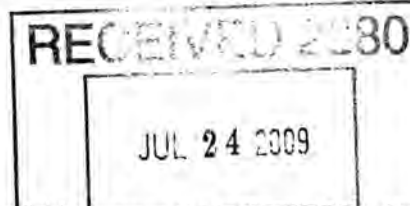


**United States Department of the Interior
National Park Service
National Register of Historic Places
Registration Form**



This form is for use in nominating or requesting determination for individual properties and districts. See instruction in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Sixth Street Commercial/Residential Historic District

other names/site number NA

2. Location

street & number Roughly along East Sixth Street from South Peoria Avenue to the North/South Alley between Quaker and Quincy Avenues [N/A] not for publication

city or town Tulsa [N/A] vicinity

state Oklahoma code OK county Tulsa code 143 zip code 74120

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this
☒ 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 ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

State Historic Preservation Officer

Date

Oklahoma Historical Society
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.
 (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- ☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register
☐ See continuation sheet.
☐ other, explain
☐

[Signature]
Signature of the Keeper

Date of Action

Edson H. Beall 9.3.09

See

continuation

sheet.

Sixth Street Commercial/Residential Historic District
Name of Property

Tulsa County, Oklahoma
County/State

5. Classification

Ownership of Property

(Check as many boxes as apply)
(listed resources.)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Check only one box)

(Do not count previously

Contributing

Noncontributing

10

1

buildings

1

0

sites

0

0

structures

0

0

objects

11

1

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.

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

Commerce/Trade: Specialty Store

Commerce/Trade: Restaurant

Domestic: Multiple Dwelling

Current Functions

(Enter categories from instructions)

Commerce/Trade: Specialty Store

Vacant/Not in Use

Domestic: Multiple Dwelling

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century American Movements:

Commercial Style

Bungalow/Craftsman

Materials

(Enter categories from instructions)

foundation BRICK

walls BRICK

roof OTHER: Tar and Gravel

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

National Register of Historic Places Continuation Sheet

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Tulsa County, Oklahoma

Sixth Street Commercial/Residential Historic District

DESCRIPTION

LOCATION AND SETTING

The Sixth Street Commercial/Residential Historic District¹ is located along East Sixth Street between South Peoria Avenue on the west, and the north/south alley between South Quaker and Quincy Avenues on the east. The district consists of buildings associated with commercial and residential activity along East Sixth Street. This commercial/residential corridor is slightly less than a mile east of Tulsa's Central Business District. The small district, approximately two and one-half blocks long, is also located about four blocks south of the Missouri, Kansas and Texas (KATY) railroad tracks, which angle from northwest to southeast creating a pie-shaped industrial area nearby. Most building front façades face East Sixth Street, although one faces South Quincy Avenue. The district is composed of Late 19th and 20th Century American architecture, primarily one- and two-story Commercial Style brick buildings, and a Bungalow/Craftsman apartment building.

RESOURCES

1. **1301 East Sixth Street.** c. 1922; additions, c.1954, c 1960. **Contributing.** No Distinctive Style. This is a one-story, flat-roofed stucco building, originally a gas station. The front façade angles at the junction of South Peoria and East 6th Street. The primary entry door is a replacement wood slab. One replacement window is fixed, multi-pane wood, and a second replacement window is a metal, one-over-one double-hung. The windows are wood trimmed to fit the original openings. The Sixth Street façade is characterized by three repair bays, with multi-pane overhead wood panel doors. A secondary wood slab replacement entry door faces East Sixth Street, and has a single pane transom window above. The overhead garage doors in the additions appear original to their period of construction. The historic gas station canopy was removed and one addition was made to the building by 1954, as determined from a historic photo. Since the apartment to the east of the building was demolished c. 1959, a further addition of one garage bay is approximate to this date.² The building provides an important entrance point and anchor to the district on the west end.
2. **1311 East Sixth Street.** c. 1959. **Contributing.** This parking lot replaced a one-story building with four apartments. It now serves as parking for the auto repair shop at 1301 East Sixth Street.
3. **1315-1317 East Sixth Street.** c. 1923; alteration c. 1950. **Contributing.** Commercial Style. This one-story flat-roofed clay tile building is distinguished by a simple red brick façade. The 1315 address has a centered glazed panel metal replacement door with two large replacement metal-framed display windows on both sides. These windows rest on brick slip sills. Above the windows and entry door are oversized painted transoms. The 1317 address also has a centered glazed panel metal replacement door with four large replacement metal-framed display windows on both sides, with oversized transoms above the windows and above the entry door. The parapet wall is finished with brick coping. A decorative feature around the entry doors is the angled wood trim which continues to the top of the transom area. The historic c. 1950 façade alteration is likely to have occurred when a floor covering business combined individual buildings.
4. **1319-1321 East Sixth Street.** c. 1925. **Contributing.** Commercial Style. The E. House building is two-story red brick, and has a tar and gravel flat roof. The ground floor has four asymmetric bays, and moving from west to east they are: store display window, store entry, second level entry, door and a large store front with centered entry door. All display windows are covered with plywood, have decorative trim above and rest on

¹ This district is named with "commercial" and "rental" because it is distinguished by a rental/commercial relationship. There are no other commercial areas in Tulsa that have this unique interdependence.

² Tulsa 1915-July1926, vol.2,1915-June1962, Sheet 233 shows this addition in place.

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Sixth Street Commercial/Residential Historic District

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wood sills. The large transom area above the display windows in the first bay has three vertical windows, one of which now holds a small air conditioner. The small wood panel entry door in the second bay is recessed slightly from the façade and the glazing replaced by plywood. The door surround is wood, with the wood-framed transom area now covered but framed by a small entablature. The entry door to the second level in the third bay is wood and covered with plywood. The wood trim around the door is modest and above it there is a small covered transom. The large store front of the fourth bay has a recessed wood entry door covered by boards and a small glass transom is above the door. The large transom area above this bay's wood-framed display windows is filled with nine vertical wood windows, two of which are hopper. The second floor apartment level has seven bays, in a window/door/window-hall door-window/door/window pattern moving from west to east. The doors are wood panel or wood covered, and the double-hung wood windows are Prairie style multi-panes which rest on concrete sills. Small metal balconies supported by metal angle braces are at each of the doors. The parapet wall is stepped at the façade corners, and in the center, steps up to an angle. The parapet is finished with concrete coping. Decorative details include soldier bricks and basket weave bricks around the entries and store fronts; soldier and sailor bricks which frame the second floor openings and a belt course of soldier bricks at the base of the parapet wall above which is a stepped brick belt course. A framed brick name plate with small concrete corner blocks is centered in the parapet wall, and there are concrete corner blocks above the windows and at the edge of the front façade. Concrete diamond accents are at each side of the second-level entry door. The balcony braces have decorative scrolls.

5. 1323 East Sixth Street. c. 1923. **Contributing.** Commercial Style. This building is one-story, flat-roofed tar and gravel and red brick. It has one large store front with a recessed entry area which has a pair of glazed multi-pane wood entry doors. All entry windows and doors are wood replacements. There is a group of three multi-pane display windows on both sides of the entry, and multi-pane windows wrap into the recessed entry area. The windows have wood sills which rest on a replacement brick bulkhead. There are ten vertical wood windows in the original transom above the storefront. The parapet wall features match those of the E. House Building. Decorative features include the soldier and basket weave bricks which surround the storefront and transom, and the soldier belt course which continues from the 1319-1321 address and ends at the façade side with a decorative concrete block. The parapet wall on the Quaker Avenue façade steps down toward the rear of the building. This façade also has a ground level replacement glazed wood panel entry door leading to a small mid-level apartment which has a paired and single one-over-one double hung windows. Window sills are slip brick. Parts of the glazing are covered with plywood, and in one paired windows is a room air-conditioner. The apartment is over a storage area and the rear of the building has a narrow one-story brick storage area with a wood sided second level. The storage area has a replacement metal panel entry door. Decorative features on this façade include sailor and soldier brick trim above the door and above the windows.

6. 1325-1329 East Sixth Street. 1925 Date Block. Non-Contributing. Commercial Style The Brannon Building is a two-story red brick building with a flat roof on the corner of East Sixth Street and South Quaker Avenue. The now brick-filled angled and recessed corner entrance is under the second level which is supported by a metal post. Originally this was a ground-level grocery store with four apartments on the second level. The primary East Sixth Street façade has a secondary glazed wood panel entry door with a transom above, and a side façade wood panel replacement entry door to the upper level. The secondary South Quaker Avenue façade has a replacement metal panel entry door with small transom, and a wood segmented garage service door. Original display windows are filled with brick, but the concrete sills are intact. Second level windows openings are in a pair, six single and pair pattern of windows. The replacement windows are a combination of metal double-hungs, and fixed single panes. Two small centered windows have multi-pane replacements. Several windows have original wood trim on the South Sixth Street façade. The parapet wall is stepped at the façade corners, and the name/date plate is formed by raised sailor bricks. The parapet wall is finished with bricks, and there is a small frieze at each parapet wall end created by raised bricks.

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Sixth Street Commercial/Residential Historic District

7. **1338 East Sixth Street.** c. 1922. **Contributing.** Commercial Style. This one-story brick building is flat-roofed garage. The façade has a centered large overhead segmented wood, multi-pane garage door with an office to one side, and a pair of windows on the other. Beneath the windows, the façade material is stone, with a painted red stone belt course which separates the stone from the brick above. The office has a single replacement aluminum-glazed entry door, and a replacement single fixed window. Above the entry door, is an opening for an air-conditioner. The paired replacement windows are one-over-one, double-hungs. The façade is painted white, but there is a stone belt course at the base of the parapet wall with header bricks above and below. There is soldier brick trim above the garage door, and brick headers above the windows; one window still has brick slip sills. The building has been extended with a brick addition at the rear at an undetermined time.

8. **1334-1336 East Sixth Street.** c. 1920. **Contributing.** Commercial Style. This two-story, buff-colored brick building has a flat roof. The building is distinguished by the two symmetric commercial store fronts and a second level with four apartments. The two storefronts are the same, with centered entry doors, one covered by plywood, and one with a replacement wood slab door. There are two display windows on each side of the entry doors. Three of the four are covered with plywood; all have slip brick sills. One window is wood. The transom areas have five wood vertical lights above each of the four display windows. One of the entry door transoms has an air conditioner and the other a vent. The second floor apartment level is distinguished by four large single fixed windows. The brick façade has concrete accents on the ground floor at the top and bottom of the façade pilasters. There are decorative concrete blocks in the bulkhead area centered under display windows. On the second level there are concrete window and vent sills, corner blocks at the windows, and a small concrete-trimmed frieze centered in the stepped parapet wall. The parapet wall has decorative finials at the ends, and scrolled blocks above the nameplate. The parapet wall and nameplate are finished with concrete trim and brick coping. A soldier brick belt course divides the ground floor from the upper floor; soldier brick window headers, and a second floor frieze created by raised bricks. The access to the upper level is a door between this building and 1328-1332 East Sixth Street. The entry has an arched hood supported by decorative wood brackets, one of which is missing. The door and transom area is closed by wood boards.

9. **1328-1332 East Sixth Street; 603 and 605 South Quaker.** c. 1919. **Contributing.** Commercial Style. This two-story, flat roofed red-brick building is distinguished by two asymmetric ground-level store fronts. The 1332 address is larger, and this asymmetric storefront has small display window, replacement glazed wood slab entry door and large display window area (from east to west). Above the small wood display window is a wood transom with four vertical lights; the large display window/transom is plywood covered. The 1328 address has a centered glazed metal replacement entry door with wood display windows on both sides, and five-light wood transoms above. This address also has a small wood-covered display window and a secondary glazed replacement wood entry door on the South Quaker Street façade. The window transom is wood covered, and door has a glazed transom above. The second floor level has three bays: a window/door/window-window-window/door/window combination, from east to west. Second floor ribbon windows are four-over-one wood and the doors are glazed wood panels. The doors have small openwork metal balconies with decorative scrolled brackets. The red brick façade has dark red brick accents. The ground floor bulkhead area is trimmed with stone at the top and bottom, and the façade ends appear as short stone columns with brick above. Windows and façade ends have darker red brick mimicking quoins. The ground floor is separated from the second by a belt course of dark red soldier bricks. The second floor doors and windows have dark red brick surrounds, with stone sills and corner blocks. The bricks above the windows and doors are part of a dark red brick soldier belt course punctuated by stone corner window and door blocks. There is a raised dark red brick name plate area framed with headers, and the parapet wall is accented by a belt course of dark red soldier bricks and a narrow belt course of stone finished with a row of dark red header bricks. There are two small vents in the name plate area. The ends of the façade parapet wall are stepped up and finished with stone coping. The Quaker Street façade has stone wainscot, windows in the second level like those on the front façade, but with three additional

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Sixth Street Commercial/Residential Historic District

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small wood one-over-one double hungs. The 603 address has a slightly recessed pair of original glazed wood entry doors with transom which provide access to the apartments above, and the 605 address is a small store front on South Quaker. The store front has an original recessed glazed wood entry door, with single display windows on both sides and a painted transom above. The bulkhead area is brick trimmed with stone, and the windows rest on stone sills. All wood display windows have an openwork metal protection over the lower portion. Decorative elements are the same on the west façade as are the same as on the front, but the west-facing windows have angled metal awnings.

10. 602 South Quaker Street. c. 1922. **Contributing.** Bungalow/Craftsman. This large two-story brick apartment building has a jerkin-head roof covered in asphalt shingles. The roof has four side-slope brick chimneys. There are four apartments on each level, with a center hall for accessing two apartments on each side. The ground floor has a centered wood slab entry door protected by a gabled-roof hood which is supported by scrolled wood brackets. The entry has four stairs flanked by low brick walls that are finished with concrete caps. The wood Prairie-style windows on both sides of the entry are ribbon paired four-over-one wood double-hungs, and a small single three-over-one wood double-hung. The window sills are concrete. The second level has a large multi-pane wood casement window over the entry area, and the pattern and type of windows in the first floor repeats on the second level. The East Sixth Street façade has a pattern of windows which is the same on both floors with three sizes of single windows, including ribbon four-over-one and three-over-one double-hungs, and small paired multi-pane casements. Two windows are single pane replacements, and several windows have been filled with room air conditioners. The west façade of the building, only partly visible from the street, repeats the east façade's pattern of door and window openings. Second floor windows on both sides of the entry are paired ribbon four-over-one wood double-hungs, and the two single windows are three-over-one wood double-hung and there is a one-over-one wood double hung. The window over the entry area in this façade is covered with wood. The ground floor has all windows replaced but the single double-hungs, with either metal framed two-over-two or one-over-one double hungs. The remaining original windows are ribbon three-over-one double-hungs, however, a single pane is covered with wood, and another has solid material replacement. The entry door is a wood-covered panel door with a shed roof overhang supported by angled wood braces. The west façade porch and steps are wood replacements and under the porch are concrete step leading to a glazed wood panel basement door. Two small basement window openings are wood covered. Decorative items include the wide fascia, exposed false beam ends on the front façade, west facade, and on the door hood.

11. 1316-1318 East Sixth Street. c. 1926. **Contributing.** Commercial. This one-story painted brick commercial building has a flat roof and three store fronts. There are two wood segmented overhead replacement garage doors in the middle and east bays, with the middle door an alteration to the original storefront. The display windows and transoms are covered with siding, and the entry doors are replacement metal panel. The bays are divided by pilasters between storefronts at the façade ends. Raised header bricks create name plate areas above the three bays. There is a row of basket-weave brick at the top of the parapet wall, which is finished with concrete coping. Original slip window sills are present.

12. 1302-1314 East Sixth Street. c. 1928. **Contributing.** Commercial. This one-story building is red brick and has a flat roof. The building is divided into six bays of unequal size, emphasized by the stepped parapet walls over each bay. The most important bay visually is at the 1302 address, at the corner of South Peoria Avenue and East Sixth Street, which is indicated by a centered half-round shaped roof parapet decorated with a brick and concrete block diamond. The centered entry door in this bay has a large transom above, with a pair of large display metal replacement windows on both sides. The second store front (1310 address) has a slightly recessed glazed replacement aluminum entry door with single wood-framed replacement display windows on both sides. Display windows rest on slip brick sills. The transom above the windows and door in this bay is covered by plywood. The other four bays have segmented, wood, paneled overhead garage doors

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Tulsa County, OklahomaSixth Street Commercial/Residential Historic District

of different widths and heights replaced at different periods. Decorative features include the pilasters which divide the bays, resting on concrete bases; the soldier brick belt course which runs the entire façade, punctuated with small corner blocks at each bay opening. There are concrete diamond accents above each pilaster, and the parapet wall is finished with concrete coping.

ALTERATIONS

The district buildings have had various alterations from brick in-fill and combining store fronts to the replacement of original doors and windows which is common in commercial buildings. Many windows are covered with protective plywood. Even the most extreme alterations appear reversible, however, and the buildings present a cohesive and distinguishable commercial/residential district.

CONDITION

The condition of these buildings is from poor to fair.

Sixth Street Commercial/Residential Historic District
Name of Property

Tulsa County, Oklahoma
County/State

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 of age or achieved significance
within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Periods of Significance

1919-1960

Significant Dates

N/A

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

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

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State Agency
- ☐ Federal Agency
- ☐ Local Government
- ☐ University
- ☐ Other

Name of repository:

Oklahoma Historical Society/SHPO

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Sixth Street Commercial/Residential Historic District

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SIGNIFICANCE

SUMMARY

The Sixth Street Commercial/Residential Historic District is significant locally. It emerged in the late nineteenth-teens as Tulsa grew outside the original town core, and it conveys a period in Tulsa's community development when manufacturing and heavy industries located nearby the railroads on the east side of town, which were followed by working-class residents and commercial space. This small commercial area is distinguished by the residential units which were an important attribute in the district until 1960, when parking for automobiles became more important than housing. Until then, the Sixth Street Commercial/Residential Historic District buildings provided a large number of apartments for individuals and families in transition during one of the city's most explosive periods of growth, through years just after the World War II housing shortage, and gave neighborhood residents an important shopping locale for everyday needs.

BACKGROUND³

Tulsa's early history is aligned with the displaced Native American emigrants who arrived in the area from eastern states in the 1830s. The Creek rebuilt their traditional communities in the Tulsa area after being driven from their homes in Alabama and Georgia. One community they reestablished was "Tallasi", a settlement along the Arkansas River, which eventually became the City of Tulsa. By 1878, a post office was established in "Tulsey" Town. With the arrival the railroad in 1882, Tulsa began to grow as a ranching community which included Creek, mixed Native American, African-American and white residents. Tulsans shipped thousands of cattle from the surrounding areas eastward on the Frisco Railroad. Though still a settlement community, the town was platted in 1897 and incorporated in 1898. The original town plan was skewed to align with the Frisco tracks, which bordered the town on the north.⁴ Within six months of incorporation, Congress passed the Curtis Act which allowed others to own tribal lands, and Native Americans lost control over their adopted western homelands. As land ownership changed hands from the Creeks to others, large ranches were broken up and previous owners turned to opening businesses or farming, and the cow town days of Tulsa were over.⁵

There was probably no more important event in Tulsa's history than the discovery of oil in 1901. The first oil well, located in Red Fork, was just across the Arkansas River from Tulsa, and its location put the town in the center of an oil boom. In 1905, the Glenn Pool strike added to Tulsa's value as *the* centralized business location where one could get leases, obtain bank loans, hire drillers and find equipment for the oil fields. The Frisco was the first railroad in Tulsa (1882), but the demands of the oil business soon brought the Missouri, Kansas and Texas (the KATY, 1902), Midland Valley (1903), and Atchison Topeka and the Santa Fe railroads (1905) into Tulsa. As the oil companies prospered, the city did as well.⁶ Tulsa grew wildly in ten years and even by 1904, it was outgrowing its original plan and Oklahoma, assisted by Tulsa's fast growth, was granted statehood in 1907.⁷

While Tulsa's early economy was dependent on ranching, once the Frisco Railroad arrived early commerce

³ The first two paragraphs are background information taken from the National Register nomination for the Riverside Historic Residential District, written by the author.

⁴ <http://www.tulsapreservationcommission.org/history/transportation>. As land was annexed to Tulsa, however, platting occurred along the north/south cardinal points, rather than the skewed railroad alignment.

⁵ Debo, Angie, *From Creek Town to Oil Capital* (Norman, OK: University of Oklahoma Press, 1963), 85.

⁶ <http://www.tulsapreservationcommission.org/history/transportation>. Also see Danney Goble. *Tulsa: Biography of an American City* (Tulsa, OK: Council Oaks Books, 1997), 31.58.

⁷ Debo, *ibid.*, 84, 87.

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Tulsa County, Oklahoma

Sixth Street Commercial/Residential Historic District

included a walnut lumber industry. A boon in the early community, the business felled walnut timber along the Arkansas River, hauled the logs to the railroad, and employed many sawyers who prepared lumber for shipping.⁸ Mules were raised for transport east and the railroad built a wire corral as a holding pen for stock going to St. Louis. But by the early 1900's, Tulsa also had cotton, flour and corn mills, lumber yards, feed yards, and businesses selling agricultural equipment which reflected the area's economic base tied to farming and ranching now dependent on the Frisco Railroad. One of the more significant and long-lasting of Tulsa's early businesses was an ice company, which provided blocks for the railroad cars shipping processed meat east.⁹

The community developed other small industries which made use of the area's natural resources, such as coal mining (e.g., Hickory Coal and Mining Company), and mining river sand for shipment East. In 1901, the first Commercial Club was formed to help promote the community.¹⁰ It helped bring the KATY, Santa Fe and Midland Valley railroads into Tulsa by providing financial incentives. The group made a booster trip to promote the city at the Louisiana Purchase Exposition in Saint Louis in 1904, and traveled to Chicago in 1905 promoting the community. In 1908, members ran an excursion train to Saint Louis, Chicago, New York City and Washington D.C. The group promoted the community vigorously on these trips and offered potential companies monetary incentives and free land to relocate or expand to Tulsa.

After the discovery of oil in 1901, Tulsa's economic foundation transitioned from agriculture to petroleum, and the city's population exploded as newcomers wishing to partake of oil riches flooded the city. Population figures reflect the growth: at the turn of the century, the town had about 1,390 residents; by 1910, the population was 18,182; in 1920, the population reached 72,075; and by 1930, it had nearly doubled again to 141,258. Tulsa was then the second largest city in Oklahoma.

The Oklahoma Historical Society's Encyclopedia of Oklahoma History and Culture notes that in a 1909 survey, "21 percent of all manufacturing was done in just eight cities; Oklahoma City led with 171 establishments. The other seven, in order of magnitude, were Enid (65), Muskogee (64), Tulsa (53), Shawnee (40), Guthrie (34), Chickasha (30), and McAlester (29). Those cities had a total of 19.3 percent of the state's population but created 37.3 percent of its manufactures."¹¹ There is no doubt that the most prolific of Tulsa's manufacturers were related to the oil business. By 1904, National Drill and Manufacturing had located near the Frisco tracks. In 1906, Oklahoma Iron Works also sided the Frisco tracks, as did Black, Sivalls and Bryson which built wood, oil and water tanks and later metal field storage tanks. Tulsa Rig and Reel began in 1908 supplying oil-field equipment, rig timbers, and lumber for oil field construction. The Muskogee Tool Company and Hinderliter Tool Company of Tulsa made oil-field "fishing tools". Maloney-Crasford Tank and Manufacturing Company began in Tulsa in 1915.¹² In 1917, examples of oil-related companies in Tulsa include Western Supply Machine Shops, Marion Machine Foundry and Supply, and Gulf Pipeline Machine Shops; these manufacturers were located between the Frisco and KATY railroad tracks, north of downtown.¹³

⁸ Hall, James M. The Beginning of Tulsa, (Tulsa, OK, c.1933), 43.

⁹ Sanborn Fire Insurance Map, Tulsa 1902, Sheet 2, on-line access through the Tulsa City-County Library.

¹⁰ Goble, *ibid.*, 57-58. Clarence B. Douglas in The History of Tulsa, Oklahoma, Volume 1 (Chicago, IL: Clark Publishing), 532, says 1902 and that the Commercial Club merged with Chamber of Commerce in 1915.

¹¹ Everett, Diana. "Manufacturing." <http://digital.library.okstate.edu/encyclopedia> (accessed February 25, 2009).

¹² *Ibid.*

¹³ Sanborn Fire Insurance Map, Tulsa 1915, Map Index Specials List which includes seventeen manufacturers, or companies related to the oil business in Tulsa.

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Once the oil boom began the Commercial Club diligently worked to secure other types of manufacturing, intending to keep Tulsa from becoming a one-industry town.¹⁴ Early in 1909, three members of the Club announced that the National Canning Company was moving to Tulsa, lured by free land. In February, Mehle Packing Company located on the KATY line northwest of downtown. In April, the Commercial Club announced that glass and cotton oil factories were moving to Tulsa, and that members "A. A. Small, C. L. Holland and G. C. Stebbins had located four small plants in the Factory Addition."¹⁵ In June, Tulsa Manufacturing Company committed to building farm implements near the Frisco railroad and Second Street. During the first decade of the twentieth century, many other companies came to Tulsa because of the financial bonuses and the free and well-located sites with railroad access. Even by 1912, though, many businesses came to Tulsa because they wanted to capitalize on the robust economy.¹⁶

The glass and cotton oil companies were two of the Commercial Club's most important successes at the time, and were located on the east edge of Tulsa in the Factory Addition platted by A. A. Small in 1909 (see Figure 1, continuation pages). Both companies were given land, and to secure the glass factory's move from Coffeyville, Kansas, the promoters gave the company a \$5000 bonus and partial moving expenses.¹⁷ KATY railroad engineers surveyed the factory location next to the tracks once the companies agreed to come, and the railroad promised to install a switch immediately so lumber could be transported directly to the construction sites. Tulsa expected to see sixty to one-hundred new employees at the cotton oil plant, and one-hundred fifty at the glass plant, a number that included jobs for boys and girls.¹⁸

To finance the purchase of land for the Factory Addition, A. A. Small quickly platted the East Lynn Addition to the south of the soon-to-be factories. Early lot sales went to the current mayor, ex-mayor and other community leaders.¹⁹ The Tulsa Daily Democrat also promoted the idea that purchasers could build rental housing, or speculate and profit in later sales.²⁰ The rest of the lots were auctioned, and the advertisement for the auction noted, "The lots are all level and the streets are well graded, and – best of all – they are near the big new factories."²¹ The intent to create working-class housing area was clear as newspaper articles indicated, and this the area would become primarily rental and working class.²²

The two companies were functioning by 1911, and at the time were on the very east edge of the city. The cotton oil company had a large site and the complex contained a seed, meal and hull houses; also a large

¹⁴ Vaughn-Roberson, Courtney Ann and Glen. City in the Osage Hills: Tulsa, Oklahoma (Boulder, CO: Pruett Publishing, 1984), 85. They also attracted the Queen Bee Stove Company and Robinson Packer and Machine Company.

¹⁵ Dunn, Nina Lane, Tulsa's Magic Roots (Tulsa, OK: Oklahoma Book Publishing Company, 1979), 269. The canning factory was one of the four secured by Small, Holland and Stebbins. Albert A. Small platted the Factory Addition in 1909. Holland was a grocer, vice-president of the Commercial Club and eventually became a member of the first Oklahoma legislature in the house. Stebbins was a Tulsa developer, president of the Commercial Club in 1907, helped bring Kendall College to Tulsa. One company shown on the factory plat was a promised pulley company, but it never materialized in the area.

¹⁶ Dunn, *ibid.*, 269.

¹⁷ "Two Big Factories Located," Tulsa Daily Democrat, April 17, 1909.

¹⁸ "Two Big Plants to Locate Here: Cotton Seed Oil Mill and Glass Plant Certainties," Tulsa Daily World, April 17, 1909.

¹⁹ "Factory Lots are Selling Quickly," Tulsa Daily Democrat, April 20, 1909. The plat for this addition shows one-hundred thirty-five lots, with one block reserved for a girls' home.

²⁰ "Glass Company Officials Pleased," Tulsa Daily Democrat, April 21, 1909.

²¹ "East Lynn Addition," Tulsa Daily Democrat, April 22, 1909. Just before the auction, the realtors handling the auction ran an ad, "A Big Scramble Now for Lots in Factory and East Lynn Additions to Tulsa." It promised "every fifth lady buying a lot in one of these additions, a five dollar dress pattern; to every fifth gentleman we will give a five dollar hat." Tulsa Daily Democrat, April 19, 1909.

²² Many of the bungalows built in A. A. Small's East Lynn Addition south of the two factories were duplexes. There are also occasional four-plex apartments, and single family bungalows, many of which survive today.

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building with cleaning, lint, press and cake rooms. Two railroad spurs ran through the complex and serviced four large oil tanks. The glass factory complex contained a lime shed, and mixing, blow, and box-making rooms. Finishing, packing and shipping rooms were by a loading dock next to a KATY spur.²³ Eventually these companies both had several spurs which allowed goods to be loaded from company platforms.²⁴ In 1911, the factory area included the Tulsa National Canning Company, cotton oil company, glass factory and Tulsa Broom Company.²⁵ The Commercial Club's vision of the Factory Addition as a manufacturing complex had come into being. City pride is evident in the 1918 Bird's Eye View of Tulsa, as it prominently displays the large glass and cotton oil companies alongside the KATY, and with smoke billowing from the oil company's smokestack.²⁶

In 1915, the now-named Osage Cotton Oil Company had added another building, was running five months a year, processing eighty tons of seed on a twenty-four hour work schedule.²⁷ The Tulsa Glass Company was manufacturing twenty-four hours a day, seven days a week, producing lamp chimneys, globes, water bottles and tumblers. This site had been enlarged as well, with the company adding three more warehouses.²⁸ With the initial location of these industries, other soon-to-be light and heavy industries located in the area.²⁹

Housing around the Sixth Street Commercial/ Residential District, adjacent to the Factory Addition, was beginning to develop by 1915 as workers moved close to the factory area, and the increasing city's population caused duplexes, fourplexes and single family houses to fill the East Lynn and Sunset Additions.³⁰ (See Figure 3 for overview of area and addition locations) A grocery store along East Sixth Street began operating by 1918 (1316 address).³¹ A profile of residents in and around the area at the time included teamsters, carpenters, masons, and bricklayers. City directories show that occasionally more than one family lived together as the city became increasingly crowded with newcomers looking for work.³² With new residential units now near the factories, the intent to develop a working-class housing area near the Factory Addition materialized as had been planned by the developers.³³ When most people still walked everywhere, proximity

²³ Sanborn Fire Insurance Maps, Tulsa 1911, Sheets 30 and 12.

²⁴ Ibid.

²⁵ Sanborn Fire Insurance Maps, Tulsa 1911, Sheet 30. By 1915, both the broom company and canning company buildings were vacant. Broomcorn grew particularly well in Oklahoma and according to Tally D. Fugate, "Broom Factories," *Oklahoma Encyclopedia of History and Culture*, *ibid.*, the state led the nation in production from 1915 to 1946. <http://digital.library.okstate.edu/encyclopedia> (accessed February 25, 2009)

²⁶ Print reproduced in 1972 by Historic Urban Plans, Ithaca, New York.

²⁷ Sanborn Fire Insurance Map, Tulsa 1915, Sheets 33 and 34.

²⁸ Ibid, Sheet 34.

²⁹ The area today is still filled with small businesses and small manufacturers, though the original three companies are not extant.

³⁰ Dates for additions obtained at the Tulsa County Land Records Office, Tulsa County Courthouse. The Sunset Addition was platted March 24, 1909, only a few weeks after A. A. Small platted the East Lynn Addition. The Sunset plat had thirty lots, some for factories which were to abut the Factory Addition, and housing lots which fronted South Peoria Avenue. The plat does not show the name of the person who platted the area – only the surveyor's name. The Oklahoma Union Traction Company repair shop and car yards were at East Tenth and Rockford which was considered at the time out in the country. In 1915, the east side of Tulsa was basically along South Utica Avenue and along part of South Lewis Avenue, but the area around Kendall College (recently moved to Tulsa), was platted so that the sale of lots would help finance the school's move from Muskogee. See Sanborn Fire Insurance Map, Tulsa 1915, Sheet 41.

³¹ Sanborn Fire Insurance Maps, Tulsa 1915, Sheets 33 and 41.

³² This was either a house, or wood-framed building.

³³ Polk-Hoffhine City of Tulsa Directory 1919, Tulsa, OK. 1918 Bird's Eye of Tulsa, *ibid.*, and Sanborn Fire Insurance Map, Tulsa 1915, Sheet 41.

³³ Today, some housing to the north of the district has been replaced by more industry. Housing to the south remains

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to one's employment was a distinct advantage. The owners of the glass company had expressed concerns about housing for their workers, for example, when they agreed to come to Tulsa.³⁴

With Tulsa's astounding population growth leaping from 18,182 in 1910, to 72,075 in 1920; and again almost doubling in the next ten years, the demand for housing was difficult to meet. The district area's first apartment house with four units was constructed in 1918,³⁵ and in 1922, the Campbell Court apartments, an eight-unit building, was constructed and both were on East Sixth Street. With a continual increase in the number of people living near the densely populated Factory Addition, the number of district commercial buildings also increased. Small residential buildings were replaced by businesses. Buildings in the district in the early 1920s included a small gas station at the South Peoria/East Sixth Street corner, a cabinet shop (1315 address), a café, a barber (wooden buildings), a garage (1338 address), and a one-story brick drug store at the corner of East Sixth Street and South Quaker Avenue (1323 address) constructed by Everett C. House. The twelve apartment residents living in the district were mostly married and were mostly laborers such as carpenters, clerks, metal workers, but occasionally a student lived in the district.³⁶

The character of the factory area by 1923 also had changed from the first siting of the cotton oil and glass factories. It had become more and more crowded with a wide variety of companies and businesses. The cotton oil company (now called Choctaw) was still a large user of space but it shared its site with the Linen Service Laundry which had a large private truck storage building. Across the street west was a large lumber yard. The glass factory was no longer in business, and in its place was Southern Mill and Manufacturing, a large sash, door and millwork company that shared its site with a wholesale plumbing warehouse, neon sign company and crating warehouse.³⁷ Tulsa Ironworks Company and a large plumbing supply yard and office had moved to the factory area as well. The canning company site had been taken over by Black, Sivalls and Bryson, tank manufacturer. East Sixth Street itself had been almost empty in 1911, south of the cotton oil and glass factories, and now it was almost entirely filled on both sides with a lumber yard, Magnolia Petroleum grease and filling platforms, a machine shop, blacksmith, Constantin Oil Corporation yard with its oil and grease warehouses, Tulsa Oil Products, a wire fence warehouse, Feenberg Pipe and Supply, and Corder Lumber Company – all constructed between 1911 and 1923. The lumber yards answered the constant demand for construction materials, and the local economy's demand for oil-related businesses and services had increased their presence along East Sixth Street.

The intensity of industrial area use is confirmed by the presence of the Tulsa Street Railroad which provided streetcar service into the factory area (see Figure 2) from nearby housing areas. The street car had a turn-around at South Quincy Avenue and East Fifteenth Street, and proceeded north through the East Lynn Addition from this location, past East Sixth Street almost to the KATY tracks, then west to South Madison Avenue through heavily populated and working-class neighborhoods, and then finally linked with another streetcar system, the Oklahoma Union Railway.³⁸

mostly rental and in 1969, an area between East Sixth and East Tenth Streets was proposed for urban renewal. See Tulsa Tribune, January 9, 1969.

³⁴ "Glass Company Officials Pleased," Tulsa Daily Democrat, April 21, 1909.

³⁵ Polk-Hoffhine City of Tulsa Directory 1919, *ibid*. The apartments show up first in this directory so it is assumed they were constructed during the previous year.

³⁶ Polks City of Tulsa Directory 1923. Also see Sanborn Fire Insurance Map Tulsa 1915-1939, vol.2, 1923, Sheet 233.

³⁷ A large glass plant was sited in Sand Springs by c. 1920. Sanborn Fire Insurance Maps, 1915-1939, vol.2, 1923, Sheets 227, 228, 233, and 234.

³⁸ This company was sold to another line in 1929.

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In 1928, additional district buildings were now extant along East Sixth Street and wood buildings from earlier days were gone, and the last house within the district had been removed for new commercial buildings. The district now had twenty-nine apartments either above businesses or in apartment buildings, and district businesses included among others, two groceries, a meat market, produce store, drugstore, a bakery, shoe repair, a barber, tire repair, plumbing shop, two restaurants and a garage; businesses that provided basic services for neighborhood residents.

The apartments were home to those on the move – most apartment dwellers did not stay long but the apartments provided much needed accommodations while residents built up nest-eggs or waited for other accommodations.³⁹ Living space in Tulsa was in high demand due to a severe housing shortage. Some apartment dwellers worked in the factory area at Feenberg Pipe and Supply, for example.⁴⁰ Sometimes co-workers rented in the same apartment building, such as a laborer and clerk who worked at Carter Oil; other residents worked downtown as clerks, elevator attendants, stenographers, etc. Regardless, married couples, widows, and the many single working men and women did not live in the apartments for extended periods.⁴¹

While the district's businesses evolved to serve those who lived around the Factory Addition and the nearby businesses, it also provided services for the slightly older residential area west across South Peoria. In the nineteen teens, the area was packed with small wood frame, near cookie-cutter houses.⁴² The number of children in the area motivated the construction of Longfellow School in 1913 at the northwest corner of East Sixth Street and South Peoria Avenue.⁴³ A district candy store was thus well-located for visits from school children.

The downtown separated today from everything outside by Inner Dispersal Loop, was separated then from area housing by the north/south Midland Valley Railroad tracks and the businesses located near them which included several planing mills, oil well suppliers, a seed company, a sash and door manufacturer and lumber yards.⁴⁴ One could walk to the city core, but it would have been across railroad tracks, and through an industrial area.⁴⁵ Tulsa in the 1920s was, as observed by Angie Debo, unlike any other city in the world. "Piles of construction material littered its streets. There was frenzied activity among its people."⁴⁶ The emergence of the East Sixth Commercial/Residential Street district therefore was likely an important necessity to the housing areas around it. The district provided a shopping nexus with grocery stores and a drugstore that served long-time residents living nearby. A rotation of cafes and bars over the years served those working in the industrial area with lunches and meals near factory employment. The garage was also a long-term business, though it went through transitions of other uses. Five-and-dimes, or variety stores remained a staple in the area over the years, and an upholsterer remained in the district for two decades. A wide variety of businesses appeared during the districts' period of significance and included shoe repair, cabinetry shop, paint and wall paper, cleaners, appliances, TV repair, furniture and confectioner.

³⁹ <http://www.tulsapreservationcommission.org/history/urban/>

⁴⁰ Exactly how many is difficult to tell, but one must assume that with so many laborers, carpenters, teamsters, etc., in area housing, a reasonable percentage worked in the factory area.

⁴¹ Polks City of Tulsa Directories for 1919, 1920, 1923, 1924, 1926, 1930, 1934, 1940, 1944.

⁴² Sanborn Fire Insurance Map, Tulsa 1915, Sheet 38

⁴³ At 15th and Peoria, Lincoln School was nine blocks away from Longfellow School, again so neighborhood children could walk.

⁴⁴ Sanborn Fire Insurance Map, Tulsa 1915, Sheets 23, 24, 38

⁴⁵ At least thirty-five trains a day used the Frisco tracks.

⁴⁶ Debo, *ibid.*, 100.

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Over production in 1928 caused a drop in oil prices and the financial depression affected almost every business enterprise. Depression days created higher vacancy rates in many of the district's stores as businesses disappeared during hard times and were only slowly replaced by others. Between 1930 and 1940, the city's population nearly stagnated.⁴⁷

Post-World War II changes, mainly created by abundant gasoline, automobiles and a demand for new suburban housing, changed the district's original purpose and local focus.⁴⁸ The rise in automobile use aided the outward growth of Tulsa, particularly to the south and east, as car ownership made the diffusion of housing tracts possible. Shopping centers began to appear which offered a highly sought after amenity – acres of parking. The small shopping areas like the Sixth Street district which had spread during the outward press of the city in the 1920s, were along street corridors and accessed by foot, trolley or bus, and had few parking places nearby. Tulsa's first shopping center with parking opened at Utica Square in 1952, and local shopping within the Sixth Street Commercial/Residential district was no longer as critical to the South Peoria and East Sixth Street area as it once had been.⁴⁹ Instead of local use, the Sixth Street Commercial/Residential Historic District was used now by people from outside the neighborhood seeking specialty services.⁵⁰ In c. 1955, for example, automobile repair and engine rebuilders (Sun Car Accessories and Sun Motors) dominated the corner of East Sixth Street and South Peoria, and attracted clientele from around Tulsa. The wall paper and paint store was also used by more than just local residents. Shoppers came from outside of the neighborhood to a specialty store, Ehrles, which supplied party goods. The district's shopping was used, but not necessarily by just those from the nearby area.

The apartments within the district remained important, however, as the post-war housing shortage created a demand for living space. The district apartments had remained inhabited through these decades, changing residents every year or two, but in 1959, the district's first apartment building was demolished for a repair service car lot, which now was more useful for the auto repair business than housing. No longer of great value, the apartment's demolition signaled not only a decline in demand for apartments but also in their intrinsic value in the district as Tulsans clamored for single family suburban homes. Tulsans no longer had a need to live close to the downtown or the factory area; the automobile age had allowed Tulsans to live and shop elsewhere and ended the unique commercial/ residential relationship within the district.

Through the decades, housing near the district kept its working-class character. The area retained primarily rental housing, although some home owners living in the area remained because they could not afford to move to suburbia, and some district business owners did live nearby.⁵¹ Regardless, the district began a slow decline as remaining apartments became increasingly vacant in the 1960s, and store vacancies took longer to reopen with other businesses. Shoppers, even those within the neighborhood, could go elsewhere when they wished, and the district's identity as a strong neighborhood nexus changed as residents now moved about the city.

Other commercial areas developed about the same time as the Sixth Street Commercial and Residential area

⁴⁷ Debo., *ibid.*, 111.

⁴⁸ Adamson, Paul. *Eichler/Modernism Rebuilds the American Dream* (Salt Lake City, UT: Gibbs Smith Publisher). Forward by Gwendolyn Wright, "Reconstructing Suburbia," 10.

⁴⁹ The first large shopping center, Utica Square, opened in 1952. By the early 1960s, Tulsa work force might have worked in the town core, but many lived and shopped somewhere else.

⁵⁰ Interview with Mrs. Wallace Butts, September 4, 2008. Mrs. Butts, who worked in the area during the 1950's, remembers that shoppers coming to Ehrles would park anywhere they could, in the alley, along the street and just run into the store, get what they wanted, and race out.

⁵¹ Mrs. Butts.

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during the late 1920s as a natural result of the rapidly expanding city. A small segment of commercial exists along West Tenth Street and South Boston Avenue, but there is no residential associated with it, and this area was also once part of the larger city core. A small area on South Boston, between Fifteenth and Eighteenth streets exists, but again while single-family housing is in the area, there are no two-story commercial/residential combination buildings. The Cherry Street area (East Fifteenth and South Peoria) has commercial buildings but they neither share the commercial/residential nature of the Sixth Street Commercial/Residential Historic District, nor have a history associated with an industrial area.⁵² One of the oldest commercial areas in Tulsa with apartments above commercial space is along North Main Street, but its past is tied to Tulsa's first downtown commercial area. Other small fragments of commercial exist along East Sixth Street at Zunis, East Third Street at South Lansing and Norfolk; a small one-story commercial area at East Third and Utica Avenue; and Whittier Square shopping area is at Admiral and South Lewis from the 1920s, and it has apartments above commercial space but none has the mix or relationship of rental and commercial space that the Sixth Street Commercial/Residential Historic District has. The district is the only one in Tulsa with the strong commercial/residential relationship which was so essential within a working-class neighborhood.

The Sixth Street Commercial/Residential Historic District is significant locally. It emerged in the late nineteenth-teens as Tulsa grew outside the original town core, and it conveys a period in Tulsa's community development when manufacturing and heavy industries located nearby the railroads on the east side of town, which were followed by working-class residents and commercial space. This small commercial area is distinguished by the residential units which were an important attribute in the district until 1960, when parking for automobiles became more important than housing. Until then, the Sixth Street Commercial/Residential Historic District buildings provided a large number of apartments for individuals and families in transition during one of the city's most explosive periods of growth, through years just after the World War II housing shortage, and gave neighborhood residents an important shopping locale for everyday needs.

⁵² In 1923, for example, Lincoln School was at Cherry Street (East Fifteenth Street) and South Peoria, with only a tiny area of commercial north of the school, and residential along Peoria. St. Paul's church had yet to be constructed, and the rest of the now Cherry Street commercial area was almost entirely residential.

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Sixth Street Commercial/Residential Historic District
Name of Property

Tulsa County, Oklahoma
County/State

10. Geographical Data

Acreage of Property 1.9 Acres

UTM References for District Polygon

1. 15S 232300 E, 4004947 N
2. 15S 232454 E, 4004940 N
3. 15S 232452 E, 4004870 N
4. 15S 232294 E, 4004880 N

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Cathy Ambler, Ph.D., Preservation Consultant

organization _____ date April 2009

street & number 1129 E. 8th Street telephone 918-584-3566

city or town Tulsa state OK zip code 74120

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of 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. 470 *et seq.*)

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Tulsa County, Oklahoma**GEOGRAPHICAL DATA****VERBAL BOUNDARY DESCRIPTION**

The district lies within Section 9, Township 19N, Range 13E

The district boundary begins at the northwest corner of the district on South Peoria, and proceeds east for 40 feet north and then turns east for 138 feet to the center of the north/south alley between South Peoria and South Quaker Avenue; turns north for 32 feet, then east for 40.7 feet, north 4 feet, and then east for 157.3 feet to the property line of parcel 06180, where it continues east 62 feet. Here the line turns south for 106 feet to the middle of East Sixth Street. Here the line proceeds east for 78 feet to the middle of the alley between South Quaker and South Quincy Avenues, and then south down the center of the alley for 167.4 feet. From this point, the line proceeds west for 37.4 feet, angles slightly southwest 15 feet, and then proceeds west for 20 feet. Here the line turns north for 30 feet, then west for 100 feet to the middle of South Quaker Avenue. The line then proceeds north 40 feet and turns west for 306 feet until it reaches a junction with South Peoria Avenue. Here the line proceeds north 150 feet to the point of origin.

The district includes Tulsa County Tax Assessor Parcel Numbers:

28210, 28110, 28010, 27910, 06280, 06270, west 60' of 06180, 06470, 06460, 06440, 06330, 06290, and 06370.

These parcels are located in the 1909 Factory Addition

Lots 5 and 6, and a portion of Lot 4 of Block 8

West 60' of Lots 7 and 8 of Block 7

Lot 8, portion of Lots 7, and portion of Lot 3 of Block 10

Lots 1 and 8 of Block 9

A portion of Parcel 21880 and 27910 lie in an unplatted area.

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PHOTOGRAPH LOG

Sixth Street Commercial/Residential District, Tulsa County, Oklahoma

Photographer: Cathy Ambler

No.	Subject	Dir.	Date
0001	1301 E. 6 th Street	NE	March 6, 2009
0002	1301-1923 E. 6 th Street	WNW	March 6, 2009
0003	1335-1339 E. 6 th Street (Brannon Building)	NE	March 6, 2009
0004	1338-1332 E. 6 th Street	SSW	March 6, 2009
0005	602 S. Quaker to 1302 E. 6 th Street WSW	SSW	March 6, 2009
0006	1302 E. 6 th Street to 602 S. Quaker	ESE	March 6, 2009



Photo 0001. 1301 E. 6th Street, Looking NE



Photo 0002. 1301-1923 E. 6th Street, Looking WNW



Photo 0003. 1325-1329 E. 6th Street, Looking NE



Photo 0004. 1338-1332 E. 6th Street, Looking WSW

National Register of Historic Places
Continuation Sheet

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

Sixth Street Commercial/Residential Historic District

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Tulsa County, Oklahoma



Photo 0005. 602 S. Quaker to 1302 E. 6th Street,
Looking WSW



Photo 0006. 1302 E. 6th Street to 602 S. Quaker,
Looking ESE

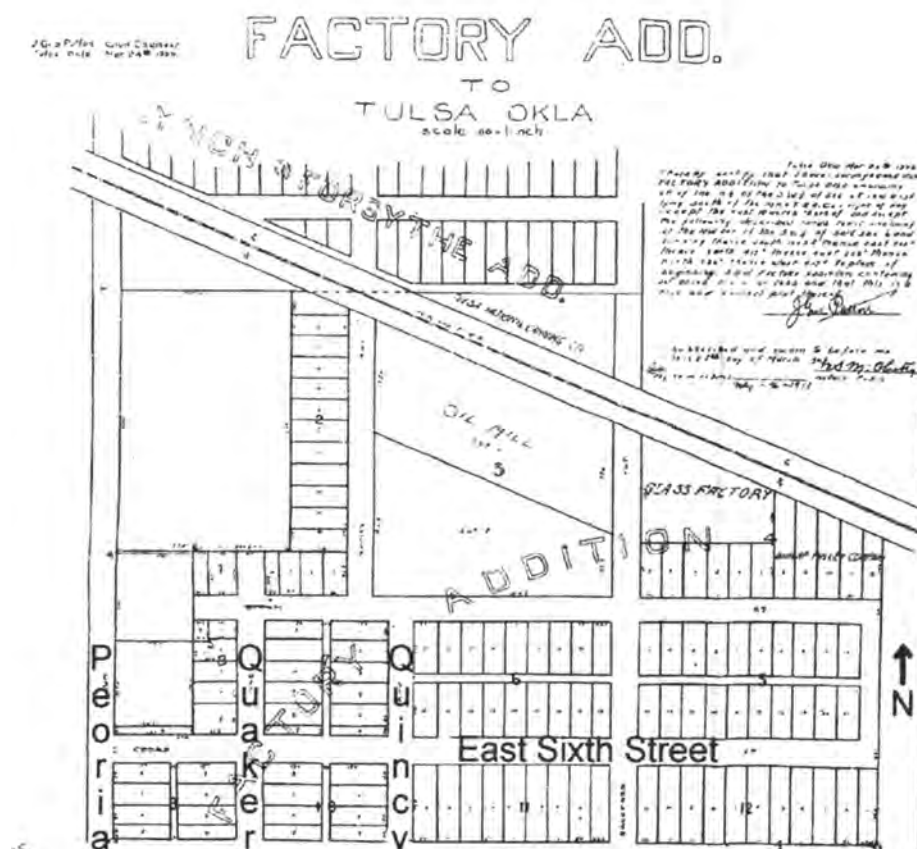


Figure 1. Factory Addition, Plat Filed March 30, 1909
(Street names and "N" Direction added)

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Sixth Street Commercial/Residential Historic District

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Tulsa County, Oklahoma

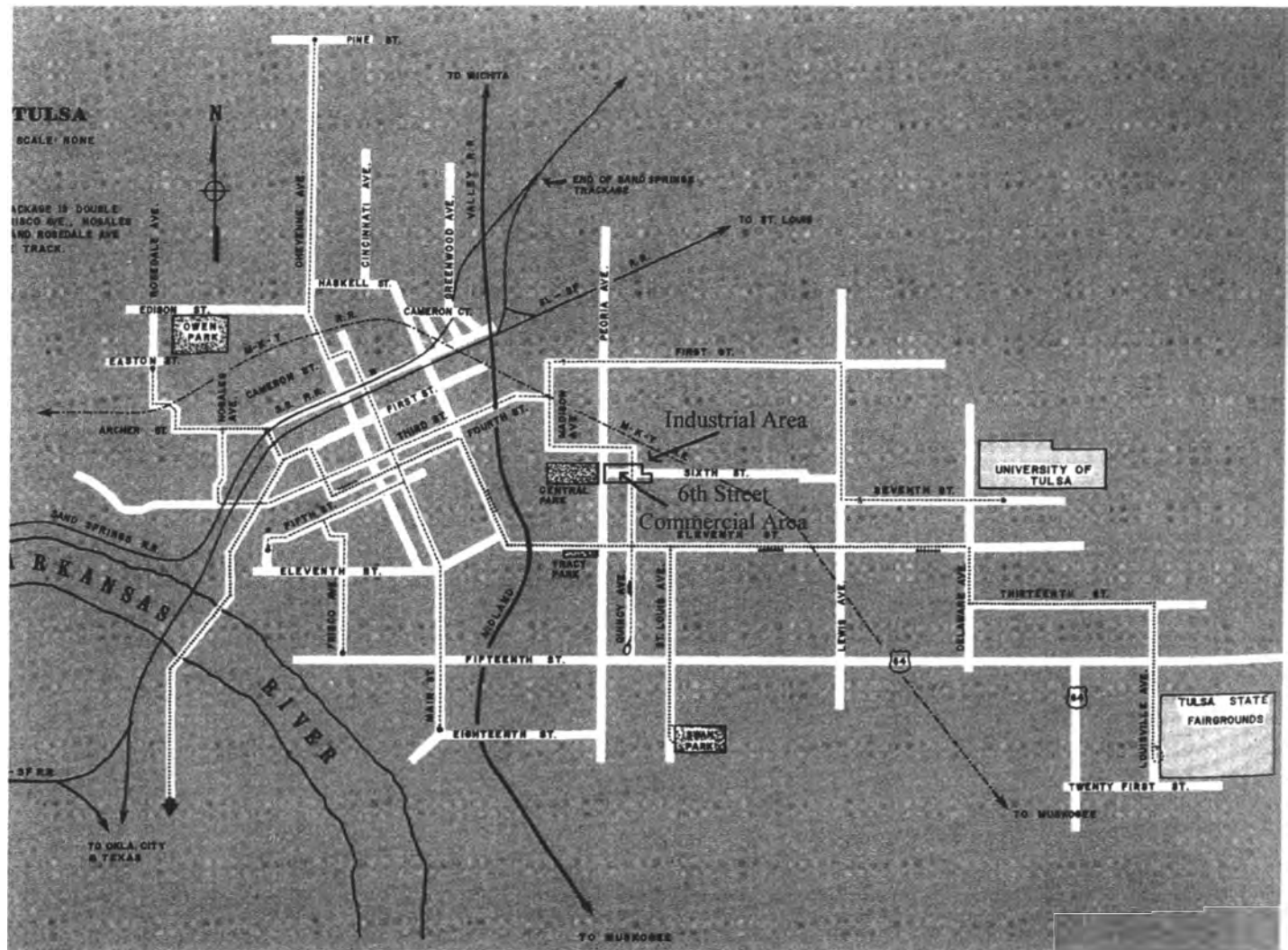


Figure 2. Undated Map of the Streetcar System in Tulsa.⁵⁴

⁵⁴ Chandler, Allison and Stephen D. Maguire. When Oklahoma Took the Trolley (Glendale, CA: Interurban, 1980), 132.

**National Register of Historic Places
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National Park Service**

Sixth Street Commercial/Residential Historic District

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Figure 3. Google Earth view of the factory and district area (the East Lynn and Sunset Additions are just below and above the historic district)

1315/1317 E 6TH ST LLC
C/O JOHN FULTON
9401 S 68TH EAST AVE

TULSA OK 74133

CITY OF TULSA

175 E 2ND ST STE 260

TULSA OK 74103

MATTHIESEN, IVAN R & JACKIE M TTEES
IVAN R & JACKIE M MATTHIESEN TRUST
PO BOX 517

SAND SPRINGS OK 74063-0517

BINSTOCK, MARCEL TRUST

3121 S GARY CT

TULSA OK 74105

JBC PROPERTY INVESTMENTS II
LLC

920 N 145TH EAST AVE

TULSA OK 74116

NEXT BIG THING INVESTMENTS LLC

418 S PEORIA

TULSA OK 74120

CEDAR STREET ENTRPRISES LLC

5505 S QUINCY AVE

TULSA OK 74105

JOYS UNIFORM BOUTIQUE LTD AND
NANCY MASELLI
1518 S HARVARD

TULSA OK 74112-5822

RAHHAL, KHALED & BONNIE

4363 E 72ND ST

TULSA OK 74136

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Sixth Street Commercial/Residential Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 7/24/09 DATE OF PENDING LIST: 8/11/09
DATE OF 16TH DAY: 8/26/09 DATE OF 45TH DAY: 9/06/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000687

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 6-3-09 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.

IDS IMPORT AUTOMOTIVE

BILL & BUD'S IMPORT AUTOMOTIVE





Sixth Street Commercial
Residential Historic District



Tulsa, Tulsa County, OK
0001







Sixth Street Commercial
Residential Historic District
Tulsa, Tulsa, County, OK
0002







Sixth Street Commercial |
Residential Historic District
Tulsa, Tulsa County, OK
0003







Sixth Street Commercial/
Residential Historic District
Tulsa, Tulsa County, OK

0004







Sixth Street Commercial
Residential Historic District
Tulsa, Tulsa County, OK
0005

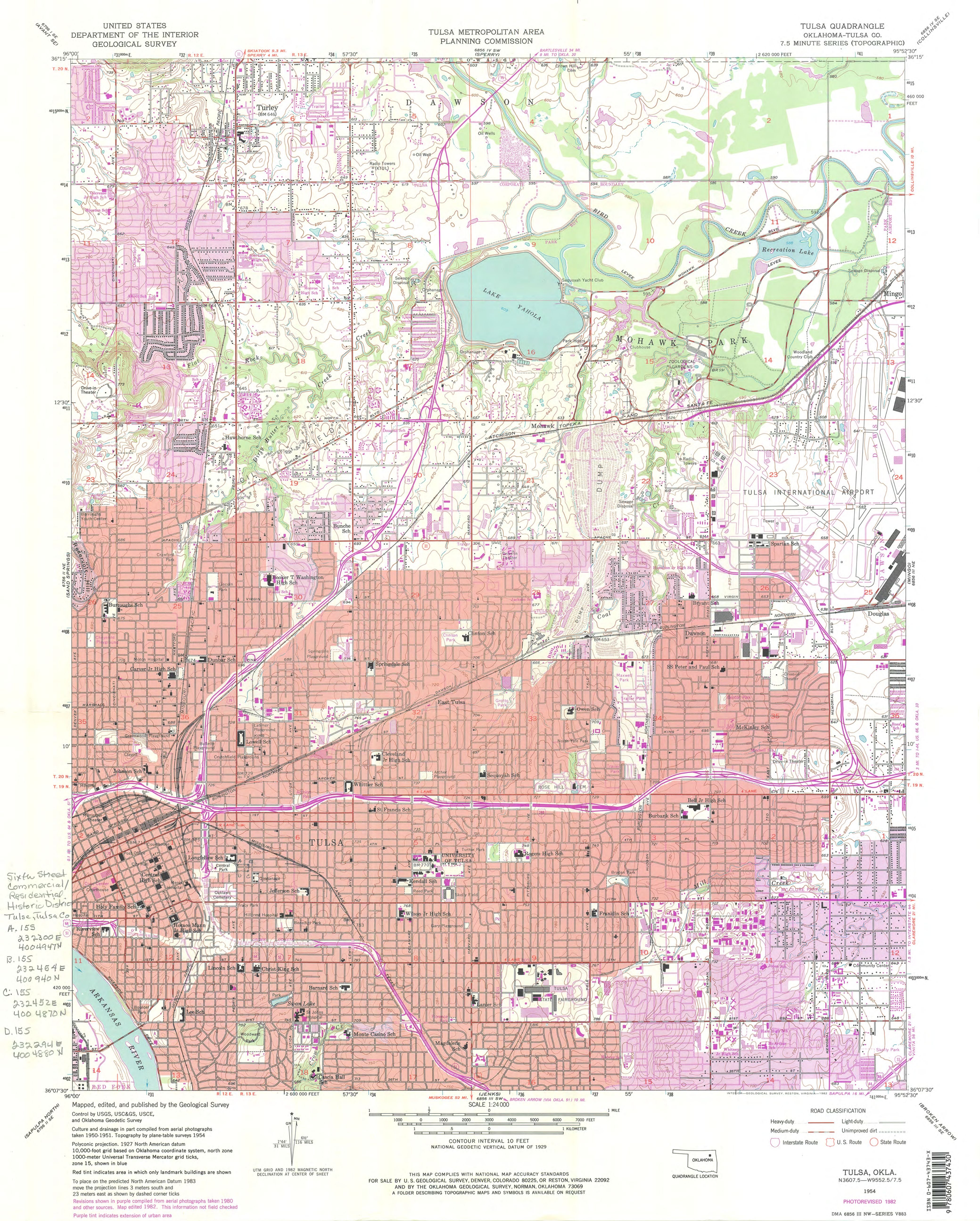






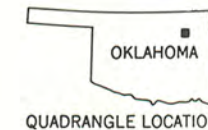
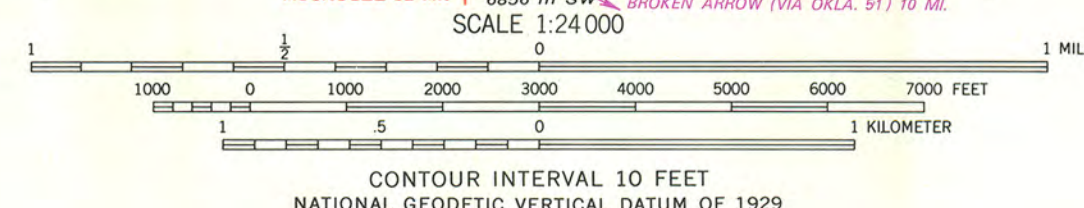
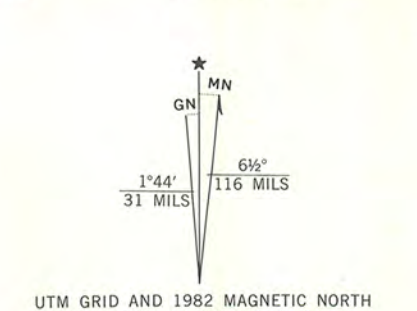
Sixth Street Commercial /
Residential Historic District
Tulsa, Tulsa County, OK
0000





Sixth Street
Commercial/
Residential
Historic District
Tulsa, Tulsa Co.
A. 155
232300E
4004947N
B. 155
232464E
400940N
C. 155
232452E
4004870N
D. 155
232294E
4004880N

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



ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

TULSA, OKLA.
N3607.5—W9552.5/7.5
1954
PHOTOREVISED 1982
DMA 6856 III NW—SERIES 7883

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



Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

Oklahoma History Center • 2401 North Laird Ave. • Oklahoma City, OK 73105-7914
(405) 521-6249 • Fax (405) 522-0816 • www.okhistory.org/shpo/shpom.htm

July 22, 2009

Ms. Jan Matthews
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. Matthews:

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

Jewel Theater, Oklahoma City, Oklahoma County
Sixth Street Commercial/Residential Historic District, Tulsa, Tulsa 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,

A handwritten signature in cursive script, appearing to read "Melvena Heisch".

Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:lbs

Enclosures