is paved with asphalt, North Cheyenne Avenue is paved with red bricks. The Frisco Railroad tracks separate the predominantly industrial Brady area from the Tulsa central business district, which lies south of the tracks. North Denver Avenue is recessed below the Frisco Railroad tracks and connects the Brady area to downtown Tulsa. The surrounding neighborhood is predominantly industrial with scattered commercial entities.

DESIGN

Most of the sixteen buildings in the District are warehouses or commercial/warehouse facilities. These are rectangular business houses designed for small operations providing wholesale and retail sales or storage and manufacturing functions. They are utilitarian forms with minimal decorative or stylistic ornament. The older buildings in the district have rectangular plans, oriented with their short side facing the street. The two-story designs incorporate public spaces on the first floor and office, storage, light industrial, and occasionally living spaces on the upper floor. Indicative of the one and two-part commercial block property type, most are brick with limestone or cast stone trim. The cornice and first-story storefront, where it exists, are the most prominent and distinctive features of the buildings. Ornament is generally limited to geometric elements in the flat or stepped parapets. Other character-defining elements include corner posts, bulkheads, transoms, signs, and doors. Warehouses constructed during the second half of the twentieth century are predominantly concrete structures with flat roofs. These buildings have little or no decorative detail and express elements of the Commercial Style or have no specific architectural style.

A few buildings in the North Cheyenne Avenue Historic District represent other architectural styles in the District. The C.B. Storage and Warehouse building at 14 North Cheyenne Avenue has restrained elements of the Spanish/Mission Revival style, including shaped arcade openings on the east and west elevations. The building at 220 West Archer Street is an example of the Moderne style. The buff brick walls have minimal ornamentation and large ribbons of multi-light windows.

INTEGRITY

The North Cheyenne Avenue Historic District retains the distinctive qualities of design, setting, and massing that distinguish it as an early-twentieth century commercial/industrial district. The size and placement of the buildings communicates the growth this area experienced during a quarter-century of development. The most conspicuous alterations reflect the modernization of first-story display windows and the replacement of window sashes. Many of these alterations have left the original openings and spatial relationships of the primary façade intact. Other changes are more-easily reversible, such as the addition of awnings and applications of wood or metal sheathing over original openings or transoms. The upper stories usually retain their original appearance and are the principal means to identify the building's architectural style. The few non-contributing resources are small, concrete block structures that do not intrude upon the context of the district.

North Cheyenne Avenue Historic District
Name of Property

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Three resources in the district – two railroad overpasses and one block of brick-paved street also enhance the setting, feelings, and associations of the North Cheyenne Historic District as an area of warehousing and industry within the larger Brady area. Two concrete Frisco Railroad bridges are extant over North Denver Avenue. The south bridge (Frisco Railroad Bridge 1) carries two sets of active tracks. The narrower north bridge (Frisco Railroad Bridge 2) was designed for a spur line. Its deck, rail bed and tracks were removed when the spur was abandoned. While the concrete bridge frame complements and enhances the character of the historic district, loss of the wood and gravel track bed render this structure non-contributing to the historic district. Similarly, the brick paving on North Cheyenne Avenue is the last intact, exposed block of early-twentieth century paving extant in Tulsa. While it appears to have been installed before the district's period of significance, it contributes to and enhances the district's uniqueness and distinctive identity.

PROPERTY DESCRIPTIONS

110 West Archer Street **Contributing**
Commercial Style 1923 Two-Part Commercial Block

The commercial building at 110 West Archer Street is a two-story brick building with multiple storefronts that sits on the south side of the street. All storefronts were altered with wood infill and non-historic fenestration. Brick soldier courses run the length of the façade above the first- and second-story openings. Some historic storefront transoms remain. Second-story windows are multi-pane industrial metal windows with pivot sashes and a continuous, projecting, brick header-course sill. Stone coping caps the stepped parapet. The east elevation has irregular fenestration. The first story has four narrow single windows that are boarded up and a single freight entrance. The second story has three multi-pane industrial metal windows with brick sills. There are ghost marks of painted signage on this elevation. The second story, above the shared first-story party walls on the south and west elevations, has multi-pane industrial windows with pivoting sashes.

114 West Archer Street / Trope Building **Contributing**
Commercial Style 1925 One-Part Commercial Block

The one-story commercial building at 114 West Archer Street occupies the southeast corner of the intersection of North Cheyenne Avenue and West Archer Street. Brick pilasters divide the north elevation into five bays, each containing a single storefront. The west elevation contains a single storefront and a single wood door. All storefronts bays were altered with wood infill and non-historic metal and glass storefronts. A brick soldier course runs the length of the façade above the storefronts on all primary elevations. Stone coping caps the stepped parapet. The canted northeast corner contains the entrance ornamented with decorative brickwork topped with small concrete panel ornamented with scrolls flanking a finial. The masonry nameplate inscribed with "TROPE" is located on the north elevation. The south elevation contains two one-over-one double-hung windows. The east elevation is a shared party wall.

201-207 West Archer Street / Miller Building **Non-Contributing**
No Distinctive Style 1925 Two-Part Commercial Block

The brick commercial building at 201-207 West Archer Street occupies the northwest corner of West Archer Street and North Cheyenne Avenue. The two-story rectangular building has a flat roof and a canted corner entrance. Vertical wood siding covers the storefronts on the first story. Painted corrugated siding fills the second-story window openings, which have stone sills. Recessed rectangular brick panels and three stone crests ornament the parapet on the south elevation. A crest and stone nameplate carved with "MILLER" ornament the canted corner. Stone scroll brackets flank the stepped parapet on the corner as well. The north and west elevations contain single doors on the first story and rows of two-over-two double-hung windows on the second story.

211 West Archer Street **Non-Contributing**
No Distinctive Style 1970 Warehouse

The one-story metal and concrete garage building is located on the north side of West Archer Street. The front (south) elevation has three bays, with a metal overhead garage door in the center bay. The outer bays are clad with metal siding. The rear (north) elevation has two bays, each containing a metal overhead garage door. The east and west elevations are clad entirely in metal siding.

North Cheyenne Avenue Historic District
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220 West Archer Street / A. H. Neilson Manufacturing Building
Moderne 1925

Contributing
Warehouse

The one-story dark brown brick industrial building at 220 West Archer Street is located on the south side of the street. The front (north) elevation is divided into five bays, defined by large brick pilasters with cast concrete caps. Expansive multi-paned industrial metal hopper windows fill the bays. The easternmost bay contains a service entrance with an overhead metal garage door. Masonry details include thick lintels above the windows and steps at the roofline. The rear (south) elevation contains three large multi-paned windows with thick concrete lintels set in the red brick wall. There are ghost marks of painted signage on the west elevation. The east and west elevations contain narrow multi-pane industrial metal windows with concrete lintels.

228 West Archer Street
No Distinctive Style 1955

Contributing
Warehouse

This narrow warehouse building sits back from the south side of West Archer Street. The long west side of the building runs along North Denver Avenue. It is a one-story concrete block building with a flat roof. The north and south elevations each contain a single pedestrian entrance and a single vehicular entrance with an overhead garage door. The east and west elevations each contain a row of multi-paned industrial metal windows located close to the roofline. The east elevation contains a single freight entrance with an overhead metal door.

3 North Cheyenne Avenue
No Distinctive Style 1953

Non-Contributing
Warehouse

The one-story warehouse building at 3 North Cheyenne Avenue sits on the east side of North Cheyenne Avenue. The small, rectangular concrete block building has a flat roof. The front (west) elevation contains a single pedestrian entrance with a round arched opening surrounded by decorative glazing and garage/service entrance with a metal overhead garage door. Brick quoins articulate the outer corners of the building and surround the window, but not the door, on the west elevation. The south elevation contains several windows with multi-pane industrial metal sashes. The east elevation is a blank brick wall and the north elevation is a shared party wall.

11 North Cheyenne Avenue
Commercial Style c. 1923

Contributing
Warehouse

The two-story warehouse building sits on the east side of North Cheyenne Avenue in the middle of the block. The rectangular building has a flat roof and painted red brick walls. Engaged brick pilasters divide the front (west) elevation into five bays. Large, irregular openings on the first story are boarded with plywood, although pedestrian doors were added to some of the in-filled areas. Window openings on the second story are short, paired openings with a single stone sill. Plywood covers the window openings. Decorative elements include a soldier course above the windows and doorways and diamond motifs above the second-story windows. There is masonry coping at the roofline. The west elevation contains two service/garage entrances. The south elevation above the first-story party wall is a blank brick wall. The north elevation is a blank brick wall.

14 North Cheyenne Avenue / C. B. Storage Warehouse
Mission/Spanish Colonial c. 1920, addition 1936

Contributing
Warehouse

The four-story warehouse building sits on the west side of North Cheyenne Avenue facing the north side of the Frisco railroad tracks. The rectangular, stucco-clad building exhibits elements of the Spanish Mission Style, including an oversized dentil course near the roofline and a wide-set two-story arcade on the south elevation. The shapes of the arches express elements of the Spanish/Mission Revival Style. A recessed loading dock lines the east elevation with one garage door and three single doors. The south elevation contains four garage/service entrances. The windows of the second and third stories of the east elevation are three-over-three double-hung sashes. Groupings of three windows at each story are set within recessed panels. The south and west elevations contain fixed multi-paned industrial metal windows set in small, square openings. A historic two-story addition attaches to the rear (north) end of the building with an entry on the east elevation. The second story of the addition contains a row of two-over-two double-hung sashes. Ghost marks of historic signage are visible on the north façade of the addition. The north elevation of the addition is a shared party wall.

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15 North Cheyenne Avenue **Contributing**
Commercial Style 1925 Warehouse

The two-story warehouse building at 15 North Cheyenne Avenue is similar in design to the warehouse building at 11 North Cheyenne Avenue. The rectangular building has buff brick walls and a flat roof. Engaged brick pilasters divide the front (west) elevation into three bays. The center bay contains a large service/garage opening with a wood door. The north bay was altered with a service entrance with an overhead metal garage door and a single pedestrian door. Horizontal metal siding fills the south bay storefront. Window openings on the second story are short, paired openings with a single stone sill. Plywood fills the window openings. Decorative elements include a soldier course above the windows and doorways and diamond motifs above the second-story windows. There is masonry coping at the roofline. The east elevation contains a service/garage entrances with metal doors flanked by single fixed multi-pane industrial windows. The north and south elevations are blank brick walls.

16 North Cheyenne Avenue **Contributing**
No Distinctive Style 1927 Warehouse

The two-story brick warehouse building sits on the west side of North Cheyenne Avenue in the middle of the block. Fenestration divides the front (east) elevation into three irregular bays. The bays contain two (barred) pivoting multi-pane windows, a single door, and a service/garage door. The second-story windows are small, fixed multi-pane industrial sashes with concrete sills. There is concrete coping at the flat parapet. The west elevation contains two small covered window openings flanking a central service/garage door at the first story and three pivoting multi-paned industrial metal windows with brick sill at the second story. Ghost marks of historic signage are visible on the west elevation above the shared party wall. The south elevation is a shared party wall

19 North Cheyenne Avenue **Non-Contributing**
No Distinctive Style 1950 Warehouse

The one-story concrete block warehouse building on the east side of North Cheyenne Avenue is set back from the street in the middle of the block. Two garage/service entrances with metal overhead doors flank a single pedestrian entrance on the front (west) elevation. The rectangular building has a corrugated metal shed roof. The east elevation contains a single garage/service entrance. The north elevation is not visible behind 110 and 114 West Archer Street and the south elevation is a shared party wall.

20 North Cheyenne Avenue / J. W. Brandle Building **Contributing**
Commercial Style 1920, addition 1936 Warehouse

The small, one-story brick warehouse building sits on the west side of North Cheyenne Avenue. The east elevation contains a single service/garage entry centered on the façade. The bays flanking the door probably have windows, but are currently boarded up. Minimal decorative elements include stone coping at the roofline and a carved nameplate above the entry: "J. W. BRANDLE." The west elevation contains two small fixed windows with industrial metal sashes flanking a center service/garage entrance. The north elevation is a blank brick wall and the south elevation is a shared party wall.

22 North Cheyenne Avenue / Evans Plating Works **Non-Contributing**
No Distinctive Style c. 1965 Warehouse

The one-story warehouse building at 22 North Cheyenne Avenue sits on the west side of the street. The small, rectangular concrete block building has an asymmetrical front (east) elevation. Multi-pane fixed sash windows flank a single pedestrian entrance. The west elevation contains a service/garage entrance. The north elevation contains multi-pane fixed windows and a service/garage entrance. The south elevation is not visible. This building was constructed after the period of significance and is considered non-contributing. However, it is notable that it was erected for a plating business that had been located in the historic district since 1923.

101 North Denver Avenue **Contributing**
Commercial Style 1925 Two-Part Commercial Block

The two-story commercial building at 101 North Denver Avenue occupies the northeast corner of North Denver Avenue and West Archer Street. The painted brick building has a flat parapet on all elevations. The triangular building has canted corners and sits with a diagonal orientation on the corner lot, reflecting the building's historical function as a filling station.

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There are three storefronts on the diagonal southwest elevation and a storefront entrance in the west elevation. First-floor storefront windows on the southwest elevation are single-pane fixed windows. Second-story windows on the south and southwest elevations are two-over-two hung sashes. The west elevation contains a single eight-over-eight hung window. The sashes of the second story were altered but the masonry openings are original. The garage/service entrance is in the south elevation. The east elevation has blind windows with segmental arches and brick pilasters. The north elevation is a shared party wall.

105 North Denver Avenue
Commercial Style

1925

Contributing
Warehouse

The one-story warehouse at 105 North Denver Avenue occupies the northeast corner of North Denver Avenue and West Archer Street. The rectangular commercial building has brick walls and a barrel-vault roof. The building has stepped parapets on the east and west elevations. The front (west) elevation contains two fixed windows flanking a recessed entrance. The storefront has been altered. The north elevation contains four irregularly spaced single-pane fixed windows with brick sills. The south elevation is a shared party wall.

Frisco Railroad Bridge 1
No Style

1956

Contributing

The southern of two concrete overpasses constructed for Frisco Railroad carried two sets of tracks over North Denver Avenue. The overpass itself is a simple structure with four square piers that support the deck at its midpoint between the northbound and southbound lanes of North Denver Avenue. Metal railings with square posts line either side of the deck, which has a gravel rail bed. Concrete walls line either side of North Denver Avenue where it is depressed below the tracks. The date of construction, "1956," is stamped into the south elevation.

Frisco Railroad Bridge 2
No Style

1956

Non-Contributing

The northern of two concrete overpasses constructed for the Frisco Railroad carried one set of spur tracks over North Denver Avenue. The simple structure of the concrete deck and a pair of supporting piers at its midpoint remain, but the wood floor of the bridge deck, the gravel bed, and rails have been removed. The date of construction "1956" is stamped into the south elevation. While the bridge enhances the setting and historic feeling of the district, the loss of its functional elements renders it non-contributing.

Brick Paving – North Cheyenne Avenue
No Style

c. 1908

Contributing

Red brick pavers are exposed along the full-length and width of North Cheyenne Avenue within the historic district. The pavers are of uniform size. They show some signs of wear from decades of continual use. A double yellow line is painted down the center of the street.

North Cheyenne Avenue Historic District
Name of Property

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Commerce

Period of Significance

c. 1908-1956

Significant Dates

c. 1908, 1920, 1956

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (Justification)

The period of significance begins with construction of the oldest building in the District c. 1908 and ends in 1956 with construction of the Frisco railroad overpasses. Sandwiched between the tracks of the Frisco and Sand Springs Railroads, this industrial area prospered from the 1920s into the 1950s. While the area began to decline after World War II, the demise of the Sand Springs Railroad in 1955 brought a halt to new development within the district. The Frisco Railroad maintained freight service to the district, and construction of the two railroad overpasses in 1956 illustrates the railroad's commitment to continuing to serve the community. Construction of the overpasses was the last major change to the district during the period of significance.

Criteria Considerations (explanation, if necessary)

North Cheyenne Avenue Historic District

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

SIGNIFICANCE

SUMMARY

The North Cheyenne Avenue Historic District in Tulsa, Tulsa County, Oklahoma is locally significant under Criterion A for the area of Commerce. Located between the tracks of the Frisco and Sand Springs railroads, the North Cheyenne Historic District developed as a commercial, industrial and warehouse area during the 1920s oil boom as businesses sought access to trackside locations offered by the two flanking railroad lines. The variety of buildings in the district reflects the nature of the businesses they housed. Their simple utilitarian forms and styling contrast with the larger, high-style commercial buildings constructed in Tulsa's business district south of the Frisco tracks during the 1920s. The two extant railroad overpasses and the brick paving on North Cheyenne Avenue reinforce these traits.¹ The district thrived through the end of World War II when construction of the interstate highway system gave truck transportation primacy over railroads. The period of significance for the North Cheyenne Historic District, c. 1908 – 1956, begins with the construction of the oldest extant building in the district and ends in 1956 with construction of the Frisco overpasses, the last contributing structures to the district.

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

The Industrial Development of the North Cheyenne Avenue Historic District²

The North Cheyenne Avenue Historic District is part of the larger Brady area north of modern downtown Tulsa.³ This early commercial and industrial district grew up around the tracks of the St. Louis and San Francisco (Frisco) Railroad, which arrived to Tulsa in 1882. The first trains made only one daily trip between Tulsa and Vinita, Oklahoma, and for twenty years the Frisco line was the only railroad serving Tulsa.⁴

The train's daily appearance brought news from the outside world, supplied goods to the small community, provided convenient travel, and accessed a broader market for the area's agricultural products. The Brady area had cotton, flour and corn mills, lumber and feed yards, liverys, and businesses selling agricultural equipment. All of these reflected the area's economic dependence on the Frisco Railroad. The Frisco shipped trail herds from Texas east to Tulsa, where live animals or meat was processed and shipped out again in refrigerated cars cooled by Tulsa ice. Lumber yards were trackside to easily unload construction materials received by rail. For businesses that relied on railroad transportation, access to track determined where they would locate.

The oil strikes at Red Fork in 1901 and at Glenn Pool in 1905 had a staggering effect on Tulsa's population and transportation needs. The local population quickly exploded with the promise of riches from the oil fields. New hotels and rooming houses sprang up in the Brady area, and meals could be taken in hurriedly erected tents. Eventually, more-substantial commercial buildings appeared along North Main Street filled with grocers, confectioners, plumbers, drug stores, printing shops, barbers, and cobblers, and the surrounding neighborhood became dense with rail-related businesses.⁵

At the time of the Red Fork Strike the Frisco was the only railroad serving Tulsa, but demands for service from the oil businesses (and financial incentives) soon brought the KATY (1902), Midland Valley (1903), and Santa Fe railroads (1905) to town. While the Midland Valley and Santa Fe served other parts of Tulsa, the KATY joined the Frisco in the Brady area and erected a station on North Main Street, just four blocks north of the Frisco tracks. Around this time the Frisco

¹ Several brick alley's survive in Tulsa, but this is the only brick street paving that has not been replaced or covered with asphalt.

² This background was taken from the "The History of the Brady," prepared by Cathy Ambler for the George Kaiser Family Foundation, and from the "Downtown Tulsa Intensive-Level Historic Resources Survey", October 7, 2009, by Cathy Ambler, Preservation Consultant and Rosin Preservation, LLC.

³ While Tate Brady has a mixed reputation in Tulsa's history, the area became known for him because of his efforts to promote it.

⁴ Only later did the Frisco move west through Tulsa. It first crossed the Arkansas in 1884 to Red Fork, and in 1886 the line extended to Sapulpa. Angie Debo, *Tulsa: from Creek Town to Oil Capital*, (Norman, OK: University of Oklahoma Press, 1943), 66.

⁵ Personal communication with Peter Mayo, owner of the Brady Theater, February 10, 2009, and David Sharp, property owner in the Brady area, February 4, 2009

North Cheyenne Avenue Historic District

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Railroad also constructed a large new passenger/freight station that spanned the width of Boston Avenue just north of its tracks. The area around the tracks became one of feverish activity. Thirty-five steam trains arrived daily, besieging the area with noise, smoke and coal grime.

A third railroad arrived to the Brady area in 1908. The Sand Springs Railroad was a short line that carried freight and passengers. Its tracks ran down Archer Street, one block north of the Frisco tracks. Oilman Charles Page built the railroad to ensure sufficient freight service for his planned industrial area in Sand Springs, west of Tulsa. His railroad connected with the Frisco, KATY, Midland Valley and Santa Fe lines at freight interchange points. With only slightly more than ten miles of main track, the Sand Springs Railroad served its purpose for Page, not only hauling freight but bringing commuting workers from around Tulsa and Sand Springs into the Brady area on an interurban train.⁶ Its Tulsa depot was in a commercial storefront at the corner of North Boston Avenue and Archer Street.

The railroads defined the patterns of land use around their tracks. The Frisco and KATY tracks ran on parallel northeast/southwest alignments just three and one-half blocks apart. The Sand Springs Railroad was sandwiched in between along Archer Street. Further east in the Brady area, the Midland Valley and Santa Fe railroads cut a north-south swath. As these railroads established their presence, businesses seeking access to transportation lined their tracks. Before long, railroad spurs wound through the Brady area, providing easy access for loading and unloading into warehouses and storage facilities located farther from the main rail line. This vast railroad network traversing the Brady area helped transform Tulsa into one of Oklahoma's most important manufacturing centers.⁷

While commercial activity focused along the railroad tracks or Main Street, early in this period houses were scattered across the Brady area. Many African Americans originally lived in the vicinity of the North Cheyenne Avenue Historic District. With multiple steam trains passing through the area daily, spewing smoke, cinders and hot steam, the area would have been undesirable as a residential area to the white community. As was common in many American cities, African Americans were relegated to living in difficult circumstances separate from their white neighbors. The 1905 and 1907 Sanborn Maps show tents and a few small one-story dwellings and shotgun houses near a Frisco section house in the North Cheyenne Avenue Historic District.⁸ The Tulsa Cotton Gin was also on West Archer, perhaps providing employment to those living nearby. The residences would not last long, however, once commercial demand grew for the trackside land. The 1915 Sanborn Fire Insurance Map identifies a "Negro District" on North Boston Avenue and "Negro Shanties" on North Cheyenne Avenue.⁹ The demand for commercial uses adjacent to the railroad tracks displaced most housing in the historic district before 1921, although one African American home survived as late as 1924.¹⁰

Just ten years after Glenn Pool, the Brady area had a large concentration of oil-related industries. The comings and goings of trains supplied the needs of the oil economy, and freight deliveries meant that pipe and equipment storage yards needed locations near the tracks. By the 1920s, the Brady area was crowded with commercial and industrial buildings. Tulsa was also on the cusp of transforming itself from a pioneer town to a modern metropolis. As rich oil men built testaments to their wealth in new skyscrapers along South Boston Avenue, the business and banking core of Tulsa rose along this street. The Brady area retained its early commercial district, but new construction tended to serve industrial and warehousing needs. The demands of the oil economy primed the North Cheyenne Avenue Historic District for new construction, and it was during this decade that the physical appearance of the historic district took shape. The few surviving African American dwellings and the old cotton gin were about to disappear. With easy access to both the Frisco and the Sand Spring railroad tracks, commercial development spread south from other parts of the Brady area.

Tulsa's growing class of wealthy residents, in part, were behind the demand for new storage buildings, where incoming goods and materials of all kinds, including household goods, could be stockpiled. With Tulsans buying at a record pace during the oil boom of the 1920s, the railroad required proof from buyers that storage space was available for the huge amount of incoming merchandise before it would be shipped.¹¹ As the Brady area became increasingly built-up with

⁶Allison Chandler and Stephan D. Maguire. *When Oklahoma Took the Trolley*, (Glendale, CA: Interurbans, 1980), 105-06.

⁷ Harold Creveling, "Centers of Industrial Growth in Oklahoma 1919-1939," *Proceedings of the Oklahoma Academy of Science for 1946*, Vol. 26, 84-85. For a description of foundries in Tulsa, see Jarrell I. McCollum, "Status of the Foundry Industry in Oklahoma," *Proceedings of the Oklahoma Academy of Science for 1953*, Vol. 33, 235-236.

⁸ *Sanborn Fire Insurance Map*, Tulsa, Tulsa County, 1907.

⁹ *Sanborn Fire Insurance Map*, Tulsa, Tulsa County, 1915.

¹⁰ It appears that the 1921 Tulsa Race Riot did not stimulate a move of African Americans from the district; it appears that they had moved from the district for the most part prior to that event.

¹¹ Danney Goble, *Tulsa: Biography of an American City* (Tulsa, OK: Council Oaks Books, 1997), 115.

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

industrial concerns, commercial storage facilities spread into the area around North Cheyenne Avenue. The warehouses in the North Cheyenne Historic District provided critical storage space to support this segment of the local economy.

The North Cheyenne Historic District was a practical place. It was not a district where shoppers would wander the street; rather it was a grimy working area, where things were made, stored and processed. Trains on the Sand Springs Railroad traveled through the district every ten to twenty minutes, while to the south, the Frisco remained an active line for steam trains. Commercial space included a few requisite restaurants, but automobile garages were more common. Most businesses were associated with the oil industry in some way. Valve manufacturers, machine shops, and manufacturers of oil-drilling and processing supplies were all located in the district at one time. One long-time tenant of the Tulsa Warehouse Building was OTASCO (Oklahoma Tire and Supply Company). The company appears in the city directory from 1930 to well into the 1950s.

The commercial blocks constructed in the North Cheyenne Historic District were one and two-story buildings with flat or barrel-vault roofs. A few had ground-level storefronts or offices or living quarters upstairs. The warehouses had larger footprints and more utilitarian designs. Overwhelmingly, the buildings in the North Cheyenne Historic District express their practical nature. These garages, warehouses, storage facilities and small commercial endeavors were built near the railroad, where they could easily receive, store, and distribute raw materials and manufactured goods. The Miller commercial block at 201-207 West Archer Street housed blacksmiths, tanners, a grocer, and an auto repair shop.¹² Other commercial developments along West Archer Street included a motor and machine company (1923) and the Trope Building (1925). These buildings housed a variety of small businesses over the next decade, ranging from barbers, restaurants, auto repair, and burlap bag manufacturing, to bottling works, shoe repair and a poultry wholesaler. The most impressive building erected in the district during this period was the four-story Tulsa Warehouse Building at 14 North Cheyenne Avenue. This storage and warehouse building had a dedicated railroad spur that tucked under a cantilever. It housed the offices of several small businesses and even provided furnished rooms.¹³ A large wholesale grocery was built next door in 1927.

After World War II, construction of interstate highways made trucking a more-convenient system by which to haul goods, the U. S. mail, and freight. While the North Cheyenne Historic District remained a wholesale and distribution center for the city, the shift to truck transportation made centralized industrial areas like Brady obsolete. Companies that once might have selected a site based on its proximity to rail lines now built in suburbia where they could get prime access to highways. Compounding the decline, the Sand Springs railroad tracks removed its tracks from Archer Street in 1955. The KATY Railroad ended its service to the Brady area in 1963 and began removing its tracks, symbolically signaling the end of railroad dependence for Tulsa businesses.¹⁴

Despite the decline of railroads nationally and in Tulsa, the Frisco continued to operate, providing an important connection between small communities of the South and Midwest and larger markets around the country.¹⁵ The Frisco erected two bridges over North Denver Avenue in 1956, depressing the roadway below the grade of the tracks. One of these overpasses remains in use; the other was taken out of service and its tracks and rail bed were dismantled. Despite this alteration, these historic structures continue to provide an important physical and visual record of the district's historic association with the railroad. The Frisco provided passenger service to Tulsa until 1967, and freight trains remain active on the alignment today. The Frisco became part of the Burlington Northern Railroad system in 1978. Burlington Northern merged into the Burlington Northern Santa Fe (BNSF) in 1995. BNSF freight trains continue to use the historic Frisco alignment through Tulsa and the North Cheyenne Historic District.

¹² The district had no apartment houses, but upper level living above commercial blocks was likely, though residents may not have had telephones. The building's offices, storage and warehouse space appear to have had more practical economic value.

¹³ Jennifer Shirley. Ms. Shirley provided research from Polk's City Directories and Sanborn Fire Insurance Maps to Cathy Ambler, April 23, 2009.

¹⁴ Cathy Ambler, Preservation Consultant and Rosin Preservation, LLC, "Downtown Tulsa Intensive-Level Historic Resources Survey", October 7, 2009, 61-63.

¹⁵ "The Frisco: A Look Back at the St. Louis and San Francisco Railroad," <http://thelibrary.springfield.missouri.org/lochist/frisco/about.cfm> (referenced March 7, 2010).

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

9. Major Bibliographical References

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

BIBLIOGRAPHY

Ambler, Cathy. "The History of the Brady," prepared for the George Kaiser Family Foundation, February 2009.

Ambler, Cathy and Rosin Preservation, LLC. "Downtown Tulsa Intensive-Level Historic Resources Survey," prepared for the City of Tulsa, Oklahoma, October 7, 1009.

Chandler, Allison and Stephan D. Maguire. *When Oklahoma Took the Trolley*. Glendale, CA: Interurbans, 1980.

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Debo, Angie. *Tulsa: from Creek Town to Oil Capital*. Norman, OK: University of Oklahoma Press, 1943.

Goble, Danney. *Tulsa: Biography of an American City*. Tulsa, OK: Council Oaks Books, 1997.

McCollum, Jarrell I., "Status of the Foundry Industry in Oklahoma," *Proceedings of the Oklahoma Academy of Science for 1953*, Vol. 33, 235-236.

Sanborn Fire Insurance Maps, Tulsa (Tulsa County) 1894, 1896, 1898, 1901, 1903, 1905, 1907, 1911, 1915, 1915-1939, 1915-July 1926, Vol. 1, 1915-1962.

Interviews

Peter Mayo, Owner of the Brady Theater. Personal Communication with Cathy Ambler. February 10, 2009.

David Sharp, Property Owner in the Brady area. Personal Communication with Cathy Ambler. February 4, 2009.

Websites

"The Frisco: A Look Back at the St. Louis and San Francisco Railroad,"
<http://thelibrary.springfield.missouri.org/lochist/frisco/about.cfm> . Referenced March 7, 2010.

Other References

Beryl Ford Collection/Rotary Club of Tulsa, Tulsa City-County Library and Tulsa Historical Society.

Shirley, Jennifer. Ms Shirley researched several buildings along the west side of North Cheyenne Avenue, and provided her research from *Sanborn Fire Insurance Maps* and Tulsa's Polk's City Directories to Cathy Ambler, April 23, 2009.

Previous documentation on file (NPS):

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

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

10. Geographical Data

Acreage of Property 6
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

1	<u>15</u> Zone	<u>230402</u> Easting	<u>4005451</u> Northing	3	<u>15</u> Zone	<u>230673</u> Easting	<u>4005379</u> Northing
2	<u>15</u> Zone	<u>230580</u> Easting	<u>4005466</u> Northing	4	<u>15</u> Zone	<u>230461</u> Easting	<u>4005256</u> Northing

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

The boundaries of the North Cheyenne Historic District are shown on the attached boundary map.

Boundary Justification (Explain why the boundaries were selected.)

The North Cheyenne Historic District includes a distinct and identifiable cluster of early-twentieth century warehouse, industrial and commercial resources along West Archer Street, North Denver Avenue and North Cheyenne Avenue. The boundary was drawn to minimize the number of resources that have lost integrity, buildings that were constructed after the period of significance, and vacant lots. The boundary includes the last extant brick-paved street in Tulsa and two railroad overpasses that relate to the context for which the historic district is nominated.

11. Form Prepared By

name/title Cathy Ambler, Elizabeth Rosin, and Rachel Nugent
organization Ambler/Rosin Preservation date May 2010
street & number 1129 E. 8th Street; and 215 West 18 Street telephone 918-584-3566 and 816-472-4950
city or town Tulsa and Kansas City state OK and MO zip code 74120 and 64108
e-mail cambler@sbcglobal and Elizabeth@rosinpreservation.com

Additional Documentation

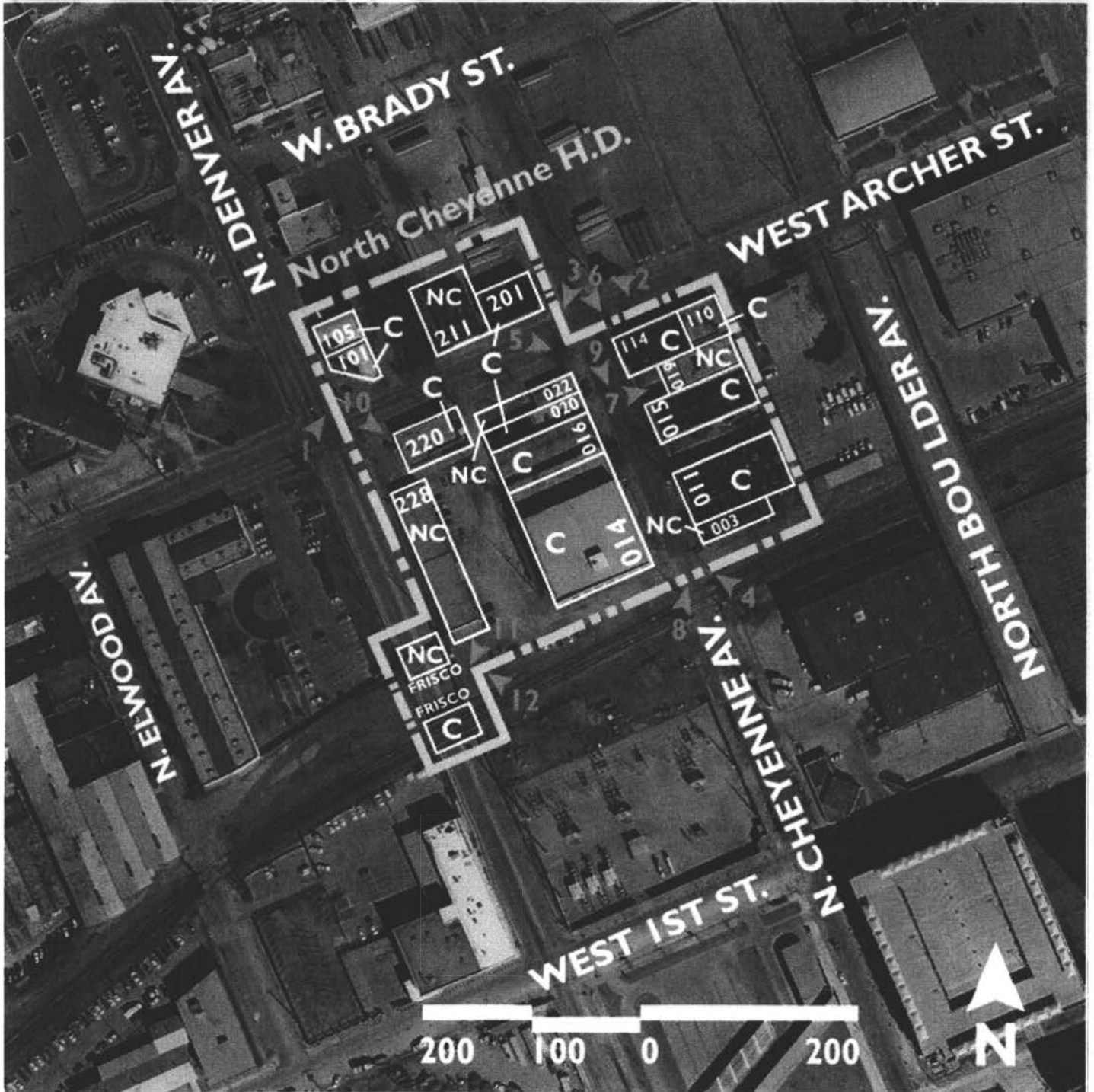
Submit the following items with the completed form:

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

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

District Boundary Map



North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: North Cheyenne Avenue Historic District

City or Vicinity: Tulsa **County:** Tulsa **State:** Oklahoma

Photographer: Cathy Ambler (#1 – 7, 10); Walt Warner (#8, 9, 11, 12)

Date Photographed: March 6, 2010 (Walt Warner) and March 17, 2010 (Cathy Ambler)

Description of Photograph(s) and number:

All digital images labeled as follows: OK_TulsaCounty_NCheyenneAveHD_#.tif

- 1 of 12.** Corner of North Denver Avenue and West Archer Street (101 and 105 North Denver Avenue), view northeast.
- 2 of 12.** Corner of North Cheyenne Avenue and West Archer Street (201 and 211 West Archer Street), view northwest.
- 3 of 12.** Corner of North Cheyenne Avenue and West Archer Street (14, 16, 20, and 22 North Cheyenne Avenue), view southwest.
- 4 of 12.** Tulsa Warehouse Building (14 North Cheyenne Avenue), view northwest.
- 5 of 12.** Corner of North Cheyenne Avenue and West Archer Street (110 and 114 West Archer Street), view southeast along West Archer Street.
- 6 of 12.** Corner of North Cheyenne Avenue and West Archer Street (11 and 15 North Cheyenne Avenue and 114 West Archer Street), view southeast along North Cheyenne Avenue.
- 7 of 12.** Non-contributing building at 19 North Cheyenne Avenue, view east.
- 8 of 12.** Non-contributing building at 7 North Cheyenne Avenue, view northeast.
- 9 of 12.** Brick street at North Cheyenne Avenue, view south.
- 10 of 12.** Individually eligible building (220 West Archer Street) at the corner of North Denver Avenue and West Archer Street, view southeast.
- 11 of 12.** Non-contributing railroad bridge (Frisco Railroad Bridge #1), view northwest.
- 12 of 12.** Contributing railroad bridge (Frisco Railroad Bridge #2), view southwest.

North Cheyenne Avenue Historic District
Name of Property

Tulsa County, OK
County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Multiple –see attached list
street & number _____ telephone _____
city or town _____ state _____ zip code _____

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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NORTH CHEYENNE AVENUE HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #1



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #2



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #3



NORTH CHEYENNE AVENUE HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #4



ORTH CHEMENNE AVENUE HISTDRIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #5



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #6



ORTH CHEYENNE AVENUE HISTORIC DISTRICT
ULSA, TULSA COUNTY, OKLAHOMA
VIEW #7



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #8



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #9



NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #10



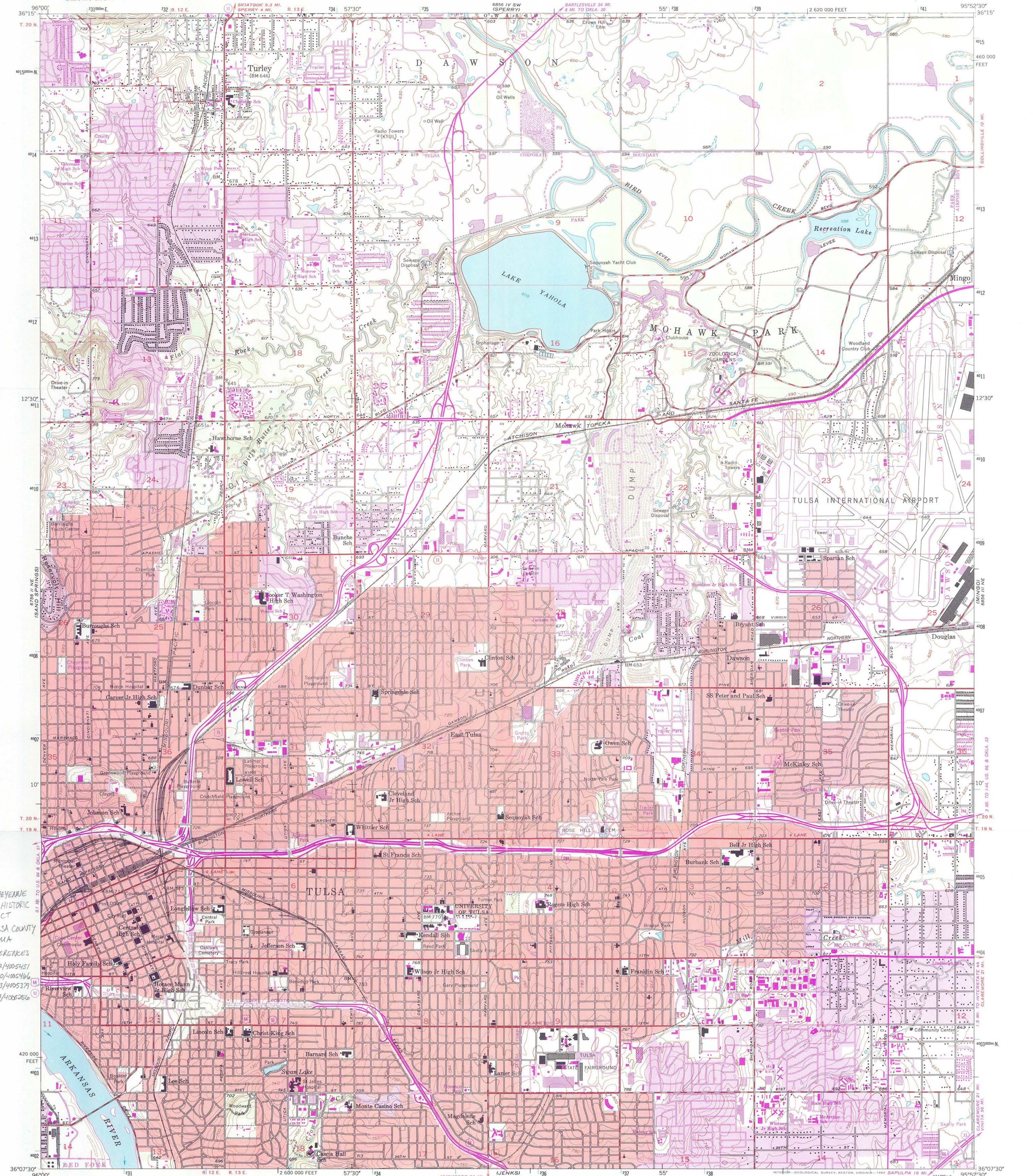
NORTH CHEYENNE AVENUE HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 11



NORTH CHEYENNE AVENUE HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

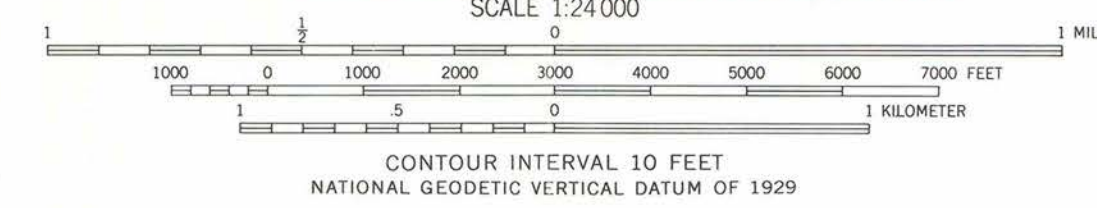
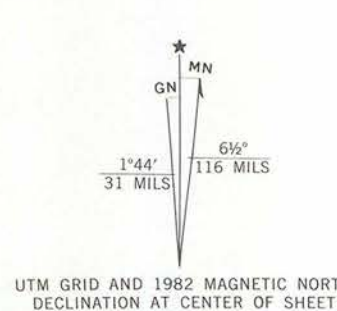
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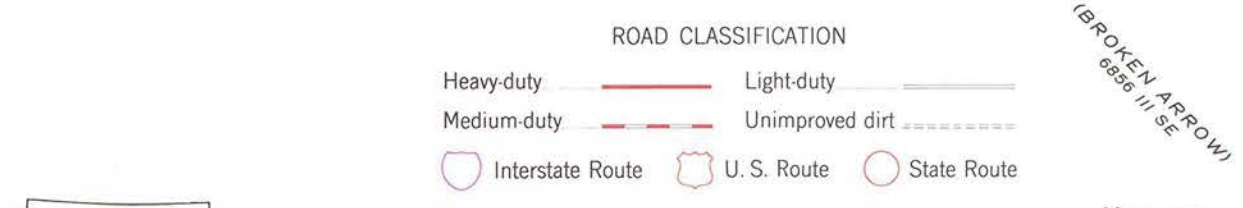
NORTH CHEYENNE
AVENUE HISTORIC
DISTRICT
TULSA, TULSA COUNTY
OKLAHOMA

UTM REFERENCES
1. 15/230402/4005451
2. 15/230580/4005466
3. 15/230673/4005379
4. 15/230441/4005256

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, USCE,
and Oklahoma Geodetic Survey
Culture and drainage in part compiled from aerial photographs
taken 1950-1951. Topography by plane-table surveys 1954
Polyconic projection. 1927 North American datum
10,000-foot grid based on Oklahoma coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates area in which only landmark buildings are shown
To place on the predicted North American Datum 1983
move the projection lines 3 meters south and
23 meters east as shown by dashed corner ticks
Revisions shown in purple compiled from aerial photographs taken 1980
and other sources. Map edited 1982. This information not field checked
Purple tint indicates extension of urban area



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND BY THE OKLAHOMA GEOLOGICAL SURVEY, NORMAN, OKLAHOMA 73069
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



TULSA, OKLA.
N3607.5—W9552.5/7.5

1954
PHOTOREVISED 1982
DMA 6856 III NW—SERIES V883



National Register of Historic Places

Note to the record

Additional Documentation: 2013

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: North Cheyenne Avenue Historic District

MULTIPLE NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 5/17/13 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 7/03/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001011

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

Additional Documentation Approved

RECOM./CRITERIA Accept

REVIEWER Edson Beall

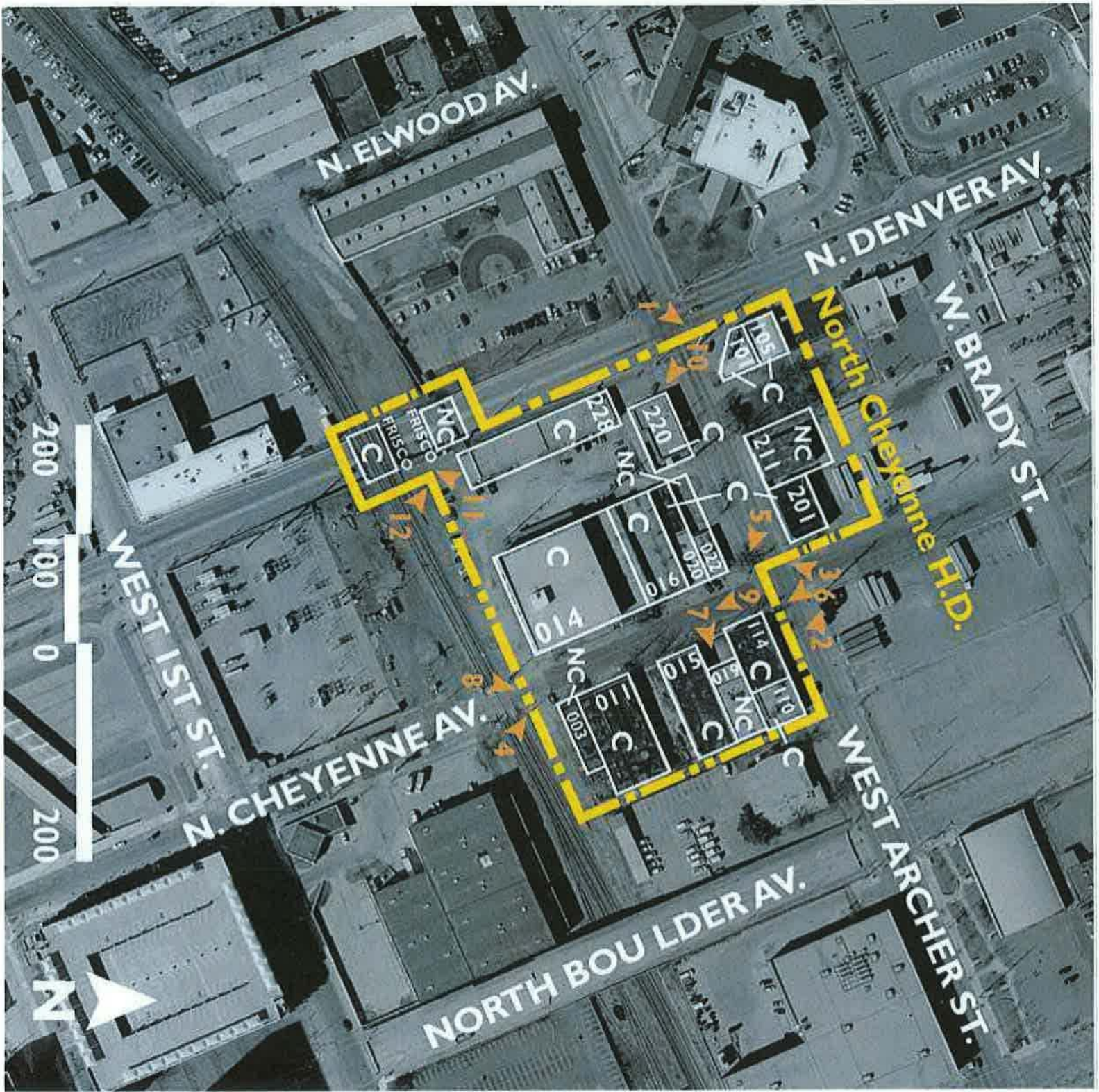
DISCIPLINE History

TELEPHONE _____

DATE 7.3.13

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

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



N. ELWOOD AV.

N. DENVER AV.

W. BRADY ST.

North Cheyenne H.D.

WEST 1ST ST.

N. CHEYENNE AV.

NORTH BOULDER AV.

WEST ARCHER ST.

200
100
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200



National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: North Cheyenne Avenue Historic District

MULTIPLE NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 10/26/10 DATE OF PENDING LIST: 11/30/10
DATE OF 16TH DAY: 12/15/10 DATE OF 45TH DAY: 12/11/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10001011

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 12.13.10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

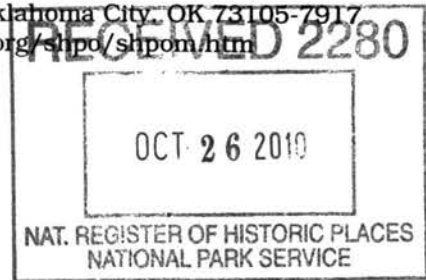
If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm



October 25, 2010

Ms. Carol Shull
Acting Keeper of the Register
National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW
Washington D.C. 20005

Dear Ms. Shull:

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

KATY Historic District, Tulsa, Tulsa County
North Cheyenne Historic District, Tulsa, Tulsa County
Oil Capital Historic District, Tulsa, Tulsa County
Downtown Ponca City Historic District, Ponca City, Kay County
Main Public Library, Oklahoma City, Oklahoma County
Eastern Oklahoma Tuberculosis Sanatorium, Talihina vicinity, Latimer County
Archeological Site 34LV181, Love County
Archeological Site 34LV184, Love County
Archeological Site 34JF109, Jefferson County

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

Sincerely,

Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:lbs

Enclosures



Oklahoma Historical Society
State Historic Preservation Office

Founded May 27, 1893

Oklahoma History Center • 800 Nazih Zuhdi Drive • Oklahoma City, OK 73105-7917
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm



May 15, 2013

Ms. Carol Shull
Acting Keeper of the Register
National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW
Washington D.C. 20005

Dear Ms. Shull:

It has come to our attention that while the text of the North Cheyenne Historic District, Tulsa, Tulsa County is correct, the original map submitted with the nomination had an error. We have included with this letter the corrected print map as well as a digital copy.

If there may be any questions, please do not hesitate to contact either Lynda S. Ozan of my staff or myself.

Sincerely,


Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:lso

Enclosures