

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 determinations for individual properties and districts. See *NPS Form 10-900a, 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 Brady Historic District

other names/site number _____

2. Location

street & number Roughly along E/W Cameron and E/W Archer, from N Boulder to N N/A not for publication
Detroit

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 at the following level(s) of significance:

national statewide local

Signature of certifying official/Title *Bob Slaughter* Date July 19, 2010

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 of the Keeper *[Signature]* Date of Action 9/3/2010

Brady 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	
27	9	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
27	9	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

1

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- Commerce/Trade
- Commerce/Trade: Warehouse
- Industry/Processing/Extraction: Warehouse
- Recreation and Culture: Auditorium
- Domestic: Multiple Dwelling
- Domestic: Hotel

Current Functions
 (Enter categories from instructions.)

- Commerce/Trade: Restaurant
- Commerce/Trade: Warehouse
- Industry/Processing/Extraction: Warehouse
- Recreation and Culture: Auditorium
- Domestic: Multiple Dwelling
- Vacant/Not in Use
- Other: Mixed Use

7. Description

Architectural Classification
 (Enter categories from instructions.)

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

Materials
 (Enter categories from instructions.)

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

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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 Brady Historic District encompasses 37 commercial, industrial, and mixed-use buildings in an eight-block area straddling Brady Street between North Boulder and North Detroit Avenues in Tulsa, Tulsa County, Oklahoma. Cameron Street and Archer Street are the rough north and south district boundaries. Archer Street is one block north of the Frisco Railroad tracks, which separate this early commercial-industrial area from the modern Tulsa business district. The District illustrates the growth of the larger Brady area, as the dense nucleus of small-scale commercial buildings expanded to include larger-scale warehouse and industrial facilities following the discovery of oil in 1901. The earliest building in the District dates to c. 1906, but the majority of buildings were constructed around 1930. The last date of construction is 1945. The resources vary in size and massing from single-storefront, attached, two-part commercial blocks to large, free-standing, one- or two-story industrial warehouses and factories. The buildings are predominantly utilitarian brick structures with minimal architectural ornament, typical of the Commercial Style. The few examples of decorative ornament found in the Brady Historic District reflect the influence of architectural styles popular at the time of construction, specifically Classical Revival, Spanish Mission Revival, Art Deco, and Moderne. These stylistic details are expressed through decorative brickwork, cast stone, and limestone ornament. The Tulsa Convention Hall (now the Brady Theater) at 105 West Brady Street is individually listed in the National Register of Historic Places (NR #79002028). The District has nine non-contributing buildings, mostly due to a lack of integrity. The few open lots in the District function as surface parking. While some of the buildings have altered storefronts and replacement windows, many retain their original storefront configurations and masonry openings. As a grouping these buildings reflect the organic development of the Brady neighborhood during the first half of the twentieth century.

Narrative Description

SETTING

The resources within the Brady Historic District occupy city lots of varying sizes. Most buildings occupy a full lot and directly abut the concrete sidewalk. Narrow strips of grass separate the sidewalks from the east-west streets. The north-south streets have wider sidewalks but no grass easement strip. Deciduous street trees are planted either in the easement strip or in concrete planters set flush with the sidewalk. Three brick alleys run north-south between Cameron and Brady Streets on the blocks between North Boston and North Cincinnati Avenues. One brick alley runs east-west between North Main Street and North Boulder Avenue on the block between Brady and Archer Streets.

Several tracks of the Frisco Railroad run east-west one block south of the District. The orthogonal street grid of downtown Tulsa, including the Brady neighborhood, aligns with these railroad tracks. Two buildings at the northeast corner of the District, 307 and 309 North Cincinnati Avenue, align with a curve in the historic KATY Railroad line, which is no longer extant.

DESIGN

The core of the Brady Historic District is the densely built two-block area flanking North Main Street between Brady and Cameron Streets and along the north side of Brady Street between Main Street and Boston Avenue. These narrow buildings are mostly two-part commercial blocks with one or more storefronts that were designed for businesses providing wholesale and retail sales or service functions. The two-story buildings had public spaces on the first floor and office, residential, meeting, storage, or light industrial spaces on the upper floors. All of the mixed-use buildings are located in this area of the District. Indicative of the two-part commercial block property type, most are brick with limestone or cast stone trim. Decorative or stylistic embellishments are minimal. Where it exists, ornament typically includes geometric designs in the flat or stepped parapets. The cornice and first-story storefront are the most prominent and distinctive features of the commercial buildings. Other character-defining elements include corner posts, bulkheads, transoms, signs, and doors.

A few buildings along Brady Street express other architectural styles. The Tulsa Convention Hall/Brady Theater at 105 West Brady Street has restrained Spanish Mission styling with shaped parapets on the east and west elevations. The Bed Check Corporation Building at 307 East Brady Street displays elaborate concrete zigzag motifs of the Art Deco style.

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There are two examples of the Moderne style at 302 East Brady and 13 West Brady Street, both with minimal ornamentation and curvilinear walls on the front elevations.

While the older commercial buildings are generally oriented with their short end facing the street, the District's mid- to late-twentieth century buildings are more likely to present their long elevation to the street. These later buildings are large industrial and warehouse facilities that occupy anywhere from one-quarter to one-half of a city block. The older warehouses are rectangular buildings of masonry or metal-frame construction with flat or barrel roofs. Those constructed in the first half of the twentieth century are similar to the retail commercial buildings in their use of decorative details and a stepped parapet. 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 either the Commercial Style or no specific architectural style.

INTEGRITY

The Brady Historic District retains the distinctive qualities of design, setting, and massing that distinguish it as an early-twentieth century commercial neighborhood. The size and placement of the buildings communicates the organic growth this area experienced over a sixty-year period of development. Many of the buildings retain their original storefronts or their original configuration of storefront openings. The most conspicuous alterations to commercial buildings in the District reflect the modernization of first-story display windows and the replacement of upper story 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 window openings or transoms. The upper stories typically retain their original appearance and are the principal means to identify the building's architectural style. Warehouse buildings in the district are largely unaltered with the exception of replacement windows in historic openings.

PROPERTY DESCRIPTIONS

215 East Archer Street

No Distinctive Style

1926

Contributing

Warehouse

The warehouse building at 215 East Archer Street is located on the north side of East Archer Street and occupies the south half of the block between North Cincinnati and North Detroit Avenues. The two-story building has buff brick walls and a flat roof. The parapet coped with brick is stepped on the east elevation and is flat on the south elevation. The northeast corner contains a recessed loading dock on the first story. There are two rows of large window openings with brick sills and industrial metal sashes on the east elevation. The north and south elevations have irregular fenestration patterns. The windows appear to be original, with some broken panes. A large service/garage entry is centered on the north elevation. A one-story section at the west end of the building contains two service/garage entrances and one pedestrian entrance in the west elevation. The industrial metal sashes continue on the second story of the west elevation. The first story of the west elevation is blank wall clad in stucco.

301 East Archer Street

Commercial Style

1913

Non-Contributing

Two-Part Commercial Block

The two-story brick commercial building is located at the northeast corner of North Detroit Avenue and East Archer Street. The asymmetrical front (south) elevation contains a wide entrance to the first floor, a narrower entrance to the second floor, and an irregular fenestration pattern. There are large storefront windows on the first story and smaller, paired fixed windows on the second story. The west elevation contains three wide window openings on the first story and four narrow openings on the second story. Although the multi-pane fixed sashes are replacements, the window openings and brick sills are original. Decorative ornament on the front elevation includes square and diamond shaped cast-concrete details. Square openings punctuate the roofline parapet capped with aluminum coping. The north and east elevations are party walls shared with the L-shaped building at 305 East Archer Street.

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305 East Archer Street

No Distinctive Style

1920

Contributing

Warehouse

The three-story warehouse at 305 East Archer Street is a brick building with a flat roof. The L-shaped building wraps around 301 East Archer Street. The west elevation on North Detroit Avenue is the primary elevation and contains a single large vehicular entrance. The secondary elevation on East Archer Street does not have any entrances. The third-story brick walls above 301 East Archer are blank. There are no decorative elements on any elevation. The building has multi-paned fixed windows with a central pivoting sash. The windows have brick sills.

114-118 North Boston Avenue

Commercial Style

1930

Contributing

One-Part Commercial Block

The one-story brick commercial building at 114-118 North Boston Avenue has large storefront windows on the front (east) elevation. Brick piers with cast stone bases and caps separate the four storefront bays. The flat parapet has cast stone coping. The south elevation has an irregular fenestration pattern of small rectangular windows and raised freight entrances. The rear (west) elevation contains six large rectangular window openings that alternate with two raised single doors and two vehicular entrances with overhead metal garage doors. All of these openings have brick sills and are deeply recessed. The windows are operable multi-pane metal sashes. The south elevation is a shared party wall.

124 North Boston Avenue (J.W. Hickok Building)

Commercial Style

1930

Contributing

One-Part Commercial Block

The one-story brick commercial building at 124 North Boston Avenue has a barrel vault roof and symmetrical storefront organization. The storefront windows have industrial metal sash. Sparse geometric designs and a concrete nameplate inscribed "J.W. HICKOK" are the only ornament in the stepped parapet on the front (east) elevation. The north elevation contains regular but altered fenestration with fixed, tinted multi-light windows and metal doors with tinted transoms. Ghost marks of historic signage are visible on the north elevation. There is a secondary storefront at the west end of this elevation. The north elevation is a shared party wall.

220 North Boston Avenue

Commercial Style

1930

Contributing

One-Part Commercial Block

The one-story buff brick warehouse building occupies the southwest corner of the intersection of North Boston Avenue and East Cameron Street. The large rectangular form is curved at the northwest and southwest corners. Engaged vertical pilasters rise the height of the building and separate the façade into irregular bays. The brickwork steps back with each course at the eaveline. There are brick soldier courses in the curved corner bays and above the windows. The main entry on the east elevation has a fixed glass door flanked by vertical sliding windows inset in arches. There is a canvas awning over the east entry. The north elevation has a single door, a service/garage entrance, and several multi-pane metal windows. The west elevation is a blank brick wall and the south elevation is a shared party wall.

107 North Boulder Avenue (Ward Building)

Commercial Style

1910

Contributing

Warehouse

The one-story brick commercial/warehouse building at 107 North Boulder Avenue sits on the east side of North Boulder Avenue. The front (west) elevation has storefront windows topped with rectangular multi-paned transoms on the north end of the facade. The doorway at the center of the facade has a double paned transom. The south end of the façade contains two service/garage entrances with overhead metal doors. There are concrete quoins around the windows and doors, and at the corners of the building. The crenulated parapet has a triangular central step and concrete coping. A concrete nameplate inscribed "WARD" is located under the parapet. There is painted signage within rectangular stone banding above the storefronts. The east elevation is a blank brick wall with a stepped parapet and non-historic painted signage. There are glass block windows in the west half of the north elevation. The east half of the north elevation is a shared party wall. The south elevation is a blank brick wall.

209 North Boulder Avenue

No Distinctive Style

1953

Non-Contributing

Warehouse

The one-story warehouse building at 209 North Boulder Avenue is a small concrete building set back from the street on the east side of North Boulder Avenue. The primary (south) elevation contains three pedestrian entrances and several

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small fixed windows. Openings have been significantly altered and the building does not retain integrity. North and west elevations contain several multi-pane industrial metal windows. The east elevation is a blank concrete block wall. Significant alterations to the openings render the building non-contributing to the District.

223 North Boulder Avenue

Non-Contributing

No Distinctive Style

1965

Warehouse

The one-story concrete block warehouse building at 223 North Boulder Avenue has a flat roof. The irregularly shaped building occupies the southeast corner of the intersection of North Boulder Avenue and East Cameron Street. The west elevation contains vehicular and pedestrian entrances. The windows on the north and west elevations are narrow rectangular fixed sashes. Flanking each window opening and at regular intervals along the north and west walls, thin columns of concrete project from the building wall to simulate pilasters along the length of each elevation. The south and east elevations are also concrete block walls. The building is non-contributing due to age.

224 North Boulder Avenue

Contributing

Commercial Style

1930

Warehouse

The one-story brick commercial/warehouse building at 224 North Boulder Avenue has cast stone trim. The front (east) elevation contains three bays. The south bay has a wood storefront window with a multi-pane transom, while the north bay contains an altered entrance. The center bay holds a large service entrance with an overhead garage door. Brick pilasters with cast stone caps separate the three bays. The triangular parapet has a central diamond shaped stone inlay. Pilasters have chamfered stone details. The secondary north elevation has a single pedestrian entrance, a large service entrance, and three six-over-six double-hung wood windows with cast stone sills. There are ghost marks of historic signage on this elevation as well. There is a second storefront at the west end of the north elevation. Two storefront windows with multi-pane transoms flank a large service/garage entrance. Pilasters similar to those on the east elevation separate the secondary storefront into three bays. The secondary storefront has a stepped parapet. The south elevation has irregular fenestration and a freight entrance. The west elevation contains three multi-pane double-hung windows with brick segmental arches.

7-11 East Brady Street

Contributing

Commercial Style

1910

Two-Part Commercial Block

The commercial building at 7-11 East Brady Street is brick with a flat roof. The two-story building on the north side of East Brady Street has three identical storefronts with large display windows, transoms, and recessed double doors. The wood storefronts are original with steel I-beams spanning each storefront opening. Full-height brick pilasters separate each storefront. Each bay in the second story contains two double-hung windows with stone lintels and brick segmental arches. The flat parapet has stone coping. The north and east elevations contain blank brick walls on the first story and regularly-spaced double-hung sashes in segmental-arched openings on the second story. The west elevation is a shared party wall.

13-15 East Brady Street (Main Apartments)

Contributing

Commercial Style

1930

Two-Part Commercial Block

The three-story brick commercial/residential building at 13-15 East Brady Street has multiple storefronts. The storefronts retain their original configuration of recessed entries, large display windows, and transoms. The west storefront appears to be the most original while the east storefront appears to have been altered with new windows. The central entry to the upper floors is covered by an ornate copper hood. The stone nameplate above the center entry reads "MAIN APTS" and is flanked by a brick soldier course. The two upper stories each contain two small double-hung windows at the center of the façade flanked by sets of vaguely Chicago-style windows, with two narrow double-hung windows flanking a wider double-hung window. The windows have stone sills and brick soldier course lintels with stone squares at the upper corners of the window openings. Geometric stone ornament adorns the center and outer corners of the stepped parapet. The parapet has stone coping. The north, east, and west elevations contain irregular patterns of punched openings filled with double-hung sashes.

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17-19 East Brady Street

Commercial Style

1930

Contributing

One-Part Commercial Block

The one-story brick commercial building at 17-19 East Brady Street has two storefronts on the symmetrical south elevation. The two-bay storefronts mirror each other. The center bays each contain a single pedestrian entrance and a storefront display window. The outer bays contain modified vehicular entrances. Tripartite multi-pane transoms span each storefront. The brick soldier course above the fenestration connects to those in the buildings to the east and west. There is geometric stone ornament at the center of the stepped parapet. The parapet has stone coping. The east and west elevations are shared party walls and the north elevation that fronts the alley is not visible.

21-23 East Brady Street (Boston Apartments)

Commercial Style

1930

Contributing

Two-Part Commercial Block

The three-story brick commercial/residential building at 13-15 East Brady Street has multiple storefronts. The storefronts retain their original configuration of recessed entries, large display windows, and transoms. The east storefront appears original, while the west storefront appears to have been altered with new windows. The central entry to the upper floors is covered by an ornate copper hood. The stone nameplate above the center entry reads "BOSTON APTS" and is flanked by a brick soldier course. The two upper stories each contain two small double-hung windows at the center of the façade flanked by sets of vaguely Chicago-style windows, with two narrow double-hung windows flanking a wider double-hung window. The windows have stone sills and brick soldier course lintels with stone squares at the upper corners of the window openings. Geometric stone ornament adorns the center and outer corners of the stepped parapet. The parapet has stone coping. The third story of the east elevation continues the decorative motif of the south elevation. The second story contains an irregular pattern of double-hung windows with stone sills. Most of the windows have multi-light upper sashes. The first story contains four small, rectangular fixed windows and a garage/service entrance with a wood door. The west elevation contains double-hung windows above the first-story party wall. The north elevation contains punched openings with double-hung windows.

110 East Brady Street (Tulsa Paper Company Building Addition)

No Distinctive Style

1958

Non-Contributing

Warehouse

The two-story concrete warehouse building at 110 East Brady Street occupies the southeast corner of the intersection of North Boston Avenue and East Brady Street. The front (north) elevation has multiple vehicular entrances metal garage doors. Small, square window openings in the second story are boarded up. The rear (south) elevation has several freight entrances and the same square window openings. The east elevation is a shared party wall and the west elevation is a blank concrete block wall.

116 East Brady Street (Tulsa Paper Company Building)

No Distinctive Style

1922

Contributing

Warehouse

The warehouse building at 116 East Brady Street occupies the southwest corner of the intersection of North Cincinnati Avenue and East Brady Street. The brick building as a two-story portion adjacent to 110 East Brady Street and a three-story portion on the east end of the building. The first story of the front (north) elevation contains two pedestrian entrances and large rectangular window openings. The second story of the two-story portion contains smaller rectangular window openings. The second and third story windows of the three-story portion are small and square. Most of the windows are boarded up. The visible window openings contain multi-pane metal industrial windows with pivoting sashes. The east elevation continues the same fenestration pattern as the north elevation. The rear (south) elevation has several freight entrances and the same square window openings. The west elevation is a shared party wall.

200 East Brady Street

Commercial Style

1928

Non-Contributing

Warehouse

The two-story commercial/warehouse building at 200 East Brady Street occupies the southwest corner of the intersection of North Detroit Avenue and East Brady Street. The square brick building has a flat roof and multiple storefronts. Most of the windows were replaced or the openings were altered to fit fixed storefront windows with transoms. Some industrial metal sashes remain. Ghost marks of historic signage remains on the north elevation. The west elevation is clad in a metal and glass façade. The south elevation contains several service entries on the first story and small window openings filled with glass block on the second story.

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221 East Brady Street (Nash-Finch Wholesale Groceries Building)
Commercial Style 1925

Contributing
Temple Front

The two-story warehouse building at 221 East Brady Street occupies the southwest corner of the intersection of North Detroit Avenue and East Cameron Street. The square, brick building has a flat roof. Full-height brick pilasters create recessed window bays on all elevations. Historic pairs of double-hung windows remain on all elevations on the second story. The stepped roofline has metal coping. The brick exterior and the ground-level windows were altered on the south elevation. The entrance is located off-center on the south elevation.

302 East Brady Street
Moderne 1937

Contributing
One-Part Commercial Block

The commercial building at 302 East Brady Street occupies the southeast corner of the intersection of North Detroit Avenue and East Brady Street. The one-story brick building with a tall concrete base has a Streamline Modern appearance. The entryway has a vertical orientation with brick pilasters flanking the doorway and extending up into the parapet above the entrance. A horizontal concrete band projects above the entryway. There are concrete panels in the area between the pilasters above the door. The northwest corner of the building curves in a streamline fashion emphasized by glass block. There are concrete bands above and below the curving glass block. The rectangular multi-pane windows have central pivotal sashes. The north elevation roofline has concrete coping. The south elevation contains a loading dock with two service entrances. The east elevation is a blank brick wall.

307 East Brady Street
Art Deco: ZigZag 1929

Contributing
Warehouse

The rectangular commercial/warehouse building at 307 East Brady Street occupies the northeast corner of the intersection of North Detroit Avenue and East Brady Street. The east portion of the building is one story while the west portion is two stories. The buff brick building has cast stone ornament. The Art Deco cast concrete detailing includes geometric shapes. The front (south) elevation contains a single pedestrian entrance in the two-story section and a large service/garage entrance at the east end of the one-story section. The windows on the first and second stories were replaced with single-pane fixed windows with interior muntins, but the masonry openings with concrete sills are original. The west elevation is also clad in buff brick with sparse geometric ornament and features the same replacement windows in single openings with concrete sills. The west elevation contains a single pedestrian entrance and a large service/garage entrance. The same replacement windows fill the irregular pattern of window openings on the north elevation. The east elevation retains small, square windows with multi-pane industrial sashes.

323 East Brady Street (Gates Building)
Commercial Style 1925

Non-Contributing
Warehouse

The two-story concrete warehouse building at 323 East Brady Street occupies the northwest corner of the intersection of North Elgin Avenue and East Brady Street. The exposed concrete slab frame has concrete infill on the first story and brick infill on the second story of the south and west elevations. Each second-story bay created by the concrete frame contains a single multi-pane metal window with a central pivot sash. Ornamental detailing at the roofline includes two projecting brick courses. Removable vertical signage is attached to the southeast corner of the building. Non-historic metal siding covers the east elevation. The north elevation is a shared party wall.

9 West Brady Street
No Distinctive Style 1925

Contributing
One-Part Commercial Block

The one-story brick building at 9 West Brady Street is set back from the street at the northwest corner of North Main Street and West Brady Street. It originally functioned as a garage and filling station. Non-historic paired fixed sashes with tinted glass fill windows openings with brick sills. Recessed brick panels on the garage have corbelling at the parapet. Brick piers support a flat canopy that covers two vehicular drive-through bays. The north elevation is a shared party wall.

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13 West Brady Street (John N. Martin Manufacturer)

Moderne

1945

Contributing

Warehouse

The one-story commercial and manufacturing building at 13 West Brady Street sits on the north side of the street. The rectangular brick building has a flat roof. The southeast corner steps back and has a rounded wall. Flat metal canopies with rounded corners cover the entrances on the front (south) elevation. The multi-pane industrial metal windows have brick sills. The west elevation contains a single service entrance and a band of industrial metal windows near the roofline. The north elevation is a shared party wall.

14 West Brady Street

Commercial Style

1925

Non-Contributing

One-Part Commercial Block

The one-story brick commercial building at 14 West Brady Street sits on the south side of the street in the middle of the block. Although the original main façade fronts Brady Street on the north elevation, the current main façade is on the east elevation. The north elevation was altered to accommodate restaurant space. Brick pilasters divide the façade into three bays. A large fixed multi-pane window partially fills each bay. The remainder of the bay is filled with painted wood siding. A painted cast stone stringcourse runs above the storefront windows. A projecting rectangular header course outlines a brick panel above the central bay. Brick laid in a herringbone pattern fills the panel. The multi-light fixed, tinted windows are non-historic, and the entrance has been relocated to the east elevation. The parapet has a low-pitched, almost flat, gable rising from the center. The east elevation has pairs of windows with segmental arched openings. The south elevation contains a single pedestrian entrance set within an altered service opening. A lower one-story brick addition on the west elevation has a converted vehicular entrance. Significant alterations to the openings render the building non-contributing to the District.

105 West Brady Street (Tulsa Convention Hall – NRIS #79002028)

Classical Revival and Mission/Spanish Colonial Revival

1914

Contributing

The tall, three-story building at 105 West Brady Street occupies the northwest corner of the intersection of North Boulder Avenue and East Brady Street. The brick building has a massive side gable. The original structure has both Classical and Mission/Spanish Colonial Revival stylistic elements. The front (south) elevation contains a two-story buff brick addition and a flat metal canopy covering the main entrance. Blind arch windows are visible above the addition on the south elevation. The south façade has a course of decorative brickwork and geometric design in the apex of the gable. Extensive use of corbelled brick, recessed brick panels, and slightly projecting bays create visual interest on the expansive building. Projecting bays with buff-colored quoins are capped with Mission style shaped parapets that extend above the roofline on the east and west elevations. The north elevation is a blank brick wall with brick buttresses. There is a small gable-roofed monitor at the center of the roof.

8 West Cameron Street

No Distinctive Style

1930

Contributing

One-Part Commercial Block

The small one-story commercial/warehouse building at 8 West Cameron Street sits on the south side of the street in the middle of the block. The L-shaped brick building wraps around the southwest corner of 224 North Main Street. The symmetrical front (north) elevation contains a central vehicular entrance with a metal overhead garage door. Brick pilasters with stone bases separate the façade into three bays. The outer bays contain storefront display windows that were altered with two fixed and two double-hung sashes. Window openings have stone sills and the flat parapet has stone coping. The west elevation is a blank brick wall with a single service/garage entrance. The east elevation is not visible from the street and the south elevation is a shared party wall.

221 North Cincinnati Avenue

No Distinctive Style

1930

Contributing

Warehouse

The square two-story building at 221 North Cincinnati Avenue occupies the southeast corner of the intersection of North Cincinnati Avenue and East Cameron Street. The brick warehouse building has a pedestrian entrance on the west elevation and a service/garage entrance on the north elevation. The parapet steps up at the central portion of the building on the north and west elevations. There is a band of decorative brick under the roofline. Regularly-spaced single window openings on the north, south, and west elevations have non-historic double-hung sashes and concrete sills and lintels. The concrete platform at the shipping and receiving area on the south elevation has a shed roof. The east elevation is a blank brick wall.

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232 North Cincinnati Avenue

No Distinctive Style

1937

Non-Contributing

Warehouse

The small rectangular warehouse building at 232 North Cincinnati Avenue occupies the southwest corner of the intersection of North Cincinnati Avenue and East Cameron Street. The one-story brick building has a concrete block screen on the north and east elevations. The blocks that screen the east elevation are perforated with a floral pattern. The blocks on the north elevation are plain. The northeast corner of the building, where the two screened walls meet, is faced with flat limestone slabs. There is a single, fully glazed pedestrian entrance in the east elevation, but there are no window openings visible behind the screening. A long rectangular structure at the rear of the building has multiple freight entries at the loading docks on the north and south elevations. The façade alterations render the building non-contributing to the District.

303 North Cincinnati Avenue (Gypsy Building)

Commercial Style

1925

Contributing

Two-Part Commercial Block

The three-story commercial building at 303 North Cincinnati Avenue occupies the northeast corner of the intersection of North Cincinnati Avenue and East Cameron Street. The rectangular, brick building has minimal cast stone elements. The front (west) elevation contains a single pedestrian entrance flanked by rectangular multi-pane industrial windows. The second and third stories also contain rectangular multi-pane industrial windows with central pivot sashes. Those at the second story are unusually tall. Window openings on the third story of the south elevation on one on the west elevation are filled with brick. The cast stone decoration on the front elevation includes a nameplate above the main entry that reads "GYPSY" in low-relief; a simple concrete beltcourse that separates the second and third stories; and concrete coping at the flat roofline. Soldier coursing above the second and third story fenestration is punctuated with inset concrete squares above the windows. There is decorative brick treatment in the spandrels between the ground level and second-story windows on the west and south elevations. A one-story concrete block/CMU addition was constructed on the east elevation. Mechanical ductwork and metal fire escapes obscure much of the east elevation. Decorative treatment of window openings on the south elevation is similar to the south elevation. The north elevation contains simple punched openings multi-pane industrial metal sashes.

307 North Cincinnati Avenue

No Distinctive Style

1925

Contributing

Warehouse

The warehouse building at 307 North Cincinnati Avenue sits on the east side of the street. The one-story building has a gable roof and metal siding. The west elevation aligns with North Cincinnati Avenue, but the rest of the building has a true east-west orientation that originally aligned with the tracks of the KATY Railroad (no longer extant). The building is raised off the ground on concrete piers. There are freight openings and loading docks on the south elevation. The east elevation contains a single freight opening. The north and west elevations are blank walls clad in metal siding. The west elevation contains two small, square window openings, both covered with plywood.

309 North Cincinnati Avenue (Triway Brokerage Company Building)

Art Deco: ZigZag

1935

Contributing

Warehouse

The two-story brick commercial/warehouse building at 309 North Cincinnati Avenue east toward North Detroit Avenue. The trapezoidal building has a true east-west orientation that originally aligned with the tracks of the KATY Railroad (no longer extant). The front (east) elevation is buff brick, while the secondary elevations are red brick. Buff brick chevrons integrated into the east elevation express the building's Art Deco Zig Zag style. The massing and rectangular decorative elements reference the Egyptian Temple form. Projecting decorative sawtooth brickwork divides the front façade into six vertical bays with four large service entries. Cast concrete detailing and coping adorn the roofline parapet. Plywood covers the fenestration on the east and south elevations. Multi-pane pivotal sashes are visible on the north elevation and the wing. A one-story wing at the rear (west) elevation extends the length of the building. A metal shed roof covers the loading dock with freight entries at the rear elevation.

201 North Main Street (E. L. Fox Building)

Classical Revival

1906

Contributing

Two-Part Commercial Block

The two-story rectangular commercial building at 201 North Main Street occupies the northeast corner of the intersection of North Main and East Brady Streets. The brick building has two storefronts on the west elevation and one display window with entry on the south elevation. Above the large storefronts display windows are multi-light wood transoms.

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Exposed, painted steel beams span the storefront openings. The double-hung windows in the second story have transoms that alternate between rectangular and lunette shapes. On the south elevation the windows have arched brick headers and no transoms. On the west elevation a limestone beltcourse runs between the first and second stories, forming the sills for the second story windows. Decorative brickwork on these primary facades includes recessed panels and dentils at the parapet. The stepped parapet on the west elevation has a limestone nameplate. A large amount of faded painted signage is visible on the south elevation. The north and east elevations are shared party walls

207 North Main Street (Fox Block Building)

Contributing

Commercial Style

1911

Two-Part Commercial Block

The two-story rectangular commercial building at 207 North Main Street sits on the east side of the street in the middle of the block. The brick building has multiple wood storefronts with a continuous multi-light fixed transom spanning the façade. Canvas awnings shelter the recessed storefront entries. The second story contains four pairs of non-historic double-hung windows set in a buff brick panel with corbelled sides and top. A limestone band encircles the buff brick panel. A brick dentil course caps the limestone band. Decorative elements above the second-story windows include a recessed sailor course, a band of limestone squares, and brick corbels below the stone coping. A stone nameplate is centered on the parapet. Paired vertical stone bands ornament the corners of the building at the roofline. The north and south elevations are shared party walls. The north elevation above the one-story party wall is a blank brick wall. The east elevation contains a single service/garage entrance to the first story. The second story contains five rectangular window openings with brick sills and stone lintels. The windows are covered with painted plywood.

209 North Main Street

Non-Contributing

No Distinctive Style

1935

One-Part Commercial Block

The one-story rectangular commercial building at 209 North Main Street sits on the east side of North Main Street in the middle of the block. The brick building has two large storefront display windows flanking a central vehicular entrance. The southern storefront contains a single wood pedestrian entrance. The storefronts and vehicular entrance have non-historic tinted glass and metal frames. Recessed brick panels above the storefronts and broken corbelling ornament the flat parapet. The north elevation contains an irregular pattern of punched window openings filled with double-hung sashes. The east elevation contains a metal pedestrian door and a service/garage entrance with an overhead metal door. The south elevation is a shared party wall.

210-222 North Main Street (Robinson Packer Building)

Contributing

Commercial Style

1930

Two-Part Commercial Block

The three-story mixed-use building at 210-222 North Main Street sits on the west side of North Main Street in the middle of the block. The long, rectangular brick building has a flat roof and multiple storefronts. Brick pilasters divide the asymmetrical front (east) elevation into bays. The first-story storefronts are all of different widths. The three northern storefronts have multi-light transoms and recessed entrances. Of the two southern storefronts, one has a transom and a recessed entrance while the other is boarded up. The northernmost bay contains a segmental arched opening with a modified vehicular entrance. The entrance to the upper floors is at the center of the east elevation. The upper stories of this entrance bay each contain a single double-hung window. The remaining window openings on the east elevation contain paired double-hung sashes. All of the upper story openings have stone sills. A slightly darker brick was used to create window hoods that are flush with the wall. The first-story storefronts, the pilasters, and the parapet are all composed of this darker brick. There is a carved nameplate in the parapet above the entrance bay. The pilasters have raised stone caps and the slightly stepped parapet has stone coping. The south elevation has a shared party wall on the first floor and punched window openings on the upper stories. The plywood-covered openings have brick sills. The west elevation contains service entrances and windows with industrial metal sashes on the first story, and paired double-hung windows at the upper stories. The north elevation contains a blank brick wall.

223 North Main Street

Contributing

Moderne

1917

Warehouse

The two-story warehouse at 223 North Main Street occupies the southeast corner of the intersection of North Main and East Cameron Streets. The rectangular concrete and brick building has a flat roof. Stucco covers the exposed concrete structural grid on all elevations. Large display windows dominate the ground floor. On all elevations at the second floor there are bands of multi-paned industrial windows with central hopper sashes and concrete sills. The parapet and spandrels are brick. At the corners, the brick wall steps up above the parapet to give the building a loosely crenulated

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appearance. Decorative elements include diamond-shaped masonry inlay inscribed with the date of construction. There are three metal garage/service door openings on the north elevation.

224 North Main Street (S. M. Bell Building)

Commercial Style

1920

Contributing

Two-Part Commercial Block

The three-story commercial building at 224 North Main Street occupies the southwest corner of the intersection of North Main and West Cameron Streets. The front (east) elevation contains a storefront and an entrance to the upper floors. The first-floor entries have rectangular single-light transoms while the storefront display windows have multi-pane transoms under painted steel beams. A single embedded brick pilaster divides the upper stories into two bays. The paired double-hung windows sit in recessed bays. A band of corbelling runs at the top of each bay and a concrete belt course runs at the bottom, forming a sill for the windows. An additional course of corbelling below the roofline creates the appearance of a cornice. The stone nameplate in the roofline parapet is inscribed "S.M. BELL." The north elevation contains simple punched openings with double-hung windows and stone sills. Window openings on the south elevation are brick-filled. The west elevation shares a party wall at the first story and has double-hung windows at the second story.

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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.

Areas of Significance

(Enter categories from instructions.)

Community Planning and Development

Commerce

Period of Significance

1906 -1964

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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.

Period of Significance (justification)

The period of significance reflects dates of construction within the District and the importance of the railroad to the growth of the District. It begins with the oldest building, erected c. 1906, and ends in 1964, when the KATY railroad tracks were removed.

Criteria Considerations (explanation, if necessary)

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

SIGNIFICANCE

The Brady Historic District is locally significant as the nucleus of the oldest extant commercial area of Tulsa, Tulsa County, Oklahoma. It is eligible for listing under Criterion A for the areas of COMMERCE and COMMUNITY PLANNING AND DEVELOPMENT. The Brady Historic District grew in response to its proximity to and local dependence on the railroads that served Tulsa beginning in the late nineteenth century. Its strategic location, adjacent to multiple railroad corridors, was critical to Tulsa's growth and enabled the area to thrive for over sixty years. Several blocks of main street commercial buildings form the core of the Brady Historic District. Larger utilitarian warehouses, wholesale supply houses, manufacturing buildings, company offices, and storage and trucking companies surround the commercial nucleus. They represent the distribution of raw and manufactured products that began in the early 1900s and grew steadily through Tulsa's oil boom period. Wholesale activity in the Brady Historic District flourished through World War II, after which the slow transition from railroad to trucking brought a commercial decline to the area. The variety of buildings reflects the mixed-use nature of the businesses they housed. Their simple utilitarian form and styling contrasts with the high-style architecture of the skyscrapers erected in Tulsa's modern commercial center south of the railroad tracks during the 1920s. The period of significance for the Brady Historic District begins in c. 1906 with construction of the oldest extant building and ends in 1964, when removal of the KATY railroad tracks signified the end of the railroad transportation era.

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

THE IMPORTANCE OF THE RAILROAD TO THE COMMERCIAL AND INDUSTRIAL DEVELOPMENT OF THE BRADY HISTORIC DISTRICT

The commercial and industrial Brady Historic District grew up around the tracks of the St. Louis and San Francisco (Frisco) Railroad, which arrived to Tulsa in 1882.¹ White traders began entering the Tulsa vicinity in the 1870s despite resistance from the Lochapokas Creek tribe, but the postwar treaties of 1866 required tribes in Indian Territory to allow a right-of-way for at least one north/south and one east/west railroad.² The Missouri, Kansas, and Texas Railroad (KATY) received the franchise for a north/south route, which passed thirty miles east of Tulsa. The Atlantic and Pacific Railroad, soon called the St. Louis and San Francisco Railroad or the Frisco, received the east/west franchise. The Frisco met the KATY in Muskogee, and in 1881, the Frisco created a short line to Tulsa.

The first trains made only one trip a day between Tulsa and Vinita, Oklahoma, and for twenty years the Frisco line was the only railroad serving Tulsa.³ Tulsa had a tenuous association with the railroad at first, and because of unrest and conflict among the Creek, the town remained little more than a tent city until 1883.

The train's daily appearance soon became an event for the town. It 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. Almost all economic activity was focused along the railroad tracks or along Main Street, while residences were scattered across the townscape. The Brady Historic District 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 delivered by rail. For businesses that relied on railroad transportation, access to track decided where they would locate.

¹ The Brady area of Tulsa is named for Tate Brady, an early entrepreneur and city promoter. The background in the Statement of Significance was taken from "The History of 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, unless otherwise noted.

² Treaties established the right that some whites could reside within tribal lands. These included railroad employees and traders, if they procured a federal license and paid a tax to the tribal treasuries. But traders became just about anyone who opened a business in Tulsa, much to the annoyance of the Creeks.

³ 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.

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If the railroad was Tulsa's lifeline to the outside world, Main Street was the primary internal artery for the community. At this time Tulsa had few proper streets and alleys. As in other Western towns, Main Street (laid out by a railroad engineer with an orthogonal orientation to the tracks) soon developed into a business district with small commercial establishments lining both sides of the street.⁴

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. In the Brady Historic District, new hotels and rooming houses sprang up along North Main Street, and meals could be taken in hurriedly erected tents. Eventually, more substantial 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 still 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 also operated 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 Railroad constructed a large new passenger/freight station that spanned the width of Boston Avenue just north of its tracks. The area around Main Street and the Frisco 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 Historic District 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 also bring workers from around Tulsa and Sand Springs into the Brady area.⁶ Its Tulsa depot, a commercial store, was at the corner of North Boston Avenue and Archer Street.

The railroads defined the patterns of land use around their tracks. The Frisco ran northeast/southwest through town, while Main Street was the primary north-south commercial artery. The KATY paralleled the Frisco only three and one-half blocks to its north, with the Sand Springs Railroad sandwiched in between along Archer. The Midland Valley and Santa Fe tracks ran north-south, five blocks east of Main Street and just outside the Brady Historic District. As these other railroads established their presence, businesses seeking access to transportation lined their tracks. Just ten years after the Glenn Pool strike, oil-related industries, along with support shops and small businesses that kept these industries functioning, were concentrated near the Frisco tracks in the Brady Historic District. Before long, railroad spurs wound through the larger Brady area, providing easy access for loading and unloading into warehouses and storage facilities located farther from the main rail line. The vast railroad network traversing the Brady Historic District helped transform Tulsa into one of Oklahoma's most important manufacturing centers by 1939.⁷

By the 1910s, the core commercial area of the Brady Historic District was typical of small downtown commercial districts that developed in Oklahoma and across the country, filled with attached one, two, and three-story red brick commercial blocks with rectangular footprints and flat roofs. Retail businesses occupied the ground level storefronts. Multi-story buildings had living quarters or offices upstairs. The businesses along North Main Street included drugstores, tailors, grocers, and motor companies mixed with print shops and wholesaler's offices. With restaurants, warehouses, filling stations and commercial stores close together, those living and working within the Brady Historic District could walk easily from place to place and find all of the services and goods they required.

⁴ The Frisco tracks divided the town north-south so that streets were designated "North" or "South" depending upon their relationship to the tracks. Main Street ran north and south instead of east and west; Boston Avenue was called Lindley, and Cheyenne was called Spring Street. *Sanborn Fire Insurance Maps*, Tulsa (Tulsa County) 1894, 1896, 1898, 1901.

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.

⁶ Allison 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.

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In the 1920s Tulsa was on the cusp of transforming from a pioneer town into a modern city. As rich oil men built high-rise buildings as testament to their wealth, the business and banking core of Tulsa shifted from North Main Street to Boston Avenue south of the Frisco tracks. Some smaller commercial businesses remained along North Main Street, although industrial factories and warehouses became increasingly prevalent and displaced many early residences that surrounded the commercial center.

With wholesale warehouses flourishing in the Brady Historic District, the area began to transition from railroad to trucking during the 1930s. While the railroads still brought goods from out of town, fleets of trucks distributed items locally. Gates Hardware warehouse, Nash and Finch wholesale produce, Tulsa paper warehouse, and the Triway produce warehouse were among the wholesale buildings and warehouses constructed during this period. There were also motor freight yards, storage and transfer companies, such as Tulsa Transfer and Storage on North Cheyenne Avenue and Leeway Motor Freight on East Cameron Street.

During World War II the railroads continued to provide the main means of transporting goods in and out of Tulsa, including the oil the nation needed to support the war effort. Warehouse and wholesale areas along the tracks remained important locations for the transfer and storage of goods, motor freight stations, oil well suppliers and manufacturers, machine shops, lumber yards, paper warehouses, and auto storage and moving companies. Wholesalers received goods from trains, and trucks provided local delivery service. The large number of spurs near the main lines accessed the growing number of warehouses, as well as the businesses dependent on them.⁸

Construction of the interstate highway system after the war made trucking an increasingly convenient means by which to haul goods, and the railroads experienced a national decline. The Brady Historic District measured this change by a rise in the number of transfer, storage and trucking depots. In 1955 the Sand Springs Railroad closed to both passengers and freight, and its tracks were removed from Archer Street. While the Brady Historic District retained many oil-related companies and small businesses, companies that once might have built facilities near rail lines now built outside the city core where access to highways was easier. The commercial center of Tulsa had moved south and east, but the Brady Historic District remained associated, physically and mentally, with the city's industrial railroad past. The KATY railroad tracks and most spurs were torn out in 1964 when construction of the Keystone Dam cut off railroad access to the west. Their removal symbolically signaled the end of the railroad era for Tulsa businesses.

In the late 1970s and early 1980s, there was renewed interest in the Brady Historic District, as investors bought old buildings and closed the liquor stores. The clientele that had been using the Brady area began to leave when the arts community, including theater and music groups, began to move in. Today, a renaissance is underway in Brady as property owners rehabilitate warehouses and commercial structures for new uses. The Brady Historic District has become a vibrant arts center with a distinct historic character recognized as one of the city's oldest.⁹

⁸ *Sanborn Fire Insurance Maps, Tulsa (Tulsa County) 1915–July 1926, Vol. 1, 1915-1962.*

⁹ Ambler and Rosin, *ibid.*, 61-63.

Brady Historic District
Name of Property

Tulsa County, OK
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9. Major Bibliographical References

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

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.

Creveling, Harold. "Centers of Industrial Growth in Oklahoma 1919-1939," *Proceedings of the Oklahoma Academy of Science for 1946*, Vol. 26, 84-85.

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

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

Mayo, Peter, owner of the Brady Theater. Personal communication with Cathy Ambler. February 10, 2009,

Sharp, David, property owner in the Brady area. Personal communication with Cathy Ambler. February 4, 2009

Other References

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

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): _____

Brady Historic District
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10. Geographical Data

Acreage of Property 26
(Do not include previously listed resource acreage.)

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

1	<u>15</u>	<u>230489</u>	<u>4005688</u>	3	<u>15</u>	<u>231123</u>	<u>4005686</u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u>15</u>	<u>230957</u>	<u>4005917</u>	4	<u>15</u>	<u>230638</u>	<u>4005495</u>
	Zone	Easting	Northing		Zone	Easting	Northing

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

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

Boundary Justification (Explain why the boundaries were selected.)

The Brady Historic District includes the core surviving group of historic commercial and industrial buildings that developed in the Brady area during the period of railroad influence and that retain sufficient integrity to merit listing on the National Register. The boundary was drawn to include a minimal number of buildings that have lost integrity, buildings that were constructed after the period of significance, and vacant lots.

11. Form Prepared By

name/title Cathy Ambler, Elizabeth Rosin & Rachel Nugent

organization Ambler/Rosin Preservation date April 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.)

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District Boundary Map



Brady Historic District
Name of Property

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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: Brady Historic District

City or Vicinity: Tulsa

County: Tulsa **State:** Oklahoma

Photographer: Cathy Ambler (#1, 3 – 32); Walt Warner (#2)

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_BradyHistoricDistrict_#.tif*

- 1 of 32.** Corner of North Boulder Avenue and West Cameron Street (224 North Boulder Avenue and 105 West Brady Street), view southwest.
- 2 of 32.** Corner of North Boulder Avenue and West Brady Street (105 West Brady Street), view northwest.
- 3 of 32.** Corner of North Boulder Avenue and West Archer Street (105 West Brady Street), view northwest.
- 4 of 32.** Corner of North Main Street and West Cameron Avenue (210-222 and 224 North Main Street and 8 West Cameron Street).
- 5 of 32.** Corner of North Main and West Brady Streets (9, 13, and 105 West Brady Street), view west.
- 6 of 32.** 223 North Boulder Avenue non-contributing building, view southeast.
- 7 of 32.** 14 West Brady Street and the rear (east) elevation of 107 North Boulder Avenue, view southwest.
- 8 of 32.** Corner of North Boulder Avenue and West Archer Street (107 North Boulder Avenue), view north.
- 9 of 32.** 223 North Main Street, individually eligible building, view northeast.
- 10 of 32.** Corner of North Main and East Brady Streets (201, 207, 209, 223 North Main Street and 7-11 East Brady Street), view northeast.
- 11 of 32.** Corner of North Main and East Brady Streets (201 North Main Street, 7-11, 13-15, 17-19, and 21-23 East Brady Street), view east-northeast.
- 12 of 32.** Corner of North Boston Avenue and East Brady Street (7-11, 13-15, 17-19, and 21-23 East Brady Street), view west.
- 13 of 32.** Corner of North Boston Avenue and East Brady Street (21-23 East Brady Street and 220 North Boston Avenue), view northwest.
- 14 of 32.** Corner of North Boston Avenue and East Brady Street (114 and 124 North Boston Avenue), view southwest.
- 15 of 32.** 110 and 116 East Brady Street, view northeast.

Brady Historic District

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- 16 of 32. 110 and 116 East Brady Street, view east.
- 17 of 32. Corner of North Boston Avenue and East Brady Street (232 North Cincinnati Avenue parking lot), view northeast.
- 18 of 32. 232 North Cincinnati Avenue, view southwest.
- 19 of 32. 232 North Cincinnati Avenue parking lot and 116 East Brady Street, view southwest.
- 20 of 32. 200 East Brady Street and rear (north) elevation of 215 East Archer Street, view southeast.
- 21 of 32. 200 East Brady Street, view southwest.
- 22 of 32. 215 East Archer Street, view northwest.
- 23 of 32. East elevations of 215 East Archer Street and 200 East Brady Street, view northwest.
- 24 of 32. 301 and 305 East Archer Street, view northeast.
- 25 of 32. 302 East Brady Street and 301 and 305 East Archer Street, view southeast.
- 26 of 32. 307 East Brady Street, view northeast.
- 27 of 32. 221 North Cincinnati Avenue and 221 East Brady Street, view northeast.
- 28 of 32. 221 East Brady Street, view northwest.
- 29 of 32. 221 North Cincinnati Avenue, view southeast.
- 30 of 32. 303, 307, and 309 North Cincinnati Avenue, view west.
- 31 of 32. 309 North Cincinnati Avenue, view northwest.
- 32 of 32. 303 and 307 North Cincinnati Avenue, view northeast.

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.

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section _____ Page _____

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 10000618


Date Listed: 9/3/2010

Brady Historic District
Property Name

Tulsa OK
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

9/3/10

Date of Action

=====

Amended Items in Nomination:

Resource Count:

The Resource Count is revised to read: *27 contributing building and 8 non-contributing buildings.*
[See 110 East Brady Street discussion below.]

Description:

21-23 East Brady Street

The first line of the narrative description should read *21-23 East Brady Street* to reflect this building's location and not its matching twin to the west.

110 East Brady Street

As identified by its historic name, this building was built as an addition to an earlier adjacent structure (116 E. Brady). As such, it should not be counted as an individual resource. The building lacks a separate main entry and shares the same basic exterior treatment as its older neighbor. In addition, the building was built in 1958, well within the period of significance. Since the narrative fails to identify any major alterations or loss of integrity, the addition would be considered to contribute to the larger resource and the district as a whole. The resource count is revised to account for the change in building status.

These clarifications were confirmed with the OK SHPO office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Brady Historic District

MULTIPLE NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

DATE RECEIVED: 7/20/10 DATE OF PENDING LIST: 8/13/10
DATE OF 16TH DAY: 8/30/10 DATE OF 45TH DAY: 9/03/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000618

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

The Brady Historic District is significant at the local level under National Register Criterion A (Commerce and Community Planning & Development). The Brady District consists of the core surviving group of historic commercial and industrial buildings developed in the Brady area of Tulsa during the period of greatest railroad influence in the first half of the twentieth century. The buildings reflect the gradual transition of the neighborhood from a modest early commercial center to the city's main manufacturing and warehouse area served by three major rail lines. The specialized commercial development of the area greatly influenced the twentieth century economic growth of the city as a major commercial trade center. While the central business district and oil-boom financial center shifted the city core to the south, the Brady area remained an important center of manufacturing and wholesale trade and shipping.

RECOM./CRITERIA Accept Criterion A

REVIEWER Paul R. Lusignea DISCIPLINE HISTORIAN

TELEPHONE DATE 9/3/10

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.



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #1



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW # 2



BRADY
THEATER



P

BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #3



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #4



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #5



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 6

Mexicali
Border Cafe



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #7



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #8



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #9



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #10



HOTEL
FOX

SMITH'S HARDWARE
RICH-CON TOOLS & CUTLERY
STOVES - RANGES
REFRIGERATORS
ALUMINUM & KITCHEN WARE
BUILDING HARDWARE
GARDEN HOSES

Lola's

BANK
CLOTHING

Several cars parked along the street in the distance.

BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #11



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #12



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 13



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #14



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 15

MATHEWS AUTOMOTIVE WAREHOUSE
DISTRIBUTORS



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #16



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #17



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #18



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #19



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #20



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #21



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #22



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW # 23



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #24



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 25



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #26



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #27

Spaghetti Warehouse

Spaghetti Warehouse



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW #28



BRADY HISTORIC DISTRICT

TULSA, TULSA COUNTY, OKLAHOMA

VIEW # 29



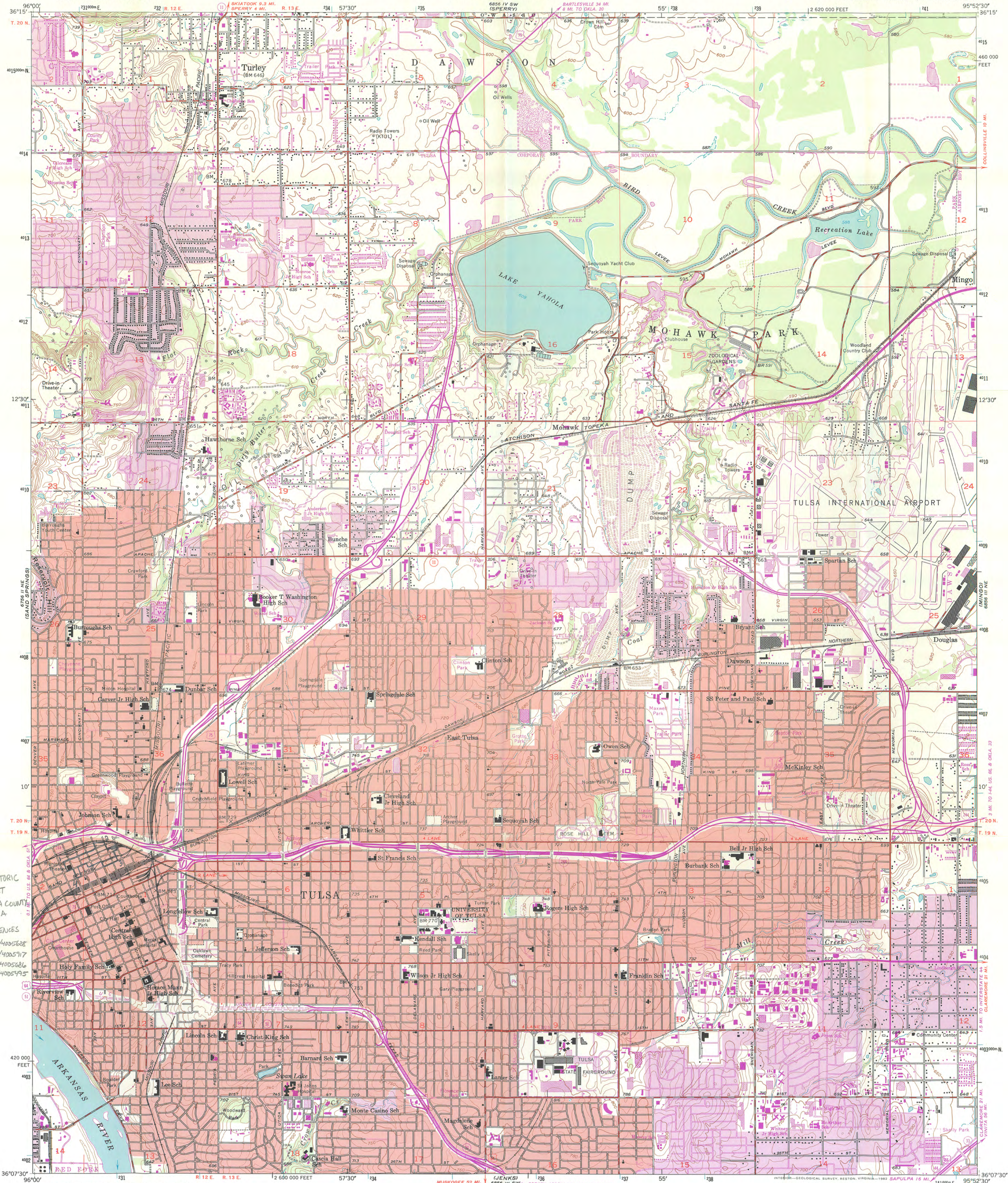
BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 30



BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #31

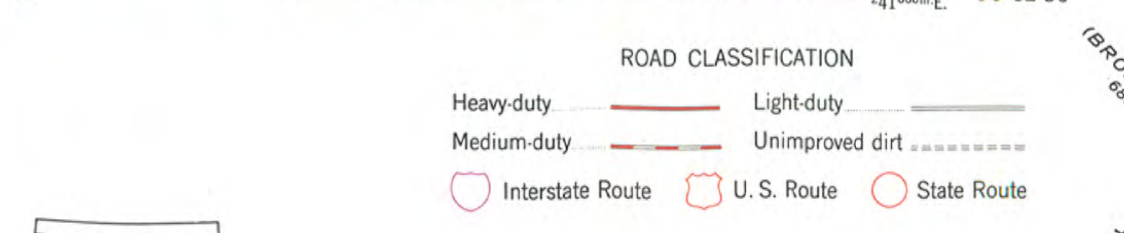
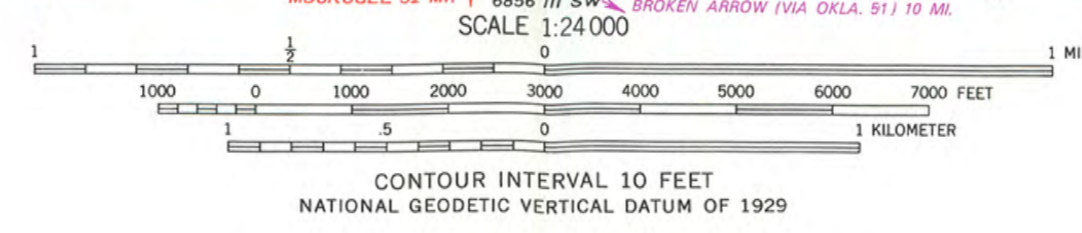
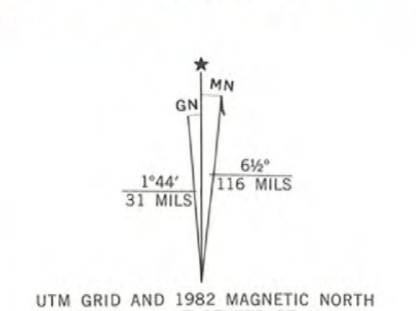


BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 32

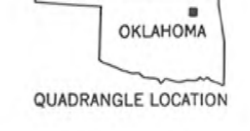


BRADY HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
UTM REFERENCES
1.15/230418/4005688
2.15/230457/4005717
3.15/23123/4005826
4.15/230638/4005495

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 V885





Oklahoma Historical Society

Founded May 27, 1893

State Historic Preservation Office

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

July 19, 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



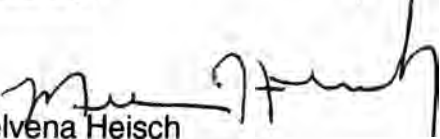
Dear Ms. Shull:

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

Brady Historic District, Tulsa, Tulsa County
Casa Loma Hotel, Tulsa, Tulsa County
Morrow Home Place, Collinsville, Tulsa County
Moore Ranch, Nowata Vicinity, Nowata County
White Cloud Lodge, Payne County
Wentz Camp, Ponca City, Kay County
Pond Creek Masonic Lodge #125, Pond Creek, Grant County
Nickels Ensor McClure House, Alva, Woods County
First United Methodist Church, Fairview, Major County
Squirrel Creek Bridge, Shawnee, Pottawatomie County
American Baptist Home Mission House, Tahlequah, Cherokee County
Administration Building, Wilburton Vicinity, Latimer 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