

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

..... Name of Property
..... County and State
..... Name of multiple listing (if applicable)

Section number \_\_\_\_\_ Page \_\_\_\_\_ 1 \_\_\_\_\_

Supplementary Listing Record

NRIS Reference Number: SG100002545

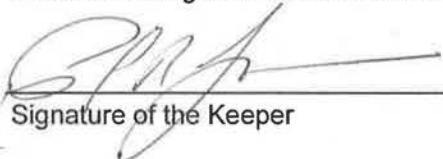
Date Listed: 06/07/2018

Property Name: Pioneer Telephone Company Warehouse and Garage

County: Oklahoma

State: OK

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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

6/7/2018  
\_\_\_\_\_  
Date of Action

=====  
Amended Items in Nomination:

**Bibliographical References**  
The box for *Preliminary Determination of Individual Listing* (36 CFR 67) should be checked, rather than the box for previously determination eligible. [Part 1 approval on 11/29/2017: Project #37413]

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**DISTRIBUTION:**  
National Register property file  
Nominating Authority (without nomination attachment)

United States Department of the Interior  
National Park Service

SG 2545

# 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.



### 1. Name of Property

Historic name: Pioneer Telephone Company Warehouse and Garage

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:  
N/A

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

### 2. Location

Street & number: 1-13 NE 6<sup>th</sup> Street

City or town: Oklahoma City State: OK County: Oklahoma

Not For Publication:  Vicinity:

### 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

Applicable National Register Criteria:

X A \_\_\_ B \_\_\_ C \_\_\_ D

 <b>Signature of certifying official/Title:</b>	<u>4/23/18</u> <b>Date</b>
<b>State or Federal agency/bureau or Tribal Government</b>	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

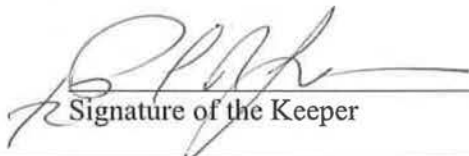
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Name of Property

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#### 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

6/7/2013  
Date of Action

#### 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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>1</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>1</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

Industry/Processing/Extraction: communications facility

Industry/Processing/Extraction: industrial storage

Industry/Processing/Extraction: manufacturing facility

Commerce/Trade: specialty store

Commerce/Trade: warehouse

Commerce/Trade: business

**Current Functions**

(Enter categories from instructions.)

Vacant/Not in Use

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Commercial style \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: brick, cast stone, metal

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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#### Summary Paragraph

Located along NE 6<sup>th</sup> Street just east of the BNSF Railway tracks, the Pioneer Telephone Company Warehouse and Garage facilitated early communication related advancements in the Oklahoma City area. Replacing early residences in the Maywood Addition, the three-story warehouse building (1-7 NE 6<sup>th</sup>) was the first communication related building on the site, built in 1909. In 1911, a single-story garage was added to the east, with a two-story addition to the garage being built in 1917 (11-13 NE 6<sup>th</sup>). These two buildings are separated by a small alleyway. There is also a platform providing access to the rail line as well as a truck loading dock. In the 1930s, an underpass was built at NE 6<sup>th</sup> directly to the west of the three-story warehouse building to better accommodate automobile transportation around the railroad tracks. There are a variety of commercial buildings to the east, north and west of the district. To the south is a mixture of single and multi-family residential, as well as commercial development.

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#### Narrative Description

##### 1-7 NE 6<sup>th</sup> – the 1909 Warehouse Building

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The warehouse is a three story plus basement brick clad building. It has a flat roof with metal clad cornice. There is a cast stone water table. The front, south facing façade is divided into five bays, each separated by a brick pilaster. These pilasters have cast stone base and capitals. On the first floor, the bay on the far left (west) side features a single slab entry door with transom.<sup>1</sup> This entry is accessible via a six step cast stone stair. To the right (east) side of this entry is a nine lite aluminum window with cast stone sill. To the right of this window, there is a similar, twelve light aluminum window in the second bay from the left (west) side. This window also has a cast stone sill. In the middle bay on the first floor, there is an additional nine lite aluminum window with cast stone sill. The central bay varies slightly from the other bays. The face of the wall is not flat, but instead has a shallow brick pilaster on each side that ties into an arched window on the third floor. The pilasters have a cast stone capital. In the fourth bay from the left side of the building, there is a twelve lite aluminum window with cast stone sill. In the far-right bay on the first floor, there is a six light aluminum window with cast stone sill as well as a secondary entrance that has been infilled with horizontal wood clapboards.<sup>2</sup> There is a rectangular metal vent on the far right side of the infilled doorway. The former entry area is accessible from the street via three cast stone steps. On the second floor, there is a six lite aluminum window and a nine lite aluminum window in the far left (west) bay, both with cast stone sills. In the second bay from the left, there is a twelve lite aluminum window with cast stone sill. In the central bay on the second floor, there is a nine lite aluminum window with cast stone sill. Above the window is a rectangular brick projection. In the fourth bay from the left (west), there is a twelve lite aluminum window with cast stone sill. In the far right (east) bay, there is an additional twelve lite aluminum window with cast stone sill. On the third floor, there is a six lite and a nine light aluminum window with cast stone sill in the far left (west) bay. In the second bay from the left, there is a twelve lite aluminum window with cast stone sill. The center bay on the third floor has a two lite arched window. The window has a two course arched brick surround flush to the window, and then a six course, arched brick surround that projects out from the window slightly. There is a cast stone keystone at the apex of the six course arch. The fourth bay from the left (west) side has a twelve lite aluminum window with cast stone sill. The bay on the far right (east) side also has a twelve lite aluminum window with cast stone sill.

The west elevation is no longer accessible because of the BNSF Railway tracks and underpass built immediately adjacent to the building in the 1930s. The top two floors are visible from the street across the railroad tracks further to the west. This elevation is also divided into five bays, each separated by a brick pilaster with cast stone capital. On the third floor, each bay contains a twelve light aluminum window with cast stone sill. On the second floor, there is a nine lite

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<sup>1</sup> Available floorplans for 1-7 NE 6<sup>th</sup> indicate that at least one concept for the building included three matched windows in the far west (left) bay on the first floor of the front elevation. Whether that is how it was originally built and subsequently altered or whether that plan was modified prior to or during construction is unclear from plans, photographs, and examining the structure itself.

<sup>2</sup> Available floorplans for 1-7 NE 6<sup>th</sup> indicate that at least one concept for the building included three matched windows in the far east (right) bay on the first floor of the front elevation. Whether that is how it was originally built and subsequently altered or whether that plan was modified prior to or during construction is unclear from plans, photographs, and examining the structure itself.

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aluminum window with cast stone sill in each of the four bays closest to the north side of the building. The far right (south) bay has been infilled with brick.

The east elevation of the warehouse building is also segmented into five bays, each divided by a brick pilaster with cast stone capital. The bay on the far left (south) side of the first floor has a narrow but tall three lite older style aluminum window. To the right of the window, is a secondary entrance consisting of a single, slab metal door. The second bay from the left (south) side has a nine lite aluminum window with cast stone sill. The central bay on the first floor contains a side entrance consisting of a single, lab metal door. The two bays on the far right (north) side each contain a nine lite aluminum window with cast stone sill. On the second floor, each of the five bays contains an identical nine lite aluminum window with cast stone sill. On the 3<sup>rd</sup> floor, each of the five bays contains an identical nine lite aluminum window with cast stone sill.

First floor fenestration on the rear elevation is obscured by an almost full width, single-story shed roof addition. The addition has a standing seam metal roof and standing seam metal walls. The addition is of varying depths. On the far left (east) side of the rear elevation, the addition is very shallow, covering only a sloped ramp from the alley to a loading dock at the rear of the building. At the top of the sloped ramp, the addition becomes deeper. On the far, east side, the addition has an opening to the loading dock with bumpers along the cast stone loading dock. On the far left side of the deeper section of the shed addition, there a cast stone knee wall, with standing seam metal siding above it. Above the knee wall is a single six light window. There is an identical window on the far right (west) side of the addition. In the first bay on the left (east) side of the second floor, there is a twelve lite aluminum window with cast stone sill. In the second bay from the left, there is an identical twelve light aluminum window with cast stone sill. In the central bay, there are two, narrow three light aluminum windows. The two remaining bays on the second floor also contain a single, twelve lite aluminum window with cast stone sill. Fenestration on the third floor of the rear elevation is identical to that found on the second floor of the rear elevation. Above the third floor is a brick clad elevator penthouse. The penthouse has a single one over one window visible from the rear elevation. The penthouse access door is located on the east side. The entry consists of a single slab metal door.

### **Interior Description of the Warehouse Building**

The three primary floors of the warehouse were designed to be open spaces divided by cast stone supports. Small sections of the upper floors have been subdivided into offices since 1909, but the significant interior spaces of the warehouse remain intact. The men's restroom retains its trough style sink and urinal. The original boiler remains in the basement, along with several newer boilers. Many interior doors remain intact, including paneled wood doors and solid slab doors clad in tin. The original radiators also remain in place.

### **11-13 NE 6<sup>th</sup> – the 1911 Garage with 1917 addition**

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The garage is a one and two-story plus basement brick clad building with a flat roof. There is an elaborate, stair stepped brick cornice with metal coping. The building has a cast stone water table. The original, single-story garage (1911) is located behind the newer two-story building (1917) that is located adjacent to sixth street.

The primary façade of the newer two-story garage is visible from 6<sup>th</sup> Street. This façade features four bays. The bays are separated by brick pilasters, each with a decorative cast stone capital. The bay on the far left (west) side of the first floor features a six lite aluminum window with cast stone sill. The sill shows significant signs of rust. Fenestration in the second bay has been obviously altered with infill brick of a different shade of red. There is a smaller, narrow three light aluminum window with cast stone sill as well as a single light fixed pane aluminum window with cast stone sill. In the third bay from the left, there is an older wooden overhead door with a single glazed pane. There is a small "AT&T" sign above the overhead door. The bay on the far right (east) side of the first floor features an additional six lite aluminum window with cast stone sill. On the second floor, there is a six lite aluminum window in each of the outer bays, with nine lite aluminum windows with cast stone sills in the inner bays.

The original wood windows with cast stone sills remain intact on the west elevation of both the one-story section and the two-story section of the garage. For the two-story section of the garage building, west elevation fenestration on the far left (north) side of the ground floor consists of two, two light hopper style windows with obscured glass. To the right of the hopper style windows is a single, two over one wood window. To the right of this window is the multi-story, end wall brick chimney. To the right of the chimney is a secondary entry. This entry is accessible via two cast stone steps. The entry consists of a single slab door with transom. To the right of this entry, there is a much smaller, additional secondary entry with a single, slab metal door. On the far right side of this façade, there is a double, two over two wood window. On the second floor, west elevation fenestration consists of four pairs of two over two windows, with one set to the left of the end wall chimney and three sets of two over two windows to the right of the end wall chimney.

The west elevation of the single-story, 1911 garage consists of several three over three wood windows with cast stone sills and stone lintels. There is a single three over three on the far left (north) side of the façade. To the right of this single window, there is a double, three over three window. Beyond the double window are two additional single, three over three wood windows.

The overhead door opening of the 1911 building dominates the rear elevation of the garage building. There is a small window opening on the far left side of the single-story garage. This opening has a deteriorated cast stone sill and stone lintel. Metal has been used to infill the opening. To the right of the window is the large overhead door. The overhead door has a stone lintel. To the right of the overhead door is a secondary entrance. This entry consists of a single slab metal door with infilled transom above.

The rear of the second floor 1917 addition is also visible from the north elevation. On the far right (west) side, the second-floor section is wider than the original one-story section, angling out



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around the single-story section in a bay like projection. In this angled section, there is a metal stairwell that leads to a second-floor access door on the far right side of the second floor. This entry consists of a single, slab metal door with a single glazed pane. To the left of the entry on the second story, there are three, double windows. These windows are each two over two wood.

Commercial construction directly butts up to the east wall of the garage, obscuring much of the historic fenestration. Two historic wood windows are just barely visible above the cornice of the single-story commercial building next door.

### **Interior Description of the Garage**

Until only recently, the interior of the garage continued to be utilized for storage of materials and vehicles. The original tin clad barn style doors are intact. These doors separate smaller storage areas from the main open garage, but larger doors of this type are used to separate the original one-story garage from the two-story addition. In the single-story section, exposed concrete post supports are visible. Large paneled wooden overhead doors are present in the newer two-story section.

### **Additional Structures**

Behind the three-story warehouse, there is a truck loading dock elevated above the main driving/parking surface. At an even higher height, there is a railroad loading dock to the right of the truck loading dock, behind the warehouse and adjacent to the BNSF Railway tracks. This dock is fenced off from the tracks, as well as the truck loading dock. On the far north side, there is a stairwell leading from the truck loading dock to the railroad loading dock consisting of five cast stone steps. On the far northeast side of the truck loading dock, there is a ramp leading from the dock through the alley to the parking area to the north. Available plans indicate that planning for the docks began in Spring 1933 but were revised in April 1955, so the exact date of its construction is unknown.

### **Alterations/Additions**

After construction of the warehouse and garage, the setting of the district changed significantly with the construction of the 6<sup>th</sup> Street underpass on the north side of the warehouse building in 1933. Prior to this construction project, historic photos and Sanborn maps indicate that North Santa Fe Avenue ran along the west side of the complex with a small rail spur line running from the tracks to serve the Jackson Candy Company (on the south side of 6<sup>th</sup> Street) as well as the telephone company warehouse.<sup>3</sup> But with the construction of the underpass, the track alignment shifted and instead of a small spur line running alongside the building, the primary tracks moved right next to the building.

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<sup>3</sup> Sanborn Fire Insurance Maps, 1904, 1906, 1922 and updates to the 1922 from 1949, 1950, and 1955.

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Construction of the 6<sup>th</sup> Street underpass in 1933 resulted in several changes to these buildings, particularly the warehouse. The windows on the west side of the first floor of 1-7 NE 6<sup>th</sup> were painted over or infilled. A new loading dock was constructed at the back of the warehouse to accommodate truck traffic as trucks gradually replaced trains for the movement of materials. Perhaps most significantly, the grading of 6<sup>th</sup> Street in front of the two buildings changed drastically to allow for descent into the underpass. There could no longer be street parking in front of the buildings. This change in access to the building resulted in several alterations to historic door and window openings. Originally, the warehouse had a double entry door with transom in the center bay on the first floor. After 1933, the doors were removed and replaced with a smaller window. The excess space was infilled with brick. An additional entry on the far southeast side of the building was also infilled. An overhead door opening on the east side of the building was infilled with windows and one of the bays with historic double windows was changed to a narrow three lite window with a single door entry. The shed roof addition at the back of the warehouse building was also added after 1933.

Similar changes are found at 11-13 NE 6<sup>th</sup>. A large, double paneled door with 18 glazed panes was infilled with brick, a narrow three lite aluminum window, and a fixed, single pane square window. Other alterations to the garage include changes to the historic fire escape.

The April 19, 1995 bombing of the Murrah Federal Building at 620 North Harvey resulted in damage to more than three hundred buildings in a forty-eight square block area of downtown Oklahoma City.<sup>4</sup> On April 26, 1995, President Clinton signed a Major Disaster Declaration for the area, providing federal assistance for long-term recovery and restoration of the area.<sup>5</sup> After the bombing, the Oklahoma State Historic Preservation Office worked with the National Park Service, the National Trust, the Federal Emergency Management Agency (FEMA), and the American Institute of Architects to assess the impact on historic structures and to offer guidance to property owners. Damage ranged from complete collapse, to structural damage of varying degrees, as well as broken glass. The buildings comprising the Pioneer Telephone Company Warehouse and Garage Historic District are located less than half a mile from the blast site and were included in the post-bombing inspection area. A map of the building inspection area indicates that both buildings experienced broken glass after the bombing.<sup>6</sup> The exact date of window replacements is unknown, but post-bombing photographs at the Oklahoma Historical Society indicate the work was completed by the middle of the next year.<sup>7</sup>

<sup>4</sup> Edward Tabor Linenthal, "Oklahoma City Bombing," *Encyclopedia of Oklahoma History and Culture*, www.okhistory.org (accessed September 12, 2017).

<sup>5</sup>"Teacher Lesson Plans," *Oklahoma City National Memorial & Museum*, www.oklahomacitynationalmemorial.org (accessed September 12, 2017).

<sup>6</sup>Eva Osborne, "Disaster Response for the Oklahoma City Bombing," in *Disaster Management Programs for Historic Sites*, eds Dirk H.R. Spennemann and David W. Look, San Francisco and Albany: Association for Preservation Technology (Western Chapter) and the Johnston Centre, Charles Stuart University, 145; "Building Inspection Area," *Graham Windows*, [https://www.grahamwindows.com/wp-content/uploads/murrah\\_chart\\_lg.jpg](https://www.grahamwindows.com/wp-content/uploads/murrah_chart_lg.jpg) (accessed September 12, 2017).

<sup>7</sup>Photos of the buildings from before or immediately after the bombing were found in the bombing related collections of the Oklahoma Historical Society. A street view from mid-1996 shows the buildings with the current windows.

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1-13 NE 6<sup>th</sup> was constructed during a period of rapid development in Oklahoma City. Although Maywood was a residential subdivision, the proximity to the railroad meant that there were significant industrial and commercial intrusions. The neighborhood retains the same character today, as there is a vibrant mixture of commercial, residential, and industrial. Although most windows have been changed and some openings altered, many of these changes were beyond the control of the owners and occupants. As the buildings changed hands from one telephone company to another, modifications were made to meet their respective needs as well as technological changes in the industry. In terms of integrity, the building retains its location, its setting, workmanship, feeling and association. Minor design and material changes have been made as needed, but overall the building retains its ability to convey its historic character.

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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.)

- 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

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**Areas of Significance**

(Enter categories from instructions.)

Communications

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1909-1917

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1909

1911

1917

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Reinhart and Donovan, architect

L.F. Lee Construction, general contractor

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The complex of buildings at 1-13 NE 6<sup>th</sup> in Oklahoma City, Oklahoma provided the telephone company easy railroad access as well as critical manufacturing and storage space in the first decades of the twentieth century. The Pioneer Telephone Company Warehouse and Garage is eligible for listing in the National Register of Historic Places under Criterion A for its association with developments in communication between 1909 and 1917 at the local level of significance. Construction of the buildings in this district corresponds to expansion of telephone technology in the state of Oklahoma, as well as consolidation of telephone exchanges into centralized companies.

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

### **Communication Significance**

Shortly after the invention of the telephone by Alexander Graham Bell in 1876, small telephone exchanges began popping up across Oklahoma and Indian Territory, starting with a line from Tahlequah to Muskogee built in 1886 by E.D. Hicks.<sup>8</sup> In 1900, the total population of Oklahoma and Indian Territories numbered roughly 790,391. By July 1907, just before statehood, that number had almost doubled to 1,414,177. Census data indicates that unlike today, the population in 1907 was very scattered across the territories, instead of being centralized in the major metropolitan areas. In 1907, Oklahoma County was home to only 55,849 people, although that was a significant increase from just over 25,000 in 1900.<sup>9</sup> The growing, scattered nature of Oklahoma's population presented challenges to the young telephone industry, but according to Oklahoma telephone pioneer John M. Noble, the telephone significantly aided in the settlement of the state and "made possible the development of Oklahoma from virgin territory into a place of leadership ..." in a relatively short period of time.<sup>10</sup> In this period, telephone companies literally strung copper or iron wire (often on standing trees) to connect scattered farms, to businesses and services in nearby small towns. These "farmer" exchanges would then be connected with other rural communities and then eventually linked via "toll" lines to regional centers and the larger cities such as Oklahoma City and Tulsa. In 1907, 715 telephone systems (also known as exchanges) served rural areas, communities, and cities across Oklahoma. Approximately 104,780 miles of wire crisscrossed the state and 68,125 telephones were in use.

<sup>8</sup> Eula E. Fullerton, "The Story of the Telephone in Oklahoma," *The Chronicles of Oklahoma*, September 1934, vol. 12, number 3, 251-257.

<sup>9</sup> "Population of Oklahoma and Indian Territory." U.S. Census Bureau, 1907, available online at [https://www2.census.gov/prod2/decennial/documents/1907pop\\_OK-IndianTerritory.pdf](https://www2.census.gov/prod2/decennial/documents/1907pop_OK-IndianTerritory.pdf), accessed September 14, 2017.

<sup>10</sup> John M. Noble, "Early Telephone History of Oklahoma," *The Chronicles of Oklahoma*, January 1927, volume 5, number 2, 149-165.

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There were 63 incorporated telephone companies. These small exchanges were privately funded and of rudimentary construction, changing ownership frequently and often providing spotty service. Maintenance of existing lines, the installation of new lines, and changing technology was an ever present issue. Very quickly, ownership of telephone exchanges and toll lines began to centralize, in an effort to expand service to more areas.

One of the most prominent early telephone companies was the Arkansas Valley Telephone Company organized in 1897. Arkansas Valley originated with John M. Noble, E.D. Nims, and E.E. Westervelt. In 1897, Noble, a trained electrical engineer, used private funds to construct a toll line from his homestead in Pawnee to Perry, a distance of approximately 30 miles. That successful venture led to a partnership with Nims and Westervelt in 1898. With the addition of two investors, an additional line was built to Stillwater. The Arkansas Valley Telephone Company continued to expand from there. In 1902, Arkansas Valley Telephone became Pioneer Telephone Company. In 1904, it became Pioneer Telephone and Telegraph. Pioneer continued to purchase other telephone companies in the area and by the end of 1904, Pioneer controlled at least twenty-five telephone exchanges across the territories.<sup>11</sup> In 1907, Pioneer moved its corporate headquarters from Perry, Oklahoma to a newly built skyscraper at 401 N Broadway in Oklahoma City (NRIS#80003289). The Pioneer Building, as it became known, was designed by William A. Wells and served as the public face of the company with offices for hundreds of executives and other staff.<sup>12</sup>

Just prior to Pioneer's move to its new corporate headquarters in downtown Oklahoma City, the company acquired land on NE 6<sup>th</sup> for other company infrastructure. In June of 1906, Pioneer Telephone purchased lots 15-16 of Block 32 of the Maywood Addition to Oklahoma City from Frank and Jessie Hannah for \$1,500. In July of that year, Pioneer purchased lots 19-23 of Block 32 from Alf and Mary Whitman for \$5250. In June 1911, Pioneer Telephone purchased lots 24-25 from Mattie Richardson and Laura Cole, two widows, for \$7,300. In May 1917, lots 13-14 were added to the company's holdings with lots 17-18 being bought by the company at the end of June 1917.<sup>13</sup>

The buildings on NE 6<sup>th</sup> would serve a very different, yet significant purpose in the effort to provide universal telephone service to Oklahoma City and other parts of the state, as Pioneer Telephone gradually purchased more and more exchanges across the state to meet the needs of a rapidly growing population. The loading dock allowed supplies and materials, such as the wire and the actual telephones, to be off loaded in Oklahoma City. 1-7 NE 6<sup>th</sup> was designed to be a

<sup>11</sup> Larry O'Dell, "Telephone Industry," *The Encyclopedia of Oklahoma History and Culture*, [www.okhistory.org](http://www.okhistory.org) (accessed December 2016).

<sup>12</sup> National Register of Historic Places Inventory – Nomination Form for the Pioneer Building, Oklahoma City, Oklahoma.

<sup>13</sup> Oklahoma County Clerk; Pioneer Telephone Company and subsequently Southwestern Bell Telephone did acquire additional property in Block 32 of the Maywood Addition. These additional lots are located north of the warehouse and garage. Historically, the properties were divided by an alley that has since been vacated. In 1906, Pioneer acquired lots 15-16. Lots 13-14 and 17-18 were purchased by Pioneer in 1917. Lots 11-12 were purchased in 1930 by Southwestern Bell and lots 9-10 in 1964, also by Southwestern Bell. Today, the perimeter of the lots is fenced and there are several non-historic metal buildings and covered parking located on the lots.

Pioneer Telephone Company Warehouse and  
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warehouse for these incoming deliveries, with 11-13 NE 6<sup>th</sup> designed to serve as a garage for company vehicles that transported these components as well as workers across the city and the state.<sup>14</sup> The wire and other components were necessary for maintenance of existing lines and for the installation of new lines to additional areas. Sources indicate that some manufacturing of components even occurred in the warehouse. Although much simpler in design than the corporate headquarters at 401 N. Broadway, the industrial buildings at 1-13 NE 6<sup>th</sup> Street provided access to transportation as well as storage space for vehicle and materials necessary to make universal telephone coverage in the area and elsewhere across the state possible.

Pioneer Telephone and Southwestern Bell were crucial in making the telephone accessible to all parts of the state. Other small telephone companies remained in business in Oklahoma after 1917, but Pioneer Telephone and subsequently Southwestern Bell would quickly and completely dominate the telephone market in Oklahoma.<sup>15</sup> The Pioneer Telephone Company Warehouse and Garage is symbolic of the expansion of telephone service across the state as well as the consolidation of small telephone exchanges into centralized companies.

### **Developmental History/additional historic context**

According to Southwestern Bell building records, the warehouse building was designed by W.H. Worsam of St. Louis, MO. Work on the warehouse was superintended by employees of Pioneer Telephone. The general contractor was Westlake Construction of St. Louis. Construction started on August 4, 1909 and was completed by January 10, 1910. The total construction cost was \$38,837.34. According to Southwestern Bell building records, the building was designed to serve as a warehouse for Pioneer Telephone.

In 1911, Pioneer Telephone and Telegraph, Missouri and Kansas Telephone and Bell Telephone of Missouri combined under a single executive, but each company retained its own name and its own board of directors. It was in 1911 that construction began on the single-story garage. The garage was designed by Reinhart and Donovan of OKC, who also served as structural engineer and general contractor for the project. Construction on the garage began on November 25, 1911 and was completed by March 30, 1912. Total cost for the project was \$4,200.

The Southwestern Telephone Company of Texas, Louisiana and Arkansas joined the group of regional telephone companies in 1912. In 1916, 1-7 NE 6<sup>th</sup> is listed in Oklahoma City city directories as being occupied by Western Electric, with only a small amount of space reserved for the telephone company. According to current AT&T staff, Western Electric manufactured telephone related components in the warehouse building.<sup>16</sup>

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<sup>14</sup>Oklahoma City City Directories, 1916, 1918, 1920, 1921, 1922, and 1934.

<sup>15</sup> O'Dell.

<sup>16</sup> The warehouse continued to be identified in city directories as being occupied by Western Electric until 1934, when 1-5 NE 6<sup>th</sup> is listed as vacant, and only 7 NE 6<sup>th</sup> identified with Southwestern Bell. In 1936, the warehouse became a storefront for Hales-Mullaly Inc., purveyors of electrical supplies. By 1940, Hales-Mullaly has expanded to selling gas appliances. It would remain Hales-Mullaly until 1948 when it is again listed as a telephone company warehouse.



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The two-story garage addition to 11-13 NE 6<sup>th</sup> was completed on June 13, 1917. Designed by a company architect, L.F. Lee Construction of OKC was the general contractor on the project. Total price for the two-story addition was just over \$21,000. 11-13 NE 6<sup>th</sup> was designed to serve as a telephone company garage. That same year, the regional telephone group collectively consolidated under one name, Southwestern Bell Telephone.<sup>17</sup>

Relatively few communications related resources in Oklahoma have been listed in the National Register of Historic Places. Listed properties include the Pioneer Building at 401 N Broadway (NRIS#80003289) the early company headquarters significant for its role in communication history and for its architecture, as well as the Waynoka Telephone Exchange Building (NRIS#14000597) a telephone exchange building constructed in 1931 and listed in the NRHP for its communication and architectural significance. The Southwestern Bell Telephone Building in Stroud (NRIS#86001093) was built in 1929 and is listed in the NRHP only for its architectural significance. Some telephone related properties have been identified as contributing resources to listed commercial districts such as the Pioneer Telephone Building at 132 W Main in Norman (NRIS#12000111), an additional exchange building, and a similar building at 221 N 2<sup>nd</sup> in Ponca City (NRIS#10001010). A later Southwestern Bell headquarters building at 405 N Broadway in Oklahoma City has been identified as individually eligible for listing in the NRHP but it is not currently listed. The listed and eligible communications related properties in Oklahoma are more closely associated with the business and exchange aspects of the telecommunication industry, rather than the physical plant side. The Pioneer Telephone Company Warehouse and Garage are reflective of a different aspect of the communications business, but one essential to the expansion and consolidation of this technology in Oklahoma during the early twentieth century.

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<sup>17</sup> Noble; O'Dell; By 1918, the Oklahoma City City Directory identifies the 11-13 NE 6<sup>th</sup> as occupied by Southwestern Bell. By 1920, it is listed as the Southwestern Bell garage. By 1936, it is listed as the Southwestern Bell yard. That designation continued through 1950.<sup>17</sup>

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Name of Property

Oklahoma County,  
Oklahoma  
County and State

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## 9. Major Bibliographical References

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

“Building Inspection Area.” *Graham Windows*. Available at [https://www.grahamwindows.com/wp-content/uploads/murrah\\_chart\\_lg.jpg](https://www.grahamwindows.com/wp-content/uploads/murrah_chart_lg.jpg), September 12, 2017.

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Oklahoma County Clerk

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County and State

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**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 (NPS #37413)
- 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):** \_\_\_\_\_

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**10. Geographical Data**

**Acreege of Property** less than one acre

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 35.474154° Longitude: -97.511791°

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County and State

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

All of lots 19-25 of block 32 of the Maywood addition to the City of Oklahoma City

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes the property acquired by Pioneer Telephone in 1906 (lots 19-25).

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**11. Form Prepared By**

name/title: Kelli Crews Gaston, architectural historian for Tribune Capital  
organization: Tribune Capital  
street & number: 3520 SW 123<sup>rd</sup> Pl  
city or town: Oklahoma City state: OK zip code: 73170  
e-mail kellgaston@gmail.com  
telephone: 4052274431  
date: August 2017

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**Additional Documentation**

Submit the following items with the completed form:

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

Pioneer Telephone Company Warehouse and  
 Garage

Oklahoma County,  
 Oklahoma  
 County and State

Name of Property

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

Name of Property: Pioneer Telephone Company Warehouse and Garage

City or Vicinity: Oklahoma City

County: Oklahoma

State:

OK

Photographer: Kelli Crews Gaston

Date Photographed: March 21, 2017

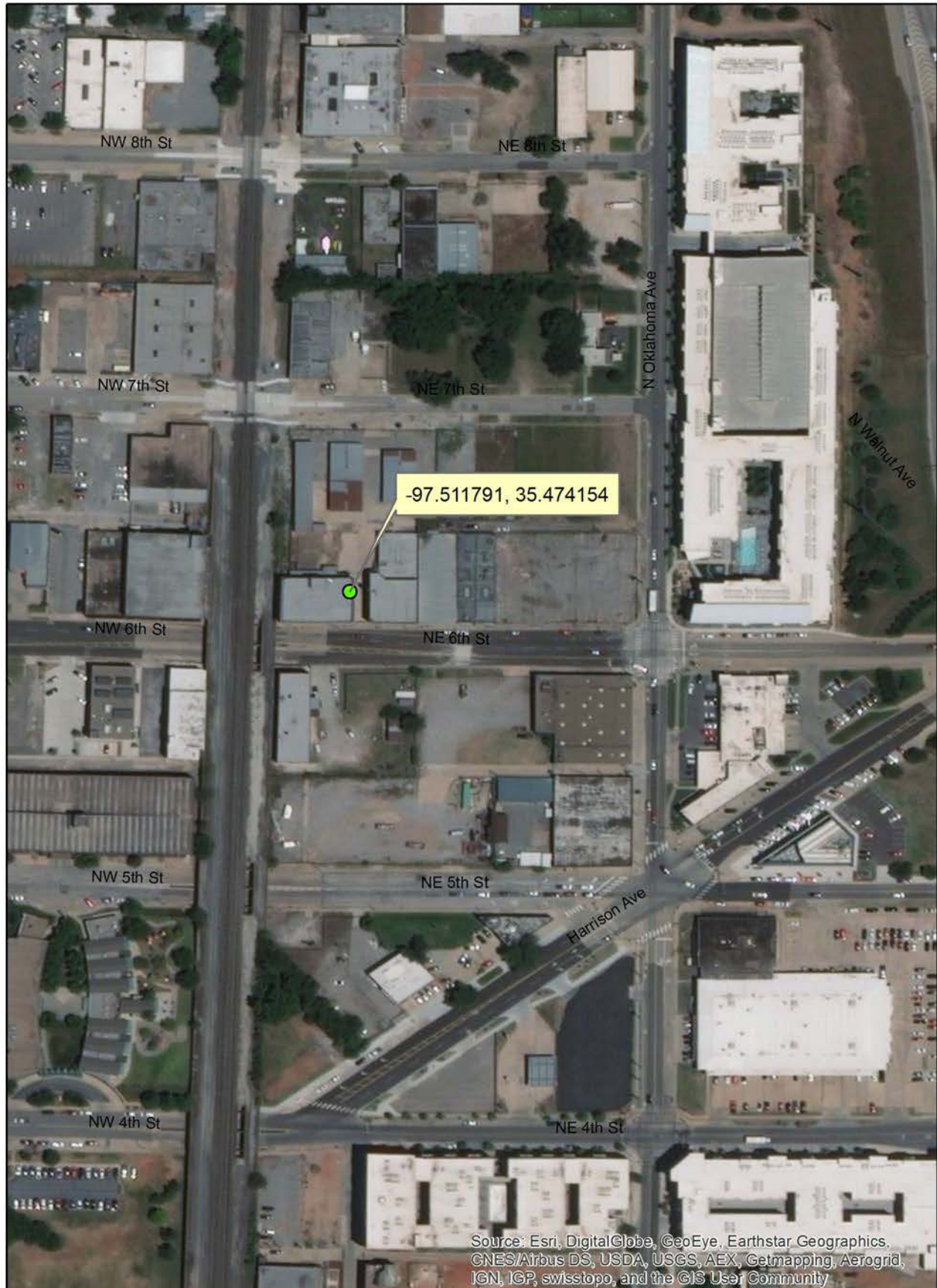
Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph Number	Subject	Direction
0001	North side of 6 <sup>th</sup> Street	NW
0002	South façade of 1-7 NE 6 <sup>th</sup>	N
0003	South façade of 11-13 NE 6 <sup>th</sup>	N
0004	East elevation of 1-7 NE 6 <sup>th</sup>	SW
0005	Rear elevation of 1-7 NE 6 <sup>th</sup>	S
0006	Rear elevation of 11-13 NE 6 <sup>th</sup>	SE
0007	West elevation of 11-13 NE 6 <sup>th</sup>	SE
0008	Loading docks at the rear of 1-7 NE 6 <sup>th</sup>	W
0009	Sliding garage door in 11-13 NE	S
0010	Elevator shaft in 1-7 NE 6 <sup>th</sup>	N
0011	3 <sup>rd</sup> floor warehouse (1-7 NE 6 <sup>th</sup> ) interior	NE

**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 100 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.

Pioneer Telephone Company Warehouse and Garage  
1-13 NE 6th Street  
Oklahoma City, Oklahoma County, Oklahoma







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UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Pioneer Telephone Company Warehouse and Garage

Multiple Name:

State & County: OKLAHOMA, Oklahoma

Date Received: 4/25/2018      Date of Pending List: 5/16/2018      Date of 16th Day: 5/31/2018      Date of 45th Day: 6/11/2018      Date of Weekly List:

Reference number: SG100002545

Nominator: State

Reason For Review:

- |                                       |  |   |
|---------------------------------------|--|---|
| <input type="checkbox"/> Appeal       | <input checked="" type="checkbox"/> PDIL | <input type="checkbox"/> Text/Data Issue    |
| <input type="checkbox"/> SHPO Request | <input type="checkbox"/> Landscape       | <input type="checkbox"/> Photo              |
| <input type="checkbox"/> Waiver       | <input type="checkbox"/> National        | <input type="checkbox"/> Map/Boundary       |
| <input type="checkbox"/> Resubmission | <input type="checkbox"/> Mobile Resource | <input type="checkbox"/> Period             |
| <input type="checkbox"/> Other        | <input type="checkbox"/> TCP             | <input type="checkbox"/> Less than 50 years |
|                                       | <input type="checkbox"/> CLG             |   |

Accept       Return       Reject      6/7/2018 Date

Abstract/Summary Comments: The Pioneer Telephone Company Warehouse and Garage is locally significant under National Register Criterion A in the area of Communications. Built over a period of years from 1909 to 1917, the warehouse and garage complex illustrate the broad scope of resources essential for the development and maintenance of the historic telephone communication networks being established during the early twentieth century.

Recommendation/ Criteria: Accept NR Criterion A

Reviewer Paul Lusignan      Discipline Historian

Telephone (202)354-2229      Date 6/7/2018

DOCUMENTATION:    see attached comments : No    see attached SLR : **Yes**

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.





## 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](http://www.okhistory.org/shpo/shpom.htm)

April 23, 2018

J. Paul Loether  
Keeper and Chief National Register and  
National Historic Landmark Programs  
National Park Service  
1849 C Street NW, Mail Stop 7228  
Washington D.C. 20240



Dear Mr. Loether:

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

Downtown Altus Historic District, Altus, Jackson County  
Pioneer Telephone Company Warehouse and Garage, 1-13 NE 6<sup>th</sup> Street,  
Oklahoma City, Oklahoma County  
Reverend L.W. Thomas Homestead, 5805 Oktaha Road, Summit, Muskogee County  
Cheairs Furniture company Building, 537 South Kenosha Avenue, Tulsa, Tulsa  
County  
Vernon A.M.E. Church, 311 North Greenwood Avenue, Tulsa, Tulsa County

All members of the Historic Preservation Review Committee (state review board) were present for the public meeting at which each of these nominations was considered and the recommendation to the State Historic Preservation Officer was formulated. Therefore, the member possessing the requisite professional qualifications for evaluation of each nominated property participated in the recommendation's formulation.

We look forward to the results of your review. If there any further questions regarding the nominations, please do not hesitate to contact me.

Sincerely,

Lynda Ozan  
Deputy State Historic  
Preservation Officer

Enclosures