



United States Department of the Interior

NATIONAL PARK SERVICE


1849 C Street, N.W.

Washington, D.C. 20240

December 13, 2010

Notice to file:

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

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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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

RECEIVED 2280
(Expires 5/31/2012)

OCT 26 2010

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

historic name KATY Railroad Historic District

other names/site number N/A

2. Location

street & number Roughly along W. Easton and the old KATY Railroad Right-of-Way, between N. Cheyenne and N. Boston Avenues

N/A

not for publication

N/A

city or town Tulsa

vicinity

state Oklahoma code OK county Tulsa code 143 zip code 74103

3. State/Federal Agency Certification

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

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

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

national statewide X local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other (explain.)

Signature of the Keeper

Date of Action

KATY Railroad Historic District
Name of Property

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5. Classification

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

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

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

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

Contributing	Noncontributing	
15	1	buildings
0	0	district
0	0	site
0	0	structure
0	0	object
15	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

1

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Commerce/Trade
Industry/Processing/Extraction: Manufacturing
Recreation and Culture: Music Facility
Social: Meeting Hall

Current Functions
(Enter categories from instructions.)

Commerce/Trade
Commerce/Trade: Business
Recreation and Culture: Music Facility
Vacant/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and 20th Century American Movements: Commercial Style
Modern Movement: Art Deco
Modern Movement: Moderne
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 KATY Railroad Historic District includes seventeen buildings (fifteen contributing, one non-contributing, and one previously listed in the National Register of Historic Places) constructed between 1913 and 1965 in a three-block area at the northwest corner of downtown Tulsa, Tulsa County, Oklahoma. The KATY Railroad Historic District is bounded by West Easton Street and the Inner-Dispersal Highway Loop (I-244) on the north; North Boston and North Cheyenne Avenues on the east and west, respectively; and the historic right-of-way of the KATY Railroad on the south. This district reflects the influence of the Missouri, Kansas and Texas (KATY) Railroad on development in the area near its tracks. While the KATY tracks were removed in 1964, the wide right-of-way remains visible within the district. The KATY Railroad Historic District includes several manufacturing facilities and one industrial complex that ring a nucleus of commercial buildings on North Main Street. Most of the commercial buildings are one- and two-story blocks with rectangular footprints and flat, gable, or barrel-vault roofs. The commercial buildings have relatively small footprints, while the massing of the industrial buildings is much larger. The buildings in the district are very functional and the majority exhibits no architectural style. Two buildings present minimal Art Deco architectural styling and two illustrate the Moderne style. The one non-contributing building in the District is a small shed structure built outside the period of significance. Cains Dancing Academy at 423 North Main Street is individually listed in the National Register of Historic Places (NRIS #03000874). The KATY Railroad Historic District represents the surviving collection of commercial and industrial buildings that located in close proximity to the KATY Railroad line.

Narrative Description

SETTING

The buildings in the KATY Railroad Historic District occupy lots of varying sizes. Many of the commercial buildings on Main Street share party walls. All about the concrete sidewalk. Grass easement strips separate the sidewalk from the street. The tall, grass and concrete embankment of I-244 that forms part of the District's boundary creates a distinct edge that separates the District from the area to the north. The grassy strip of land where the tracks of the KATY Railroad once ran marks the southern edge of the District. The north half of the block between North Main Street and North Boulder Avenue is vacant ground. A portion of this area functions as a surface parking lot. There is also vacant ground behind the buildings facing North Main Street and North Boston Avenue and within the industrial complex at 424 North Boulder Avenue. The district historically had open space where goods were stored before shipment or after delivery to Tulsa.

DESIGN

The KATY Railroad Historic District includes a small core of commercial blocks along North Main Street, ringed by larger industrial facilities on the surrounding blocks. All of the buildings in the district are unpretentious and practical. They represent the variety of functional property types erected in towns across the country during the late-nineteenth and early-twentieth centuries. The commercial buildings are configured as one- or two-part commercial blocks, where the first story storefronts housed businesses providing wholesale and retail sales or service functions. The upper floor of the two-story buildings provided space for office, residential, meeting, storage, or light industrial uses. Indicative of the functional commercial block property type, these brick buildings have patterned brick, limestone or cast stone trim. Decorative or stylistic embellishments are minimal. The cornices and first-story storefronts are the most prominent and distinctive features of the commercial buildings. Where it exists, ornament typically includes geometric designs in the flat or stepped parapet. Other character-defining elements include corner posts, bulkheads, transoms, signs, and doors. The industrial buildings, primarily warehouses, are utilitarian buildings with little or no discernable architectural style.

Only a few buildings in the KATY Railroad Historic District express a specific architectural style. The buildings at 410 North Main Street and 422 North Boston Avenue present two very different Art Deco treatments. The red brick façade of 410 North Main Street incorporates geometric ornament executed in cast stone, while the small buff brick building at 422 North Boston Avenue conveys monumentality through pilasters flanking the doors and a simple brick soldier course at the roofline. The two examples of the Moderne style, at 408 North Boston Avenue and 421 North Boulder Avenue, both exhibit minimal ornamentation and strong horizontal elements typical of that architectural genre.

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INTEGRITY

The KATY Railroad Historic District retains the qualities of design, setting, and massing that distinguish it as an early-twentieth century commercial and industrial neighborhood. The size and placement of buildings communicates the organic growth this area experienced during a fifty-year period of development that followed the construction of the KATY Railroad tracks to Tulsa. The most conspicuous alterations reflect the modernization of storefront display windows and entrances, and the replacement of window sashes. Most of these alterations have left original openings and spatial relationships of primary façades intact. Other reversible changes include the addition of awnings and applications of wood or metal sheathing over original openings or transoms. Upper stories usually retain their original design and materials and are the principal means to identify a building's architectural style. The more-utilitarian industrial buildings remain largely unaltered with the exception of replacement windows. The open land where the KATY Railroad once ran and around the historic buildings is an important element in defining the significance of district.

PROPERTY DESCRIPTIONS

408 North Boston Avenue (Born Industries, Inc.)

Moderne

1946

Contributing

Warehouse

The warehouse building at 408 North Boston Avenue is located on the west side of Boston Avenue. It has a one-story block at the south end of the building and a two-story block at the north end, each with its own entrance. The irregularly shaped building has a flat roof and is clad in red brick with cast stone trim on the front (east) elevation. The remaining elevations have concrete block walls. Moderne features on the front elevation include a concrete beltcourse above the fenestration, multi-pane windows, and pilasters with concrete bands at the top. The roofline has concrete coping and a parapet above the two entries. Pilasters flank both entryways. Windows on the north and south elevations of the two-story block were replaced but the masonry openings are original.

422 North Boston Avenue (Brotherhood of Electrical Workers Union Hall)

Art Deco: PWA

1949

Contributing

Warehouse

The small rectangular building is located on the west side of North Boston Avenue. The one-story building has a flat roof and buff brick walls with concrete trim. The front (east) elevation is divided into three bays with a central entrance flanked by brick pilasters with concrete caps. The main entry on the east elevation contains its original set of double doors with large glass panels. The original awning over the entry has been lost but the supporting members remain visible. Sparse decorative elements include brick soldier courses atop and below the fenestration, the brick pilasters at the entrance, and a soldier course below the concrete coping at the parapet. A narrow, two-story block projects northward slightly from the north façade. This block contains two windows in each story set within slightly recessed panels. The north elevation has partially operable rectangular multi-pane and rectangular three-pane windows with brick sills.

408 North Boulder Avenue (Western Supply Company)

Commercial Style

1911

Contributing

Warehouse

The one-story warehouse building is located on the west side of North Boulder Avenue. The rectangular building has a flat roof and walls clad in stucco. The front (east) elevation contains six rectangular window openings and the main entrance. A brick half wall encloses the steps and clads the shed-roofed entrance that projects from the north end of the east elevation. A concrete band projects from the east façade and supports the "WESTERN" signage. There is another shallower concrete band just below the roofline that runs the length of the east façade. Most of the fenestration on the east and south elevations has been boarded up. The remaining windows are filled with glass block. The building is attached to the south side of a gable-roofed metal warehouse building at 422 North Boulder Avenue.

421 North Boulder Avenue (True Turn of Tulsa Building)

Moderne

1932

Contributing

Warehouse

The one-story warehouse building on the east side of North Boulder Avenue is brick with stone trim. The rectangular floor plan has a central projecting bay on the south elevation. The building has a tall concrete base and red brick walls with unadorned brick pilasters between the windows. Large industrial metal windows are set within recessed bays with corbelled brick. The parapet above the roofline contains masonry decorative details. There are multiple large service/garage entryways, with two on the east and west sides of the projecting bay, and two on the south elevation. Clerestory windows on the roof run the length of the building. Painted signage on the south façade reads "TRUE TURN OF TULSA."

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424 North Boulder Avenue (Western Supply Company)

Commercial Style

1928

Contributing

Warehouse

The property at 424 North Boulder Avenue occupies most of the north half of the block bounded by North Boulder Avenue, West Easton Street, and North Cheyenne Avenue. The path of the former KATY Railroad runs along the south edge of the property. Seven utilitarian buildings of varying heights, footprints, and materials form this significant industrial complex. The complex consists of one brick building, one concrete block building, and five buildings clad in metal siding.

Building 1 is a one-story brick building that occupies the southwest corner of the intersection of North Boulder Avenue and West Easton Street. A service entrance divides the front (east) elevation into two sections. The south section contains a service entrance at the southeast corner and three large multi-pane industrial metal windows. The north section contains two large window openings filled with concrete block. Three small single-pane fixed windows were added to each of the in-filled areas. These window openings flank the plywood-covered main entry. The fixed transom remains visible in the slightly recessed opening. This building has minimal decorative brick detailing, including soldier courses above the fenestration and rectangular brick panels in the parapet on the east and north elevations. All of the large window openings on the north elevation are filled with concrete block. A square chimney rises above the northwest corner of the building. The west elevation contains one freight entrance and several small window openings filled with concrete block. The south elevation is not visible. Three triangular monitors project above the roof.

Building 2 is a large metal shed with a metal gable roof adjacent to the south elevation of the Building 1. The east elevation contains a single service/garage entrance with a sliding metal door. The north elevation is not visible. There is no siding on the south elevation, west of the building at 408 North Boulder Avenue. The metal frame is visible. The west elevation is attached to Building 3. Three large exhaust fans project upward from the apex of the roof.

Building 3 is a shorter gable-roofed metal shed building that projects from the west end of Building 2. The north section of the south elevation does not have any siding and the metal frame is visible. The north elevation contains a single large service entrance with an overhead metal door. The west elevation is not visible. A gable-roofed monitor projects above the roof.

Building 4 is a small rectangular one-story concrete block building with a flat roof. Single, paired, and tripartite multi-pane double-hung windows line the north elevation. The south elevation is attached to the north elevation of Building 3. The west elevation is a blank concrete block wall. The east elevation is not visible.

Building 5 is a tall metal shed with a flat roof and an L-shaped footprint clad entirely in metal siding. The north and south elevations contain pairs of large metal doors. The east elevation contains a single large sliding metal door. The west elevation is a blank metal wall.

Building 6 is a square metal shed with a gable roof and projecting gable-roofed monitor. The east and west elevations contain large service entrances with metal double doors and bands of multi-pane metal clerestory windows. The north and south elevations are not visible.

Building 7 is a rectangular metal shed with a gable roof. The east elevation contains an entrance with a large sliding metal door. The south elevation contains four multi-pane industrial metal windows covered by projecting metal screens. The west elevation is a blank metal wall. The north elevation has two multi-pane industrial metal windows.

405 North Main Street

No Distinctive Style

1965

Non-Contributing

Warehouse

The one-story Quonset structure composed of corrugated metal is set along the rear (east) line of the lot on the east side of North Main Street. Large sliding metal doors are located in the center of the north and south elevations.

409 North Main Street

Commercial Style

1928

Contributing

Two-Part Commercial Block

The two-story brick commercial building with a wood storefront is located on the east side of North Main Street. The recess on the south end of the storefront contains the first-floor and second-floor entries. There are tall transoms over the entire storefront. The second story contains a single window flanked by paired altered windows. Windows have brick sills

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while lintels are obscured by awnings. The stepped parapet has brick coping and rectangular brick panels. The first floor of the south elevation contains two multi-pane industrial metal windows while the second floor contains a row of non-historic one-over-one double-hung rectangular sashes set in segmental arched openings. The south elevation contains ghost marks of historic painted signage. The east elevation is a blank brick wall and the north elevation is a shared party wall.

410 North Main Street (Continental Supply Company)
Art Deco: Zigzag 1931

Contributing
Warehouse

The two-story commercial/warehouse building on the west side of North Main Street is brick with stone trim. The symmetrical east elevation contains a recessed main entry flanked by two large display windows with transoms. The second story contains a paired central window flanked by two windows on either side. The stone base on the east elevation wraps around the north and south elevations under large display windows only. Full-height engaged brick pilasters flank the central bay on the east elevation. The pilasters and outer corners of the east elevation are capped with narrow horizontal bands of stone. Stone coping and geometric forms ornament the stepped parapet. There are four nameplate panels in the central bay below the parapet. Each contains one word of the name "The Continental Supply Company" carved in low relief. The north elevation contains one display window while the south elevation contains two display windows. The second-story windows above the display windows are paired one-over-one hung sashes. The south elevation contains single and paired three-over-three hung windows regularly-spaced on both stories. The north elevation contains a single two-over-two and a single three-over-three hung window on the first floor. The second floor contains a paired one-over-one hung window along with a regular pattern of three-over-three hung windows and a single two-over-two hung window. The west elevation contains three-over-three hung windows on both stories.

415-417 North Main Street
Commercial Style 1917

Contributing
Two-Part Commercial Block

The two-story brick commercial building on the east side of North Main Street has multiple wood storefronts flanking the second-floor entrance on the front (west) elevation. Recessed first-floor entrances are centered within the storefronts. There are transoms above the each storefront. The boarded-up second-floor entrance has a single transom window. The second story contains four windows with stone sills, although it originally contained six windows. Two window openings were bricked up. A pattern of projecting brick indicates the location of windows, with the brick tracing the outline of soldier course lintels. An inverse pattern of projecting brick is located immediately above the course above the windows. Brick dentils, broken corbelling, and brick coping ornament the flat parapet. The east elevation contains a single service entrance with a metal overhead garage door on the first story. There are four windows and a door with a metal fire escape on the second story. The second-story openings have stone sills and brick segmental arches.

419 North Main Street
No Distinctive Style 1917

Contributing
One-Part Commercial Block

The one-story brick commercial building is located on the east side of North Main Street. Storefront display windows flank the recessed entry under a steel lintel on the front (west) elevation. Recessed rectangular brick panels ornament the stepped/crenellated parapet with stone coping. The east elevation is a concrete block wall without windows or doors.

423 North Main Street (Cain's Dancing Academy – NRIS #03000874)
No Distinctive Style 1924

Contributing
Warehouse

The one-story stone and brick warehouse building on the east side of North Main Street has a barrel-vault roof. The first story of the front (west) elevation is composed of rusting stone. Window openings are filled with glass block. The triangular, crenellated parapet is composed of painted brick and rustic stone. The historic metal and neon sign is attached to the center of the west elevation over the main entry. The east elevation, composed of rustic stone, contains a single service entrance with double metal doors. The large window on the east elevation is boarded up.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Areas of Significance

(Enter categories from instructions.)

Commerce

Period of Significance

1913-1964

Significant Dates

1913, 1964

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The period of significance is determined by the construction of buildings within the district beginning with the oldest c. 1913 and extends to 1964, after the construction of Keystone Dam ended the Missouri, Kansas and Texas (KATY) railroad's access to the west. When tracks were removed, the visual landscape the railroad helped to create began to change. While open space is still near the KATY right-of-way, the tracks no longer served to separate the KATY Railroad Historic District from the broader Brady industrial manufacturing and warehousing area.

Criteria Considerations (explanation, if necessary)

N/A

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

SIGNIFICANCE

The KATY Railroad Historic District is locally significant under Criterion A in the area of Commerce. It lies just north of the former rail bed of the Missouri, Kansas and Texas (KATY) Railroad tracks and documents the expansion of commercial and industrial development that followed the construction of this rail line to Tulsa in 1902. The KATY gave businesses new opportunities to locate trackside and thereby to benefit from the easy transfer of goods to and from outside vendors and markets. This was especially important to the manufacturing and warehouse/distribution companies serving Oklahoma's oil extraction industry, then in the midst of a major boom. Commercial areas developed along North Main Street both north and south of the KATY tracks, but only a small four-building commercial area survives north of the tracks. This small group of buildings forms the core of the KATY District. The variety of buildings reflects the nature of the businesses they housed. Their simple utilitarian forms and styling contrast with the larger, high-style commercial buildings constructed in Tulsa's business district south of the Frisco tracks during the 1920s. Surrounding the commercial block are larger utilitarian industrial facilities that filled bigger lots closer to the railroad tracks. The buildings in the District are typical of those erected in nationwide during the early twentieth century. The period of significance for the KATY District, 1913 – 1964, begins with the construction of the oldest extant building in the district and ends in 1964, when removal of the KATY railroad tracks signified the end of the railroad transportation era in this area of Tulsa.

Narrative Statement of Significance

COMMERCIAL EVOLUTION OF THE KATY RAILROAD HISTORIC DISTRICT¹

The KATY Railroad Historic District is part of the larger Brady area north of modern downtown Tulsa.² This early commercial and industrial district grew up around the tracks of the St. Louis and San Francisco (Frisco) railroad, which arrived to Tulsa in 1882. The train's daily appearance brought news from the outside world, supplied goods to the small community, provided convenient travel, and accessed a broader market for the area's agricultural products. Almost all economic activity in the Brady area soon focused along the railroad tracks or Main Street. Houses were scattered across the townscape. The first trains made only one daily trip between Tulsa and Vinita, Oklahoma, and for twenty years the Frisco line was the only railroad serving Tulsa.³

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. The Brady area teemed with new hotels and rooming houses and tents where meals could be taken. Eventually, more substantial buildings appeared filled with grocers, confectioners, plumbers, drug stores, printing shops, barbers, and cobblers. The surrounding area became dense with rail-related businesses.⁴

Seizing the opportunity presented by the Red Fork strike, the Missouri, Kansas and Texas (KATY) Railroad ran tracks to Tulsa in 1902 along an alignment just three and one-half blocks north of the Frisco tracks and erected passenger and freight depots in the 300 block of North Main Street.⁵ While these facilities were smaller than the Frisco depot erected on Boston Avenue in 1906, the multiple tracks of the KATY Railroad cut a wide swath through the Brady area, creating a distinct identity for the commercial and industrial district that lay to their north.

In the earliest days of the Brady area, the land that would lie north of the KATY tracks was predominantly residential, but manufacturing facilities and warehouses soon took over as the demand soared for oil field supplies and open land adjacent to the Frisco tracks filled. Within ten years after Glenn Pool, the large concentration of oil-related industries in the Brady area had spread north from the Frisco tracks to the open space along the KATY's trackside. The many trains

¹ This background was taken from "The History of the Brady," prepared by Cathy Ambler for the George Kaiser Family Foundation, March 2009. Also material is taken from the "Downtown Tulsa Intensive-Level Historic Resources Survey, October 7, 2009, by Cathy Ambler and Rosin Preservation, LLC.

² The Brady area is named for Tate Brady, an early entrepreneur and city promoter. While Tate Brady has a mixed reputation in Tulsa history, the area became known for him because of his efforts to promote it.

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.

⁴ 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.

⁵ Outside of Tulsa, the KATY lines ran mostly north/south and the Frisco lines mainly ran east/west.

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coming and going daily supplied the oil-economy. Practical considerations placed pipe and equipment storage yards near the tracks to facilitate deliveries. Lumber yards that sold lumber for well scaffolding and rigging, likewise, chose locations near the KATY tracks.

The small commercial area that developed on North Main Street exemplifies the mixed-use character of the KATY Railroad Historic District. It was not a shopping district for consumer goods. Rather the buildings housed automobile repair shops, paint shops and oil well supply businesses in the first story retail spaces. Cain's Ballroom at 423 North Main Street opened as a dance academy in 1935 in a building constructed a decade earlier as an automobile garage or dealership. As Cain's it became famous for its association with Bob Wills and the Texas Playboys. Wills played at Cain's through 1953. While the ballroom experienced periods of low use, it never closed for long.⁶ The district was also home to the Brotherhood of Electrical Workers Union building on North Boston Avenue. This union represented members in a wide variety of fields, including utilities, construction, manufacturing, railroads and government. The union hall was a gathering place where members discussed union business and held social gatherings.

Two commercial buildings in the KATY District rented boarding rooms on their second floors. Before the oil boom, housing was more-plentiful in this area, especially on North Boston Avenue, where there were many single and multi-family dwellings. After the construction of the KATY tracks, pipe storage yards, lumber yards, and manufacturing buildings displaced the residential properties. One example is the Western Supply Company, which eventually took over an entire residential block. The intermingling of commercial spaces, offices, residences, and manufacturing was common in the Brady area, particularly during a period when most people walked between home and work.

A variety of businesses maintained wholesale warehouses in the Brady area by the 1930s, but businesses in the KATY District continued to be focused on oil-related companies. Continental Supply constructed two new buildings on its property before World War II, using the KATY to move materials and equipment to the oil fields. Born Engineering, constructed their office in the KATY Railroad Historic District in 1946, and began manufacturing oil-related products, such as heat exchangers. The company grew, eventually moving into an older facility on the Continental Supply property. Western Supply added Hercules Motor, Chapman Valve Manufacturing, and Carbondale Pump and Machine Corporation, as in-house suppliers during the 1940s. A 1946 article in *Proceedings of the Oklahoma Academy of Science* noted that Tulsa was one of the most important manufacturing centers in the State of Oklahoma in 1939,⁷ and Western Supply in the KATY Railroad Historic District was one of the largest of the manufacturers in Tulsa.

The importance of the KATY Railroad Historic District shifted after World War II, as construction of interstate highways made trucking a more-convenient system by which to haul goods, the U. S. mail, and freight. Truck transportation, in turn, made centralized industrial areas like the Brady area obsolete. Companies that once might have selected a site based on its proximity to rail lines now built in suburbia where they could get prime access to highways. Buildings within the KATY Railroad Historic District changed hands or retooled as companies refocused their businesses. One oil equipment supplier, for instance, began building truck bodies.

When the Keystone Dam was constructed in 1964, the KATY Railroad ceased its east/west service through Tulsa. Without access to railroad transportation, even more companies moved out of the KATY Railroad Historic District, leaving empty factories and warehouses, such as the Western Supply complex, in their wake. Despite the loss of the tracks, the commercial and industrial buildings in the KATY Railroad Historic District retain a sense of separateness from the larger Brady area to the south. Vacant ground marks the location of the abandoned railroad right-of-way, and historic open space near the tracks gives the District a distinct personality.

Developmental history/additional historic context information (if appropriate)

⁶ Cain's Dancing Academy, constructed by Tate Brady, is listed on the National Register. Cynthia Savage, *National Register Nomination for Cain's Dancing Academy*, 2003.

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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County and State

9. Major Bibliographical References

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

BIBLIOGRAPHY

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

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

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

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.

Savage, Cynthia. National Register Nomination for "Cain's Dancing Academy." 2003.

Interviews

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

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

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): _____

10. Geographical Data

Acreage of Property

9 acres
(Do not include previously listed resource acreage.)

KATY Railroad Historic District

Name of Property

Tulsa County, OK

County and State

UTM References

(Place additional UTM references on a continuation sheet.)

1	15	230363	4005862	3	15	230711	4005899
	Zone	Easting	Northing		Zone	Easting	Northing
2	15	230685	4005967	4	15	230402	4005769
	Zone	Easting	Northing		Zone	Easting	Northing

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

Please see attached boundary map for depiction of National Register district boundaries.

Boundary Justification (Explain why the boundaries were selected.)

The KATY Railroad Historic District includes the surviving commercial and industrial buildings clustered north of the KATY Railroad tracks in the Brady area of Tulsa that retain sufficient integrity to merit listing on the National Register for their association with the defined context and period of development. The boundary was drawn to minimize the number of resources that have lost integrity or that were constructed after the period of significance, as well as vacant lots.

11. Form Prepared By

name/title	Cathy Ambler, Elizabeth Rosin & Rachel Nugent				
organization	Ambler/Rosin Preservation	date	May 2010		
street & number	1129 E. 8 th 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

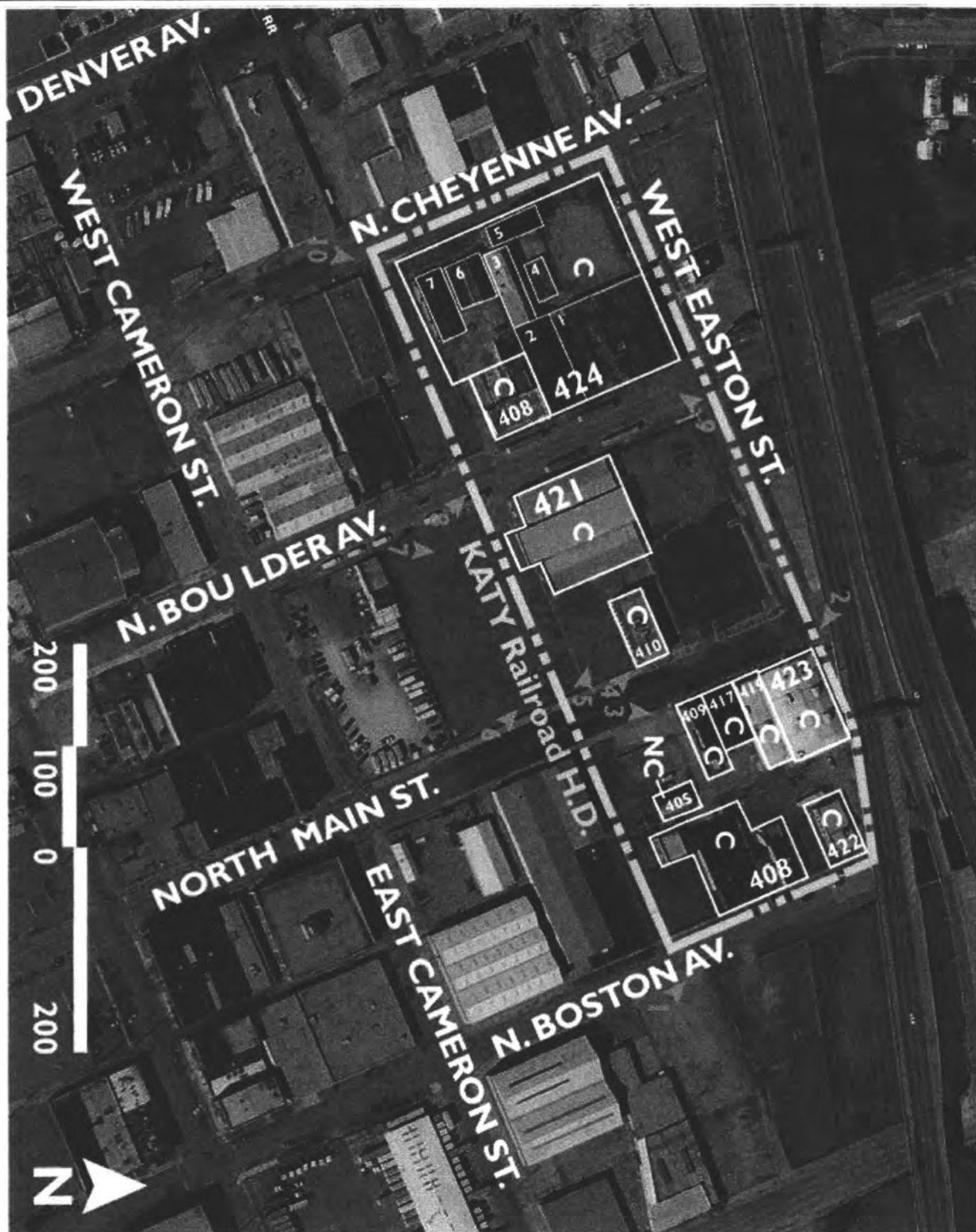
Submit the following items with the completed form:

- **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.)

KATY Railroad Historic District
Name of Property

Tulsa County, OK
County and State

Photographs:



KATY Railroad Historic District

Name of Property

Tulsa County, OK

County and State

Photographs:

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

Name of Property: KATY Railroad Historic District

City or Vicinity: Tulsa

County: Tulsa **State:** Oklahoma

Photographer: Cathy Ambler (#1 – 9); Walt Warner (#10)

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_KATYRailroadHD_#.tif

- 1 of 10. 408 and 422 North Boston Avenue, view northwest.
- 2 of 10. 409, 417, 419, and 423 North Main Street, view southeast.
- 3 of 10. 409, 417, 419, and 423 North Main Street, view northeast.
- 4 of 10. 410 North Main Street, individually eligible building, Continental Supply Company Building, view west.
- 5 of 10. Original vacant space on west side of North Main Street, view northwest.
- 6 of 10. 421 North Boulder Avenue (True Turn Building) showing location of KATY Railroad tracks and spur entry into building, view northwest.
- 7 of 10. 421 North Boulder Avenue (True Turn Building), view north-northeast.
- 8 of 10. 408 and 424 North Boulder Avenue (Western Supply Block), view northwest.
- 9 of 10. 424 North Boulder Avenue (Western Supply Block), view southwest.
- 10 of 10. 424 North Boulder Avenue (Western Supply Block), view northeast from North Cheyenne Avenue.

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
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY KATY Railroad Historic District
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OKLAHOMA, Tulsa

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

REFERENCE NUMBER: 10001012

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 12-13-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

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



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #1



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 2



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW # 3



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #4



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #5



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #6

TRUE TURN OF TULSA



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #7



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #8

AVENUE TECHNOLOGY INC.

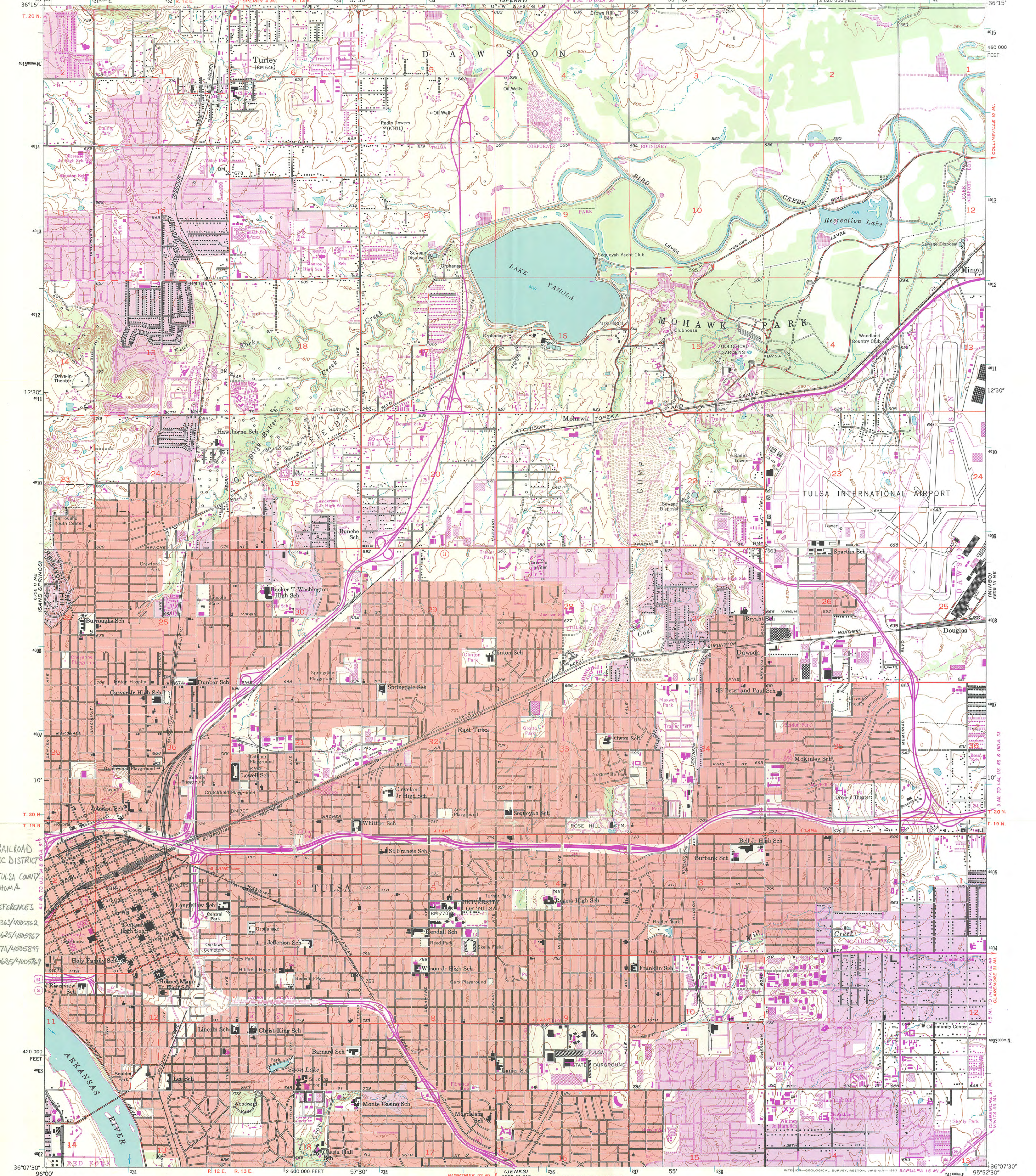
AVENUE TECHNOLOGY INC.



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #9



KATY RAILROAD HISTORIC DISTRICT
TULSA, TULSA COUNTY, OKLAHOMA
VIEW #10



KATY RAILROAD
HISTORIC DISTRICT
TULSA, TULSA COUNTY
OKLAHOMA

UTM REFERENCES
1. 15/230363/4005862
9. 15/230685/4005767
3. 15/230711/4005819
4. 15/230685/4005769

Maped, 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



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



October 25, 2010

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

Dear Ms. Shull:

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Melvena Heisch".

Melvena Heisch
Deputy State Historic
Preservation Officer

MKH:lbs

Enclosures