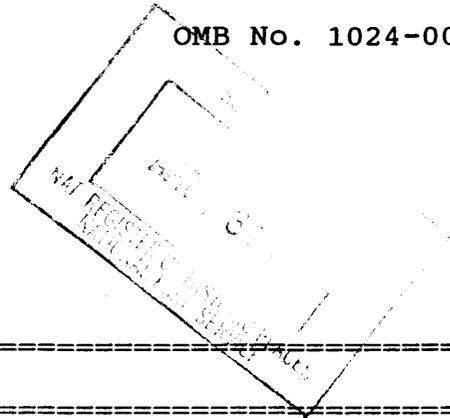


NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



=====

1. Name of Property

=====

historic name Davenport Broadway Avenue Brick Street

other names/site number N/A

=====

2. Location

=====

street & number 1-600 Broadway Street not for publication N/A
city or town Davenport vicinity N/A
state Oklahoma code OK county Lincoln code 081
zip code 74834

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966 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 nationally statewide X locally. (N/A See continuation sheet for additional comments.)

Bob Larkle 4-12-04
Signature of certifying official Date

Oklahoma Historical Society, SHPO
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register Edson H. Beall 5/27/04
See continuation sheet.
- determined eligible for the National Register _____
- See continuation sheet.
- determined not eligible for the National Register _____
- removed from the National Register _____

other (explain): _____

Signature of Keeper 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

Number of Resources within Property

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

Number of contributing resources previously listed in the National Register 0

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

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related(vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: road-related (vehicular)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

OTHER: Brick Pavement

Materials (Enter categories from instructions)

foundation _____

roof _____

walls _____

other BRICKroadway

CONCRETEapron

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

=====
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 a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

TRANSPORTATION

Period of Significance 1926-1932

=====
8. Statement of Significance (Continued)
=====

Significant Dates 1926

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder WOODS, CLARENCE A., engineer

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

=====
9. Major Bibliographical References
=====

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

- Previous documentation on file (NPS) N/A
 preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: _____

=====
10. Geographical Data
=====

Acreage of Property 2.7

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	14	702230	3953760	3	_____	_____
2	14	702230	3953070	4	_____	_____

N/A See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on continuation sheet.)

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

=====
11. Form Prepared By
=====

name/title Dianna Everett, for the Lincoln County Historical Society

organization private consultant date 1 December 2003

street & number 2510 Countrywood Lane telephone (405) 348-4272

city or town Edmond state OK zip code 73003

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

=====
Property Owner
=====

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

name City of Davenport, Oklahoma
street & number 214 Broadway telephone 918-377-2235
city or town Davenport state OK zip code 74834

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 11

Davenport Broadway Brick Street
name of property
Lincoln, Oklahoma
county and State

SUMMARY

Davenport Broadway Brick Street, located in Davenport, Oklahoma, comprises six blocks of brick roadway extending north and south through the center of downtown. The resource was created in 1926 of varied colored, standard-size vitreous bricks laid in running bond pattern to form a roadway of widths varying from 35.5 to 72 to 30 feet. Originally .5 mile in length (of brick paving), presently along its entire .425 (slightly over four-tenths) mile length, the roadway is fronted on each side by a 5-foot-wide concrete apron that is original to the resource. Alterations to the resource include a few patches of asphalt and concrete. In general, the resource, as bounded in this nomination, is intact and retains a great deal of integrity of location, setting, design, materials, construction.

DESCRIPTION:

Located in Davenport, Lincoln County, Oklahoma, Broadway is the central commercial artery of the town. Built in 1926, Broadway Brick Street is oriented north and south, extending roughly from the former St. Louis and San Francisco tracks north to U.S. Highway 66. The setting remains the same today as it was historically, that of a small town main street. Broadway's streetscape from Frisco to Sixth is a mix of mixed industrial, commercial, and residential buildings, with the central three blocks being commercial, retail-oriented property (about half is vacant lots, historically and presently). The south, or industrial section, consists of one block with vacant lots and a few metal buildings and fenced-in vehicle storage between Frisco and First Streets. The north two blocks, between Fourth and Sixth, are "residential," with a church, athletic field, and school being the largest adjacent properties.

The full extent of Broadway was a brick street of approximately .5 mile in length, that originally extended from the Frisco tracks, north across Frisco Street, First, Second, Main, Third, Fourth, and Fifth, to the north side of Sixth Street which at the time of the street paving was the north city limit. Today, the brick surfacing extends .425 of the .5 mile beginning on the north line of Frisco Street and extending to (but not into) the intersection with Fifth Street. The southernmost section, that is, the part between the tracks and the north side of Fifth, is covered with new asphalt. Originally, the brick extended on across Sixth Street,(1) but that section is now concrete. North of Sixth, Broadway forms the east side of a traffic triangle at the junction of Sixth and U.S. 66, and continues north, intersecting Seventh/Eighth/Ninth Streets, in the 1925 addition to town. Functionally, north of Sixth the street is U.S. 66 access and U.S. 66 proper.

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Davenport Broadway Brick Street
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Broadway's brick surface is a mix of red, rust-, and charcoal-colored vitreous brick. The bricks are uniform in size measuring 2.5 by 4 by 8 inches. The 8-inch side, or face is all that is visible. The substrate or base, which is not visible, is compacted sand. The bricks are laid perpendicular to the curbing, in running-bond pattern, and are held in place at the margins by a five-foot-wide concrete apron (flat, not a gutter) on each side. The bricks are laid with their 4-inch ends and 8-inch sides flush, and there does not appear to be any sand or asphalt filler today. Similarly, there is a 1-inch expansion joint between the brick wheelway and the concrete apron, but today there is no filler. Throughout the length of the street the apron width remains uniform at five feet per side.

The street width varies from south to north. Between Frisco and First the brick roadway is 25.5 feet in width. At the south side of the First Street intersection, it widens to 62 feet (plus 10 feet of apron) and continues at that width for three blocks. At the north side of Third Street it narrows to 20 feet of brick (plus 10 feet of apron), which extends two blocks to the south side of Fifth. There the concrete begins, with some asphalt, and extends another two narrow blocks to the junction of U.S. 66.

The apron and brick roadway are considered to be the resource that is under consideration here. An eight-inch curb line parts of the street but is not consistently present throughout its length, and thus it is not included within the resource boundary.

A notable decorative feature of Broadway Brick Street is the pattern in the intersections of the cross streets. The bricks are laid in 4 diagonal sections. That is, they are laid at 45-degree angles to the intersecting streets, thereby forming an X that has its center at the center of the intersection. Not strictly decorative, this pattern was engineered to secure the brick roadway that extended about twenty feet or so back into each of the cross streets.

Engineering literature of the era confirms that Davenport Broadway Brick Street was designed and constructed in accordance to contemporary minimum performance standards and by standard methods. Brick laid on sand was the next step up from a simple graded and graveled or chatted roadway. A more sophisticated, expensive street would have consisted of brick laid on a concrete base.(2)

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Davenport Broadway Brick Street
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ALTERATIONS:

Nature and traffic have altered the street a little. Because the base is sand, rather than concrete, the rows have shifted in a curving pattern, with the direction of traffic. That is, on the side of the street that carries north-bound traffic, the movement of vehicles has pushed the bricks in a slight curve toward the north, and on the south-bound side, toward the south. However, there are no wheel ruts. There are three or four large holes at intersections where bricks are missing. There are also two large "dips" across the Third Street-Broadway intersection and two at the Main Street intersection. Concrete and asphalt have been used to partially level these dips at the street corners, as the substrate began to fail at an unknown date. From Frisco to First, much of the curbing has been removed, and this situation is repeated between Third and Fifth and therefore the curbing is not included in the resource. In a very few scattered spots, asphalt has been used to patch repair potholes. As noted earlier, the street may have extended south all the way to the tracks, and it did extend to Sixth Street. About 80 percent of the original roadway still exists (of the original .5-mile length). In general, the resource, as bounded in this nomination, is intact and retains a great deal of integrity of location, setting, design, materials, construction.

ENDNOTES

1. "Davenport," Typescript, 3 April 1936, WPA File, Research Division, Oklahoma Historical Society.
2. James C. Tucker, "Brick Paving in Oklahoma," Engineering Bulletin No. 1, Bulletin of the University of Oklahoma (December 1912)32, 48, 51-53 (sand cushion alternative to concrete); "Engineers School Favoring Bricks for Road Paving," Daily Oklahoman, 19 May 1912; Annual Report of the Oklahoma State Highway Commission for the Years 1911 to 1924, Inclusive (Oklahoma City: 1925), p. 103, FAP 130, a brick test by the State Laboratory, p. 103. More than one million bricks were laid on 23rd Street in Oklahoma City, in a federal-state experimental road project, with brick competing against concrete and asphalt. ("Fifth Annual Report of the State Engineer, Dec. 1, 1919 [typescript]," Oklahoma Department of Transportation Collection, State Archive, Oklahoma Department of Libraries, Oklahoma City. A description of a typical Lincoln County brick paving project is followed in the Lincoln County Republican of 10 December 1925, a local bricklayer "Swede" Johnson began paving Manvel Avenue (Route 66 through Chandler today). He prepared a heavy cushion of sand, pressed with a heavy roller. He laid the brick, used asphalt for the bond, and added a layer of sand. An asphaltic filler was a recommendation of the Western Paving Brick Manufacturer's Association in the Southwest (Tucker "Brick Paving," 55-57).

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Davenport Broadway Brick Street
name of property
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SUMMARY

Davenport's Broadway Brick Street, paved in 1926, holds significance within the context of transportation development in Davenport and Lincoln County. The thoroughly modern thoroughfare symbolizes the effort of a small agricultural town in a prosperous agricultural county to tap into and profit from a growing reliance of automobile transportation in the 1910s and 1920s. The history of the street involves the city leaders' successful collaboration with other Lincoln County towns from 1913 to 1916 and onward, to promote, locate, and benefit from the Ozark Trail, a tourist related highway, through their county and their communities. The trail was designated in 1916, and in 1924 the route became State Highway 7, and in 1926, U.S. 66. Davenport's city board created the brick street to improve the town's transportation amenities for farmers, residents, and tourists. Broadway Brick Street linked the new highway, on the north side of town, with the central business district and led directly to the old method of transportation, the Frisco railway tracks, in the south part of town. Other nearby towns did so also. However, only Davenport's brick main artery, Broadway Street, remains intact to remind residents, travelers on historic Route 66, and casual visitors, of that era of transportation progress in Oklahoma and elsewhere. Davenport's Broadway Brick Street retains integrity of location, setting, design, materials, construction, feeling and association and is eligible for listing in the National Register of Historic Places under Criterion A, for its transportation significance.

HISTORIC CONTEXT

The historical development of Lincoln County, the region surrounding the town of Davenport, began with the opening of the Sac-and-Fox and Iowa reserved lands by "run" in 1891, which brought hundreds of farm families to the area. Like many Oklahoma towns, Davenport only slowly coalesced from a semi-formal dispersed rural communities. In the Northwest 1/4 of Section 10, Township 14 North Range 5 East, lay the Cleason Robertson homestead. A gin lay about two miles west a road led from the Robertson homestead to the site of the cotton gin, and Davenport post office, in operation from 1892 lay some distance south. At some point ca. 1899 the gin moved to a point near the St. Louis and Oklahoma City Railroad Company (soon thereafter the St. Louis and San Francisco, or Frisco) line, constructed through the area in 1898. For a number of years, scattered settlement seems to have characterized the area in between these points.(1) Around 1899 Robertson laid out a town site on forty acres in the south part of his farm, and he filed a plat in 1900. That site might have become the permanent site of Davenport, but just as the community began to coalesce, the Eastern Oklahoma Railway Company (after 1907, a branch of the Atchison, Topeka, and Santa Fe Railway) surveyed the area for a line that would run north-south through Lincoln County from Cushing to Shawnee.(2)

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The EOK/Santa Fe line crossed the north-south line of the St. Louis and San Francisco Railway at the present site of Davenport, and a group of entrepreneurs, Methodist ministers from Kentucky calling themselves the "Kentucky, Oklahoma Indian Territory and Adjacent States Land and Townsite Company" developed the new site.(3) It was platted and incorporated in 1906.(4) A bank and a hotel went up, and the company sold three hundred lots. Davenport was soon in full swing. In 1907-08, around the time of Oklahoma statehood, when Lincoln County was officially created, Davenport boasted two blocks of brick buildings in the commercial district along Broadway--one block between Second and Main and one block between First and Second. The town is named for postmistress Nettie Davenport.

Davenport grew into an important services center for a surrounding agricultural region. The 1907 population numbered 512, a high point that was not reached again until 1930. At statehood the town had two banks, two gins, two lumber companies, seven general store/dry goods establishments, four churches, a newspaper, and a telephone exchange.(5) In 1911 the Davenport Brick and Tile Company constructed a plant just south of town, along the Santa Fe tracks. It was actually owned by an entrepreneur in Wichita, Kansas, and it produced pressed brick for paving as well as face brick.(6) In the early 1920s petroleum exploration in Lincoln County resulted in a small "boom," bringing additional development in Davenport, Chandler, Stroud, and other towns.(7) Drilling occurred around Davenport, as noted by the Davenport Realty Company's February 1924 advertisement in the Lincoln County Republican that "one and one-half miles due east of Davenport, on the Hopkins farm, Flynn & Morgan are drilling for oil. . ."(8) Other varieties of industrial development boosted Davenport's fortunes, as well. These included the successful Farmers' Gin, serving the cotton growers. Local resources included clay, and the Davenport Brick and Tile Company had a local clientele as the community grew. New additions expanded Davenport's city limits, with Belless Addition, lying between Seventh and Ninth streets and east and west of Broadway, north of the original town, being platted in 1924 and McCracken's, on the west side of town, in 1925. The town annexed both additions in 1925 and extended the city limits north and west to include them.(9) By 1920 the population stood at 440 and in 1930, at 1,072.

TRANSPORTATION CONTEXT

The story of Davenport's Broadway Brick Street begins with the arrival of motorized vehicles to disturb the peace of Oklahoma's rural and urban life just after the turn of the twentieth century. It is a well known and often-told story that needs no elaboration here. By 1916 Oklahoma had 59,864 registered automobiles, and by 1919, more than 150,000. While

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rail transportation provided the initial impetus for Davenport's development, providing a nexus for the marketing of agricultural products and acquiring manufactured goods, in the early twentieth century the advent of automobiles and trucks played an increasingly important role. Farmers had to get their products to the rail head, whether in horse-drawn wagons or in motorized vehicles. Roads and road conditions, then, were extremely important in Lincoln County, with its heavy cotton production.

Oklahoma Territory's legislature mandated the establishment of section-line roads as public roads, and county commissioners were made generally responsible for their maintenance. Despite legislation, however, rural roads were usually bad, providing difficult hauling for farm products and human travelers alike. In the early part of the century, when dirt roads were the norm in country and town, a national movement emerged, aimed at improving transportation arteries through education and legislation. The National Good Roads Association, established in the 1890s, found a parallel organization in the Oklahoma Good Roads Association, established in 1902. During the Oklahoma Constitutional Convention of 1906-1907 the Oklahoma group successfully campaigned for the creation of a state highway department that would construct and maintain state highways and promote good rural roads as well. As early as 1909, Lincoln County officials used a new state law allowing them to create a road improvement district and float a bond. By so doing, they could retain a federal engineer to design the road specifications for paving thirty-one miles of highway east and west of Chandler. While the voters approved, and despite the fact that the project never got off the ground, (10) the good roads movement found a home in Lincoln County. Although the Constitution did create a state highway department, it had no budget and did not do much good until Congress passed the 1916 Federal Aid Highway Act. A true state highway system was established in 1924 by the Oklahoma Legislature, led by Gov. Martin Trapp. In turn, a new state highway commission cooperated with other states and with the federal government to create the U.S. Highway System.(11) In 1925 a national committee, in cooperation with the U.S. Bureau of Public Roads created national highways, of which nine were located in Oklahoma, generally using the state's newly created state highway system.

In Oklahoma as elsewhere, good-roads advocates were instrumental in generating the development of more logically located and better-maintained state and federal highways. Good farm-to-market roads would not only benefit farmers but also wholesale and retail establishments in towns. Even further, good roads linking towns, and even linking states, would benefit the automobile and travel industry that was emerging in the years around World War I. The good-roads advocates comprised several classes of individuals, not only bureaucrats and politicians but also travelers and business and industrial

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representatives from towns all over the state. In addition to joining good roads associations, many of these people also formed "highway associations" to promote the location of specific proposed roads in their region.(12) In the 1910 excitement mounted concerning a regional interstate artery highway that might find a path through Lincoln County, and the citizens of Stroud, Davenport, Chandler, and Wellston welcomed an opportunity to campaign for it.

In 1913 William Hope "Coin" Harvey, a resort owner in Monte Ne, Arkansas, conceived a plan to increase tourism for his business. He organized the Ozark Trail Association (OTA), a highway association rather than a good-road organization, in order to develop a road in and out of Monte Ne, from St. Louis through Missouri, Arkansas, Oklahoma and westward to Las Vegas, Nevada. He called it the Ozark Trail. The association had a steering committee comprised of representatives of Missouri, Kansas, and Oklahoma. The OTA captured the imagination of businessmen in the region and the idea took off in the years just before World War I. "Tourism and boosterism" were the group's hallmarks, and they held conventions in various states to discuss the exact placement of the route (or routes, as there were variations, with several proposed from Oklahoma City to the east and several also from that city to the west). The OTA published a newsletter, and in 1918 printed a log book giving travelers the details about the exact roads to travel, the towns and the amenities they offered, and so forth. The members also erected green and white obelisks at various points on the route(s) or at least painted the tops of fence posts in white to indicate to travelers that they were correctly following the Ozark Trail highway.(13)

The OTA had a large following in Oklahoma, including Cyrus Avery of Tulsa. In May 1914 in Tulsa a meeting was held to select delegates to the OTA annual convention. The OTA's "annual" national conventions were held in Oklahoma City in 1916 (not the "official annual convention" but a rump session), Miami (Oklahoma) in 1918, and Shawnee in 1921. In 1923, at the Joplin, Missouri, Convention, J. A. McLaughlin, of Chandler, Oklahoma, was elected OTA president and Duncan, Oklahoma, was selected for the next year's convention. By that time, tourism was in full swing in the region (14) The sessions were really more about local boosterism than the actual development of a good paved highway, and although some paving and road improvement did result, the scattered efforts needed official government backing and funding to become a reality. The Ozark Trail did not materialize as a paved national road across America's midsection, but in 1925-26 U.S. Route 66 did, and it followed some of the path of the OT. (15)

In June 1914 a huge OTA meeting took place in Chandler. A hundred men from all around Lincoln County assembled and decided that "they would begin work on this road immediately, between Tulsa and Oklahoma City, . . . touching the

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towns of Sapulpa, Depew, Bristow, Stroud, Davenport, Chandler, Wellston,, Luther, and Arcadia.”(16) Like those of Chandler, Stroud, and Wellston, Davenport’s business and community leaders showed an active interest in the potential location of the Ozark Trail highway through Lincoln County. In 1914 the community’s newspaper, the Davenport New Era, reported on the Oklahoma Good Roads Association meeting recently held in Oklahoma City: “Milt [Taulbee] tells us that Davenport is to be on the Ozark Trail which is proposed for this part of the country, which will be a good thing for this and the surrounding community.” (17) The editor added his hope that “because of the move for good dirt roads . . . is hoped that work will soon begin on grading the roads.” This points up the fact that at that time, there was no paving anywhere near Davenport, nor, indeed was there any in the county, and the town only had \$5.10 in its street fund.(18) In 1915 Lincoln County’s OT supporters established the Frisco-Ozark Trail Association and held another large meeting in Chandler in April.(19) On May 30, 1915, good roads promoters held a meeting in Davenport, and apparently the citizens did turn out for road work. By mid-summer the county officials, assisted by good roads boosters, had replaced two “worn out wooden bridges with two concrete culverts on the Ozark Trail between Chandler and Davenport,”(20) 25 July 1915 though the “official” trail had not been confirmed. In December boosters graded the road northeast of town through the Dry Fork bottom.(21) When the Federal Road Aid Act was passed in 1916, the local paper cheerfully reported on that fact noting that \$20,000 would build the best kind of country road, one of loose rock bound with various tar preparations.”(22) In September the editor noted that the county roads were “next to impassable, except upon the Ozark Trail, [where] especially between Chandler and Stroud [it] has been dragged and is in good shape.”(23)

By road maintenance and other means, the citizens made every effort to secure the highway’s location through their towns. At this time, the precise route of the official Ozark Trail was not yet firmly established, and those involved were doing everything possible to make sure it went through Davenport.(24) As the route coalesced, two proposed routes went through Lincoln County: One extended from Tulsa and Sapulpa through Bristow, Stroud, Davenport, Chandler, Wellston, Luther, and Jones to Oklahoma City (this was called the “central route”); the other veered off due west at Luther and went through Arcadia and Edmond. A third proposed route could take travelers from Tulsa to Cushing to Guthrie and south through Edmond as well. A fourth route would run due south from Tulsa to Henryetta and then through Okemah and Prague to Oklahoma City.(25) Thus, getting the Frisco-Ozark Trail or central route well established through the middle of Lincoln County would require a massive effort on the part of businessmen and other citizens in towns along the way. In September 1916 about a hundred or so Lincoln County delegates drove their cars over the proposed route to Oklahoma City for the OTA convention. Following that, delegates from Lincoln County towns met in Chandler and decided to take

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donations, rather than float a county-wide bond issue, to improve their proposed route.(26) In February 1917 “Coin Harvey held meetings in Chandler, Shawnee, and other towns, seeking assurance that the road would be put into good shape for the flood of tourists and other travelers that he predicted and the local businesses breathlessly anticipated.(27) Harvey inspected the various routes in person, and he came through Lincoln County in June. Although he labeled “Lincoln County the weak link, but a work in progress,” he seemed favorably inclined. At the June 1917 convention in Amarillo with fifty Lincoln County delegates in attendance, the central route was designated as the “official” one. (Not to disappoint other towns, the competing routes that lost out received the designation as “branches”.) (28) Despite the entry of the United States into the war in Europe, the OTA convention went on as scheduled at Miami, Oklahoma in 1918.(29) The good roads/highway movements continued, though at a less hectic pace of boosterism until after the war ended.

Placing the route of the Ozark Trail from Stroud to Chandler put Davenport in a prime position. As the crow flies, the distance is about 14 miles from downtown Stroud to downtown Davenport. The Ozark Trail, however, made the distance a mile further, as the road followed section lines. Leaving downtown Stroud and driving westward, the route followed the north line across the center of Section 28, T15N, R6E, turned south and ran one-half mile, then turned west and followed the north line of Section 32, T15N R6E and turned south for a mile along Section 32's west line. The road then turned west again, following the south line of Section 31 (the dividing line between Townships 14 and 15 North), and continued westward along the south lines of Sections 36, 35, and 34 of T15N, R5E. (The first 1.5 miles of this line is listed in the National Register as “Ozark Trails Section of Route 66”{03001235}.) The OT then turned south for a mile along the west line of Section 3, T14N, R5E, to the northwest corner of the Original Town of Davenport, at the west end of Sixth Street. It is possible that between 1918 and 1925 an “alternate” route also existed, bringing the O.T. into Davenport on the section line road that became Sixth Street as it entered town from the east. From Davenport, the O.T. continued west, following the south lines of Sections 4, 5, and 6 of Section T14N, R 5E and Sections 1, 2, and 3 of T14N, R4E into Chandler.(30)

During the next decade, Davenport, Stroud, and Chandler merchants would benefit from the publicity surrounding the continuing development of the Ozark Trail. They would also begin to agitate for hard-surfacing for that road and for others in the county as well. Davenport’s newspaper editor touted the blessings of paving in 1918, noting that hard surfaced roads could bring farmers to town from as far as fifty miles away. (31) Many forward-looking residents got behind a county-wide movement for a bond issue to provide for paving.

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By 1924 the State Highway System incorporated this route, and it served as State Highway 7. In 1924-25 the Highway Department planned a new, shorter path for the highway, and engineers laid it out so that it would diverge from the existing Ozark Trail's section-line schematic, cutting off the zig-zags west of Stroud and curving southwest, diagonally across Section 3 of T14N R5E, to enter Davenport from the north, touching the main north-south commercial street, Broadway before turning west on Sixth Street.(32)

Whether the new road entered town from the north or from the east, Davenport citizens no doubt rejoiced in anticipating the benefits of added traffic on the regional highway. In August 1925 the town council voted to create street districts along the main arteries east-west and north south. They also resolved to give the seven-block main artery Broadway, a surface paved with brick, all the way from the Frisco tracks to Sixth Street, the town limits at the time.(33) At the same time, the council voted to float a bond to re-configure the water lines that ran under the existing dirt street. Civil engineer Clarence A. Woods was retained to draw the specifications, plans, and cost estimates. Following these important civic improvements, the board passed a lengthy ordinance regulating traffic on the town's "paved streets" Travelers were warned to drive to the right of the center line, obey a speed limit, and driver of trucks with lug-nut tires were warned to find another route through town.(35) The council may have been concerned that commercial trucks would come into town on the highway and drive right down Broadway to get to the Frisco tracks, tearing up the beautiful new brick street in the process. Like Davenport, the city fathers of Stroud, Chandler, Bristow, and other towns were taking pride in civic improvements as well, and streets in these towns were paved with brick at the same time.

Luckily, Davenport had a brick plant, one that apparently, at least according to local lore, supplied the bricks for Davenport, Chandler, and other towns' streets. In those years these streets epitomized the technology of urban road building in the selection of vitrified brick for surface material. While events had unfolded to secure a place for the Ozark Trail highway through Lincoln County, technological developments had kept pace with boosterism. A natural progression of thinking about how to improve a road led boosters away from the "good dirt road" concept (or the idea of the graded and graveled road, which in the 1910s was the federal standard) and toward an understanding of the utility and longevity of hard surfacing. After World War I, for instance, Gov. J. B. A. Robertson took an aggressive stance on hard-surface paving of public roadways in order to improve marketing of agricultural products.(36) In addition, towns all around Oklahoma began actively improving their streets for the same commercial reasons. Vitrified brick became very popular as a surfacing material. As Oklahoma had significant clay resources and a consequent number of brick plants, many cities

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chose brick over the more expensive concrete. Brick manufacturers promoted their product with slogans such as “The New Vitrified Brick Pavements—They Outlast the Bonds” and “It Takes History to Wear Out a Brick Road.” From 1918 through 1924 Ponca City bricked twenty-five miles of streets. In 1922 Weleetka built several blocks of brick streets. Kaw City put in thirteen blocks of it that same year. Waurika and Ardmore did likewise in 1923. In Seminole County, Seminole paved its streets with red bricks in 1927. Ozark Trail towns were quick to improve their commercial districts with the addition of hard surfaced streets. In Creek County, Bristow in mid-1919 built eleven blocks of urban brick paving connecting “with two miles of hard-surface roads on either side of the city.” In 1925 Chandler and Stroud paved their central street with bricks. (37)

While Davenport’s and Chandler’s and Stroud’s city fathers were busily improving their thoroughfares in confidence and anticipation of hordes of travelers on the Ozark Trail/State Highway 7, fate, in the form of efficiency-minded federal government officials, intervened. Lincoln County’s leaders made up their minds that the cross-county state highways, now numbering three, must be hard surfaced, and in June 1924 a bond election was held to approve an expenditure of \$990,000 to be matched by federal funding. Unfortunately, at the June election, the bond failed. Davenport citizens, however, supported it 86 to 25.(38) In the face of defeat, citizens formed a new Lincoln County Good Roads Association, with J. F. Thompson of Wellston as president and C. F. Odell of Davenport as secretary, to promote a new bond election,(39) but the measure failed again. In the meantime, in 1925-26 the U.S. Office of Public Roads and citizens’ committee designated State Highway 7 as U.S. Route 66.(40) In support of the bond issue, the State Highway Commission passed a resolution approving it and formally agreeing that the precise route of the highway would pass through Wellston, Chandler, Davenport, and Stroud.(41) Specifically, according to the agreement, the road would enter Davenport from the east and run westward along Sixth Street, the north limit of the Original Town, crossing Broadway. The electorate considered the bond for a third time in March 1927, approving it at last.(42)

However, at federal level, the Office of Public Roads insisted that Route 66 bypass Davenport’s central business district with a “cut-off” that would turn southwest through the Balles addition. The state then decided to build the cut-off, which actually, it had suggested as an alternative in 1924 when State Highway 7 was surveyed.(43) The city of Davenport then sued the Highway Commission in county district court in 1929 and won, and the presiding judge noted in his opinion that “the Davenport residents voted a bond issue for road construction in the belief the highway would pass through Davenport and the Commission should not re-route the road to miss the city.”(44) A state appeal took the case all the way to the

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Oklahoma Supreme Court, with the result that the state would be allowed to build the cut-off but could not use the bond money to assist in so doing.(45) In retaliation, the federal government threatened to cut off the state's Federal Road Aid funding if the cut-off was not built as they directed, and in 1932 the State Highway Commission acquiesced.(46) Resigning to this decision, the editor of the Davenport News philosophically noted that at least one benefit had come out of the conflict: "It will increase the travel immensely on Route 66. . . . While the road is being paved, the detour will route traffic down through town, and the local filling stations, hotels, drug stores, and cafes will have increased business."(47) Plucky little Davenport had stood up to the federal government, won the battle, but lost the war. In 1932 this part of Route 66 was constructed to cut through the north side of town at about Eighth Street and join Sixth Street on the west side of town just as it does today in 2003.

TRANSPORTATION SIGNIFICANCE

The Davenport Broadway Brick Street holds significance within the context of transportation development in Davenport and Lincoln County. Transportation routes were the umbilicals of all small towns. As automobile and truck traffic increased during the 1910s and 1920s, it became imperative for local leaders to attract major hard-surfaced roads to their towns. Davenport's broad, red-brick artery, linking the highway with the railroad through the commercial district, symbolizes the determination of citizens to improve their community and connect it with the wider world.

In 1925 Davenport's town board decided to place a brick surface on Broadway, the street leading to the Ozark Trail which passed east-west along Sixth Street, the original northernmost street of the town limits. Davenport's brick street was completed in mid 1926. Today, of all of Lincoln County's "Ozark Trail towns" that put in brick main streets in order to improve the amenities for residents and tourists, only Davenport's remain in place. The Davenport Broadway Brick Street retains integrity of location, setting, design, materials, and construction, as well as the feeling and association consistent with the small-town environment that existed at the time of the street's creation. With intact location, setting, design, materials, construction, feeling, and association, the resource continues to be well able to transmit visual information about the Davenport of the 1920s and 1930s. This simple structure still exists to illustrate the struggle of a small town to detach itself from the past--the railroad--and link its future existence with the new way, the automobile and the national highway system, and on that basis is eligible for listing in the National Register of Historic Places.

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ENDNOTES

1. *Railroads of Oklahoma*, June 6, 1870-April 1, 1978 (Oklahoma City, Oklahoma Department of Transportation, 1978), 66.
2. Donald Spoerleder, "Davenport," in *Lincoln County Oklahoma History*, 69, 110-12.
3. Ibid., 115; Angie Debo, ed., *Oklahoma: A Guide to the Sooner State* (Norman: University of Oklahoma Press, 1941), 226; Spoerleder, "Davenport," 113-15, 123.
4. *Railroads of Oklahoma*, 38; Davenport Plat, Lincoln County Plat Book, County Clerk Office.
5. "A Brief History of the Town," *Davenport News*, 4 October 1917; *Oklahoma Gazetteer, 1909-1910* (Memphis, Tenn. R. L. Polk Co., n.p.); Sanborn Fire Insurance Maps, Davenport, Oklahoma, February 1925, October 1926.
6. Luke Robison, *Made Out-a Mud* (Norman: Oklahoma Geological Survey, 1980), 72-74.
7. *Chandler News Publicist* and *Lincoln County Republican*, passim, 1924-1926.
8. *Lincoln County Republican*, 14 February 1924.
9. "Davenport," Typescript, 3 April 1936, WPA File/Vertical Files, Research Division, Oklahoma Historical Society Miscellaneous Record, Vol 63:3, County Clerk Office, Lincoln County, Oklahoma.
10. William P. Corbett, "Oklahoma's Highways" (Ph.D. Diss, Oklahoma State University, 1977), 168-80.
11. Ibid., 202-16.
12. Ibid., 168-80; Nan Lawler, "The Ozark Trail Association" (M.A. thesis, University of Arkansas, 1991), 3-5.

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13. Ibid., 8, 10, 15-16, 18-19, 46-56; "Ozark Trail Section of Route 66," National Register Nomination, Files, SHPC Oklahoma Historical Society, May 2003.
14. Lawler, "Ozark Trail Association," 28, 30, 50, 57, 64-65, 69-70.
15. "Ozark Trail Section of Route 66."
16. *Daily Oklahoman*, 8 June 1914.
17. *Davenport New Era*, 1 June 1914.
18. Ibid., 23 July 1914.
19. *Stroud Democrat*, 23 and 30 April 1915.
20. *Davenport New Era*, 25 July 1915.
21. Ibid., 2 December 1915.
22. *Chandler News Publicist*, 21 July 1916.
23. Ibid., 1 September 1916.
24. *Daily Oklahoman*, 24 September 1916.
25. *Chandler News Publicist*, 17 September 1916; *Daily Oklahoman*, 24 September 1916, 3 June 1917.
26. *Chandler News Publicist*, 17 September 1916, 24 November 1916, 16 February 1917; *Daily Oklahoman*, 19 February 1917.

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- 27. *Chandler News Publicist*, 22 June 1917.
- 28. *Daily Oklahoman*, 30 June 1917, 1 July 1917, 22 July 1917; *Chandler News Publicist*, 6 July 1917.
- 29. *Daily Oklahoman*, 5 and 6 June 1918.
- 30. "Plan and Profile of Proposed State Highway Federal Aid Project No. 136E, Lincoln County, State Highway 7, Jun 1935, Map Division, Oklahoma Department of Transportation, Oklahoma City; *Annual Report of the Oklahoma State Highway Commission for the Years 1919-1924* (Oklahoma City: January 1925), map insert.
- 31. *Davenport New Era*, 31 January 1918.
- 32. "Plan and Profile of Proposed State Highway Federal Aid Project No. 136E, Lincoln County, State Highway 7," Jun 1935, Map Division, Oklahoma Department of Transportation, Oklahoma City; *Davenport Dispatch*, 31 March 1932.
- 33. "Davenport to Pave" *Lincoln County Republican*, 13 August 1925; "Davenport Progressing," *Chandler News Publicist*, 14 August 1925; "Davenport Casts Aside Gas Lights and Curfew Bell [for paving]," *Daily Oklahoman*, 30 May 1926. In the Town Council Ledger Book of Minutes and Ordinances, Davenport, Oklahoma, "Resolution No. 7, Street Improvement District No. 1," p. 110, and "Resolution No. 7, Street Improvement District No. 2," p. 111, have been removed from the book but are flanked by the water bond ordinance of 8 March 1926, on p. 109, and a 10 May 1926 titled "Ordinance No. 66, Protecting Private Property," on p. 115. The Street Improvement Districts were created in order to assess property owners for the paving of Broadway.
- 34. Town Council Ledger Book of Minutes and Ordinances, "Water Works Improvement Bonds," 8 March 1926, p. 109
- 35. Town Council Ledger Book of Minutes and Ordinances, "Ordinance No. 72, "Regulating Traffic Along the Streets of Davenport," November 1926.
- 36. *Oklahoma Highway Bulletin* 1 (No. 2, December 1919), n.p.

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37. *Daily Oklahoman*, 26 July 1919 and 20 July 1920 [for Bristow], 3 September 1923 [for Waurika], 26 May 1922 [for Kaw City], 5 May 1924 [for Ponca City] 25 September 1927 [various towns], 24 March 1927 [for Seminole], 31 December 1923 [for Pawhuska and Ardmore], 8 September 1922 [for Weleetka and Haskell]; *Chandler News Publicist*, 10 and 3 December 1925; a *Stroud Messenger*, 30 January 1930. See also Robison, *Made Out A Mud*, passim.

38. *Daily Oklahoman*, 9 and 17 June 1924; *Lincoln County Republican*, 19 June 1924, 8 May 1924.

39. *Lincoln County Republican*, 26 June 1924.

40. *Chandler News Publicist*, 20 November 1924; *Annual Report of the State Highway Commission for 1929-30* (Oklahoma City, 1930), 78-79; *Daily Oklahoman*, 6 August 1925.

41. *Daily Oklahoman*, 21 and 22 March 1927.

42. Documents, Cyrus Avery Letter to Lincoln County Board of County Commissioners, dated 17 January 1927, and Resolution of State Highway Commission, dated 15 February 1927, printed in *Lincoln County Republican*, 17 March 1927 *Daily Oklahoman*, 22 and 31 March 1927.

43. *Daily Oklahoman*, 27 January 1930.

44. Ibid., 2 November 1929 (quotation); Ibid., 28 October 1929.

45. Ibid., 18 March 1930, 26 November 1930, 1 December 1930.

46. Ibid., 1 December 1930, 22 April 1932; *Report of the State Highway Commission for 1931 to 1932* (Oklahoma City, 1932), 30-31.

47. *Davenport Dispatch*, 2 June 1932.

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VERBAL BOUNDARY DESCRIPTION

From the center line of Broadway, halfway between the southwest corner of Lot 18, Block 46 (Original Town of Davenport) and Lot 7, Block 47, proceed due east 17 feet and 9 inches; turn north and proceed due north 328 feet along the east margin of Broadway to the southeast corner of First and Broadway; turn east and proceed 18 feet, turn north and proceed along the east margin of Broadway for approximately 1,214 feet, turn west and proceed 21 feet to the northeast corner of Third and Broadway; turn due north and proceed along the east margin of Broadway for approximately 738 feet to the southeast corner of Fifth and Broadway, turn due west and proceed 30 feet across Broadway to its west margin; turn due south and proceed south along the west margin of Broadway for approximately 738 feet to the northwest corner of Third and Broadway, turn west and proceed 21 feet, turn due south and proceed south along the west margin of Broadway for approximately 1,214 feet to the northwest corner of First and Broadway, turn east and proceed 18 feet, turn south and proceed 328 feet due south along the west margin of Broadway, turn due east and proceed 17 feet and 9 inches to the center line of Broadway, reaching the point of beginning, having described an enclosed polygon.

BOUNDARY JUSTIFICATION

This boundary encompasses six blocks of the brick street called Broadway from curb to curb from the north side of Frisco north to the south side of Fifth Street, allowing for a change in width of Broadway from 35.5 feet at Frisco, to 72 feet from First to Third, and to 30 feet from Third to Fifth.