ARCHITECTURAL/HISTORIC SURVEY OF DOWNTOWN YUKON



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FOR THE OKLAHOMA STATE HISTORIC PRESERVATION OFFICE
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ABSTRACT

The architectural/historic survey of Downtown Yukon, Oklahoma was conducted in August 2020. The survey is a continuation of the previous survey work of rural cities throughout Oklahoma and emphasizes Yukon's role as a stop on Main Street of America, the Mother Road or more commonly known as Route 66. Yukon started as a small railroad and agricultural community and later reaped the benefits of the interurban line between El Reno and Oklahoma City in 1911, designation of Route 66 in 1925 and road improvements in 1951 before Route 66 in Yukon was supplanted by Interstate 40 in the 1960s. Downtown Yukon is the original commercial district and today remains a busy road for residents, commuters and travelers.

The survey was conducted in August 2020 with a total of 57 resources documented, and the final report provides the results of properties individually eligible to the National Register of Historic Places, potential eligibly as a historic district, and association with Route 66.

INTRODUCTION

Historic Preservation efforts in Yukon, Oklahoma has centered on the commercial corridor along Main Street (also known as Route 66) as well as the surrounding area. While there is no Certified Local Government program, Yukon has an active Main Street community and an abundance of museums preserving its local heritage. Yukon is more than a portion of the Main Street of America; it represents a cultural and historical evolution of Oklahoma in a small town. It holds a portion of the Chisholm Trail as well as being known as Czech Capital of Oklahoma. The Yukon Historical Museum resides inside the original Yukon High School, and Yukon's Best Railroad Museum is located near the railroad that started the community. The Yukon's Best Railroad started in 1991 as part of the centennial celebration for the city, and it has grown from a caboose and boxcar to several additional cabooses to house its collection.

During the 1980s, a few of Yukon's notable historic resources were listed on the National Register of Historic Paces including the Mulvey Mercantile at 425 W. Main St. in 1982 (NRIS 82003670) and the Yukon Public Library at 510 Elm St. in 1984 (NRIS 84002977). Within the vicinity of Yukon, the Czech Hall at 205 N. Czech Hall Rd. (NRIS 80003258) and the West Point Christian Church at 1600 S. Richland Rd. (NRIS 83002079) were listed on the National Register of Historic Places in 1980 and 1983. Lastly, the McGranahan Portion of the Chisolm Trail Roadbed (NRIS 13000391) was listed in 2013.

The Yukon historic commercial district was previously surveyed in 1985 by RGDC, Inc., and a few of Yukon's historic resources appear in statewide and regional thematic reports. 442 West Main Street, 457 West Main Street and 528 West Main Street appear in the "Thematic Survey of Historic Movie Theaters in Central Oklahoma 2004-2005." The Texaco Service Station at 315 West Main Street, Blake's DX Service Station at 543 West Main Street, and the Star Courts at 945 West Main Street appeared in the "Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970" from 2002. Yukon's Route 66 roadbed appears in "Oklahoma Route 66 Roadbed Documentation Project (1926-1970): A Survey of Roadbed and Integral Structures" from 2001-2002.

In 2014, Yukon was accepted as an associate Main Street community and became inactive in 2017. The following year, the program reactivated when a full-time executive director was hired to fulfill its start-up requirements before it was accredited in 2019. The purpose of the Main Street program was to provide support and energize its revitalization by creating partnerships, enhancing the physical appearance, and initiating stronger code enforcement to make the area friendly to businesses and visitors. Main Street and other organizations offer several festivals and events including Rock the

Route, Cruise-In for a Cause, Czech Parade and Festival, Czech Christmas Market, Iron Thistle Scottish Festival, and Freedom Fest. Recently the Yukon Route 66 Main Street Association established the Downtown Yukon Beautification Fund to support storefront and streetscape enhancement with a 50/50 matching grant.[1]

One of Yukon's notable preservation projects included restoring the 42 ft. by 55 ft. "Yukon's Best Flour" neon sign on top of the grain elevator. Seen as a placemaking feature in Yukon's commercial landscape, the Friends of Yukon's Best, a non-profit organization, initiated a $175,000 fundraiser to repair the sign. After a year of fundraising and restoration, the sign was restored with LED bulbs in 2013.[2]

The next step in preservation efforts is the Architectural/Historic Survey of Downtown Yukon. The hopes and objectives of this project will provide guidance and recommendations for future projects within downtown Yukon.

[1] Information provided by Vicki Davis, Executive Director of Yukon Route 66 Main Street.

[2] Kristi Easton, *The Main Streets of Oklahoma: Okie Stories from Every County*, (Charleston: The History Press, 2014), 20-21, Kindle eBook.

RESEARCH DESIGN

The Downtown Yukon Architectural/Historic Survey complies with *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning* as well as the Oklahoma State Historic Preservation Office's (SHPO) "Oklahoma Architectural/Historic Survey Requirements" and "Architectural/Historic Resource Survey: A Field Guide." The purpose of the survey is to locate, identify, and record all buildings, sites, structures, objects, and districts within the survey boundary and document them at the minimum level. Each resource identified was evaluated for eligibility for the National Register of Historic Places and its association with Route 66. All documentation is recorded on the "Historic Preservation Resource Identification Form" provided by the SHPO and two accompanying photographs.

Architectural styles will be selected based on "National Register Data Categories for Architectural Classification" in *National Register Bulletin 16A: How to Complete the National Register Form.* The majority of commercial architectural styles were derived from *The Buildings of Main Street: A Guide to American Commercial Architecture* by Richard Longstreth.

PROJECT OBJECTIVES

The goals for the preparation of the Architectural/Historic Survey of Downtown Yukon, Oklahoma:

- Identify and record each property on the Historic Resource Form provided by the Oklahoma State Historic Preservation Office (SHPO);
- Assess each resource's potential eligibility for individual listing on the National Register of Historic Places;
- Assess if eligible under a Multiple Property Documentation Form for listing on the National Register of Historic Places:
- Provide a historical context for the survey area; and
- Prepare final report outlining to include but not limited to research design, fieldwork and findings for the survey area.
- Route 66 Context

AREA SURVEYED

The Architectural/Historic Survey of Downtown Yukon, Oklahoma encompassed 30.71 acres, and it is roughly bounded by North 6th Street to the west, Cedar Ave to the north, and North 1st Street to the east. The south boundary line is described as proceeding along the alley between West Main Street and Elm Street then following South 4th Street to Elm Street before returning north to West Main Street.

Downtown Yukon represents the core of the original business district when the town was established in 1891 and continued to prosper when a railroad line reached Yukon within the same year. Within the survey area, 57 resources were surveyed. All the properties are commercial or industrial properties found along or within proximity of West Main Street, and these structures represent the evolution of a railroad town and its agricultural community to one of the stops along Route 66 as it passed through Main Street.

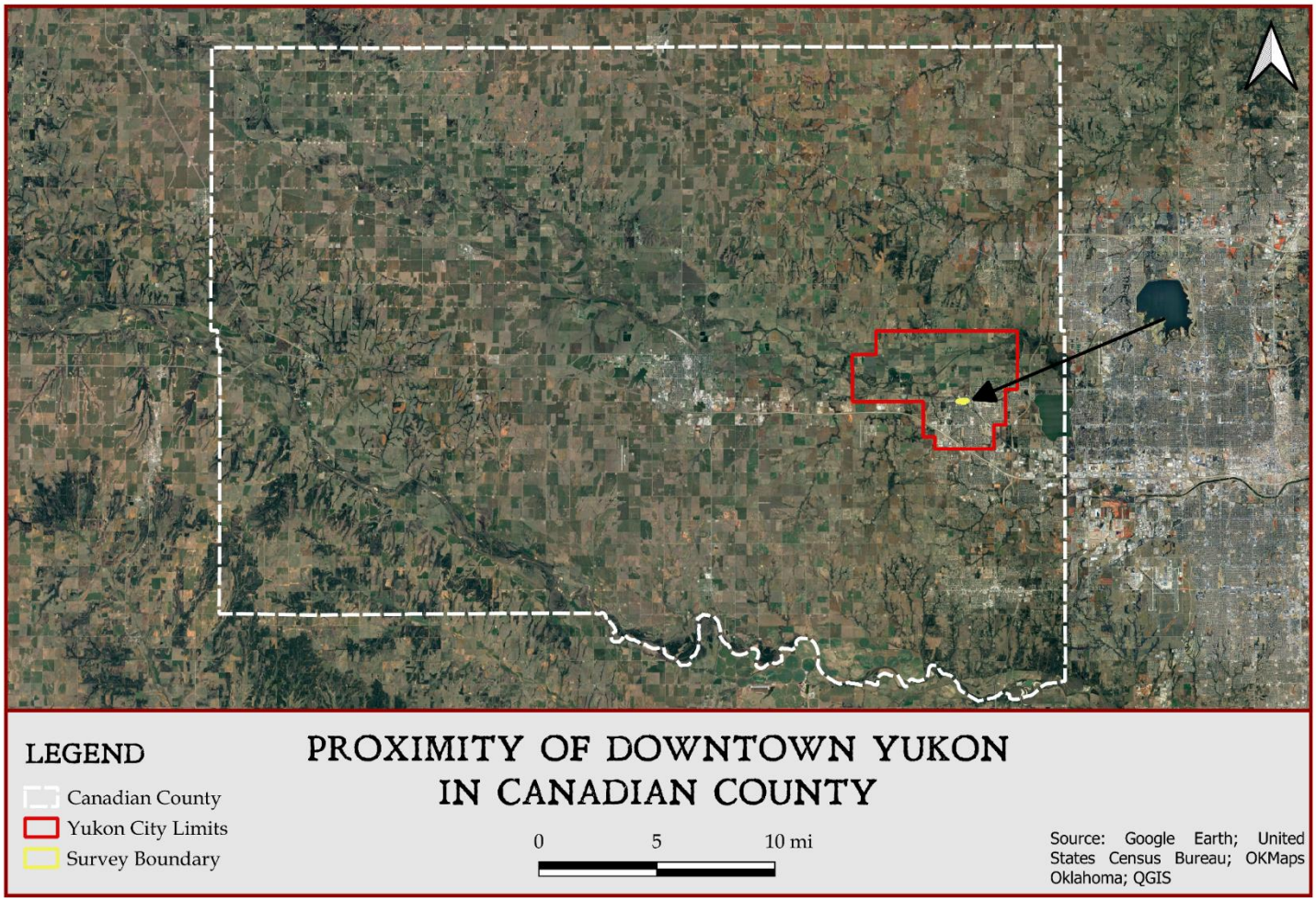


FIGURE 1: MAP; PROXIMITY OF DOWNTOWN YUKON IN CANADIAN COUNTY

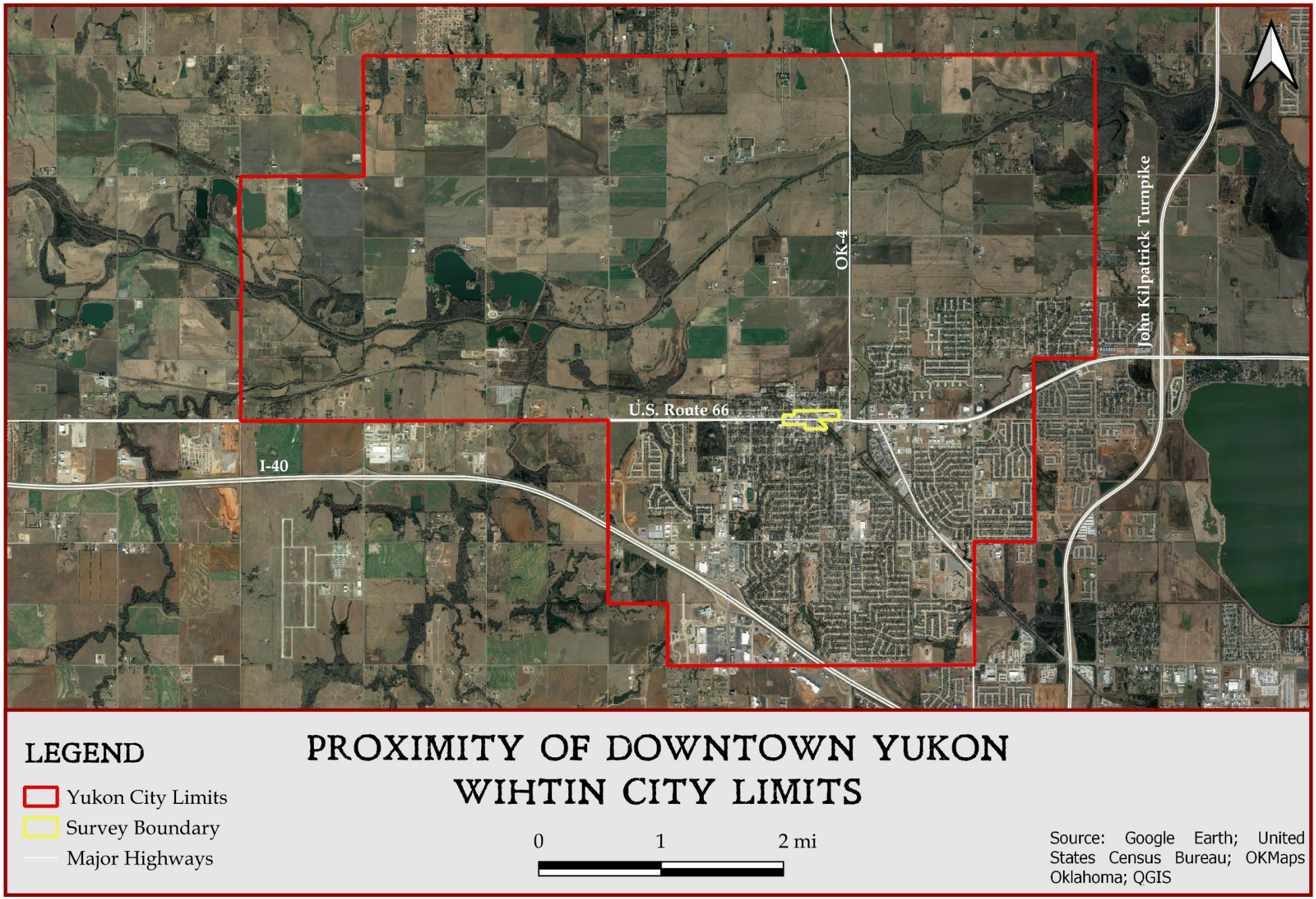


FIGURE 2: MAP; PROXIMITY OF DOWNTOWN YUKON WITHIN CITY LIMITS

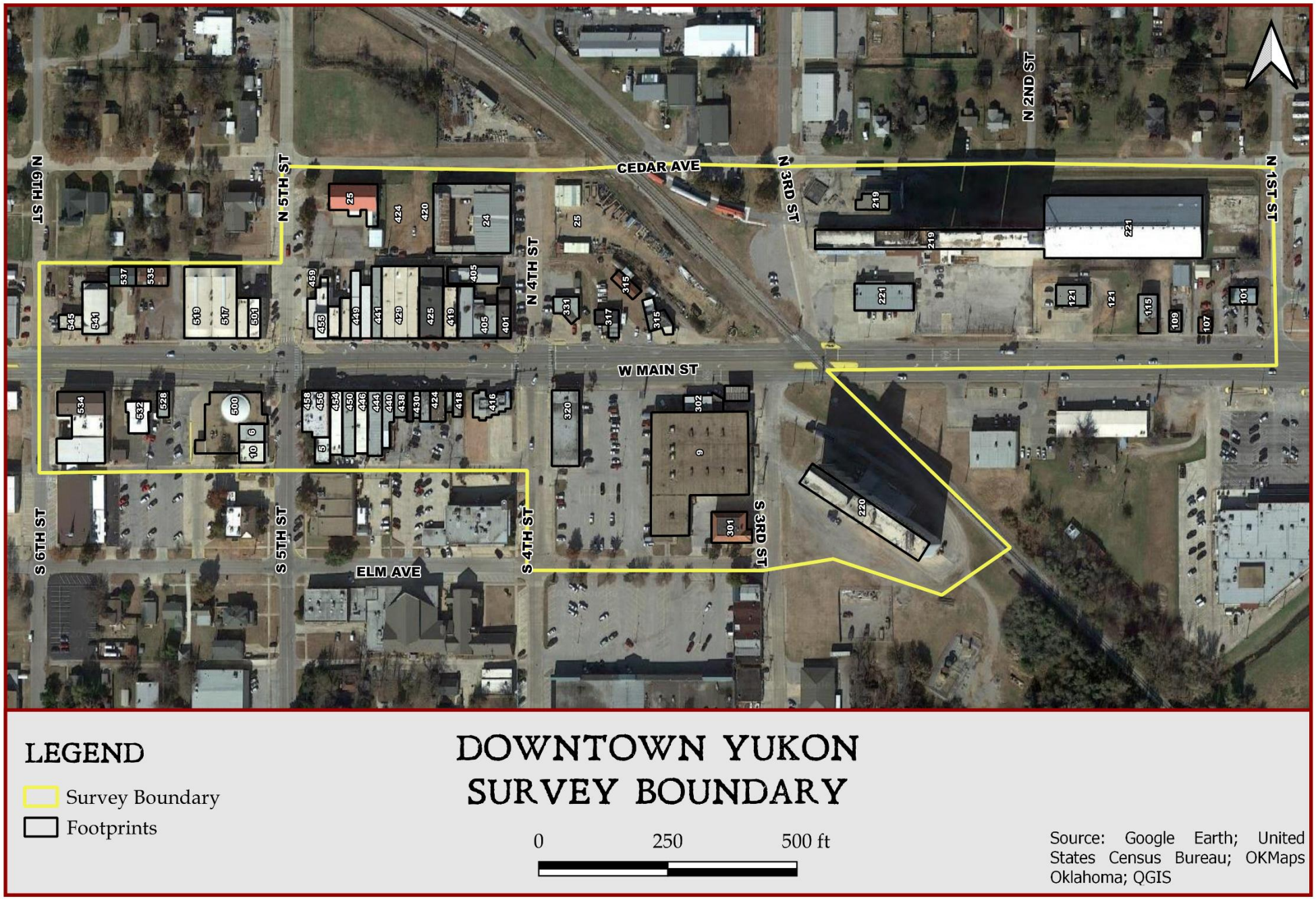


FIGURE 3: MAP; DOWNTOWN YUKON SURVEY BOUNDARY

METHODOLOGY

Initial preparation for the fieldwork included reviewing previous city surveys, National Register properties within city limits, and archival resources. The City of Yukon MapGeo provided information regarding current address and legal descriptions. Other information collected was digital newspapers and photographs available at the Oklahoma Historical Society website. The Oklahoma Historical Society held a repository of local information through vertical files and books to include, *Yukon's First Hundred Years* by Sara Nee Ball and *History of Canadian County Oklahoma* by Canadian County History Books Association, Inc. The Oklahoma State University Digital Collections were used for historic aerials, topographic maps, and Yukon Chamber of Commerce maps available online. Other sources for architecture literature included *The Buildings of Main Street* by Richard Longstreth, Building Heritage Technology online repository, scholarly articles, and other books as needed.

Fieldwork was conducted between August 1-4, 2020. Buildings, sites, structures, and objects appearing to be constructed within the survey boundary were photographed at that time. The location of each property within the survey area is indicated on a map showing the boundary line of the survey area and building footprint. A separate map was created to identify any potential historic districts including the contributing status of each property.

HISTORIC CONTEXT

Properties listed in **BOLD** *lettering currently exist in downtown Yukon. The historic context will not mention every individual property within the survey area; however, it is to provide examples of businesses and property types found within the survey area and are still extant.*

Yukon is centrally located along the eastern edge of Canadian County adjacent to Oklahoma County border. Yukon's original commercial arterial is its historic Main Street also known as U.S. Route 66; in addition, the city lies north of Interstate 40 which superseded Route 66 in the 1960s. Yukon is surrounded by Oklahoma City municipal city limits to its north, south, and east, and it is located within proximity to El Reno, the Canadian County seat, to its west.

The area that would become Yukon started as hunting grounds for Native American Plains tribes. After the passage of the Louisiana Purchase, the land was allotted to the Seminole and Creek tribes although it was never settled. After the Civil War, these tribes were relocated to eastern and southern portions of Indian Territory, and the land became part of the Unassigned Lands in 1889.[3] When the first land run to open in Oklahoma Territory occurred on April 22, 1889, Minnie Taylor and Luther S. Morrison acquired land by homestead. Augustus Newton Spencer would purchase 160 acres of land from Taylor and Morrison and founded the future City of Yukon in 1891.[4]

Land Run to Railroad Town

The origination of Yukon began when Augustus Newton Spencer filed the "Yukon" plat on February 14, 1891. The plat consisted of 76 blocks. The seven East-West Streets were named with alphabet letters as avenues except Spencer Avenue (currently Main Street). There were ten North-South Streets numbered as streets, and the Choctaw Coal Railway Company right-of-way intersected the southwest corner. Within a few months, this homestead community would become a thriving railroad town and agricultural community. Two months later, Yukon boasted 25 dwellings as well as "one bank, two real estate agencies, two restaurants, one lumber yard, one hardware store, one grocery, one livery stable, two saloons, one blacksmith shop, one printing office, one barber shop, one stock yard, and one church building," and the community anticipated construction of the new railroad depot and a new schoolhouse.[5] Based on the *Canadian County Courier and Courier-Tribune* newspaper, Yukon was the "GEM CITY of the Canadian Valley" for agricultural production and

[3] Sara Nee Ball, "Historical Notebook: The Early Beginnings Of Yukon," *Yukon Review*, February 12, 1976.

[4] Cynthia Savage, "Yukon," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=YU002.

[5] "Yukon. The Young Giant of Canadian County," *Canadian County Courier and Courier-Tribune*, April 23, 1891.

trade with 640 acres of gentle sloping hills and rich fertile bottom land from the North Canadian River. The budding city received within its first year the telegraph line, and the railroad was completed between Yukon and Oklahoma City, and Yukon was situated between its county seat of El Reno and Oklahoma City, making it a prime trading hub. The population grew as quickly as the city with a total population of 81 when it was founded to 1,016 by 1910. Yukon's success and establishment of the Choctaw Coal and Railway Company right-of-way (acquired by the Choctaw,

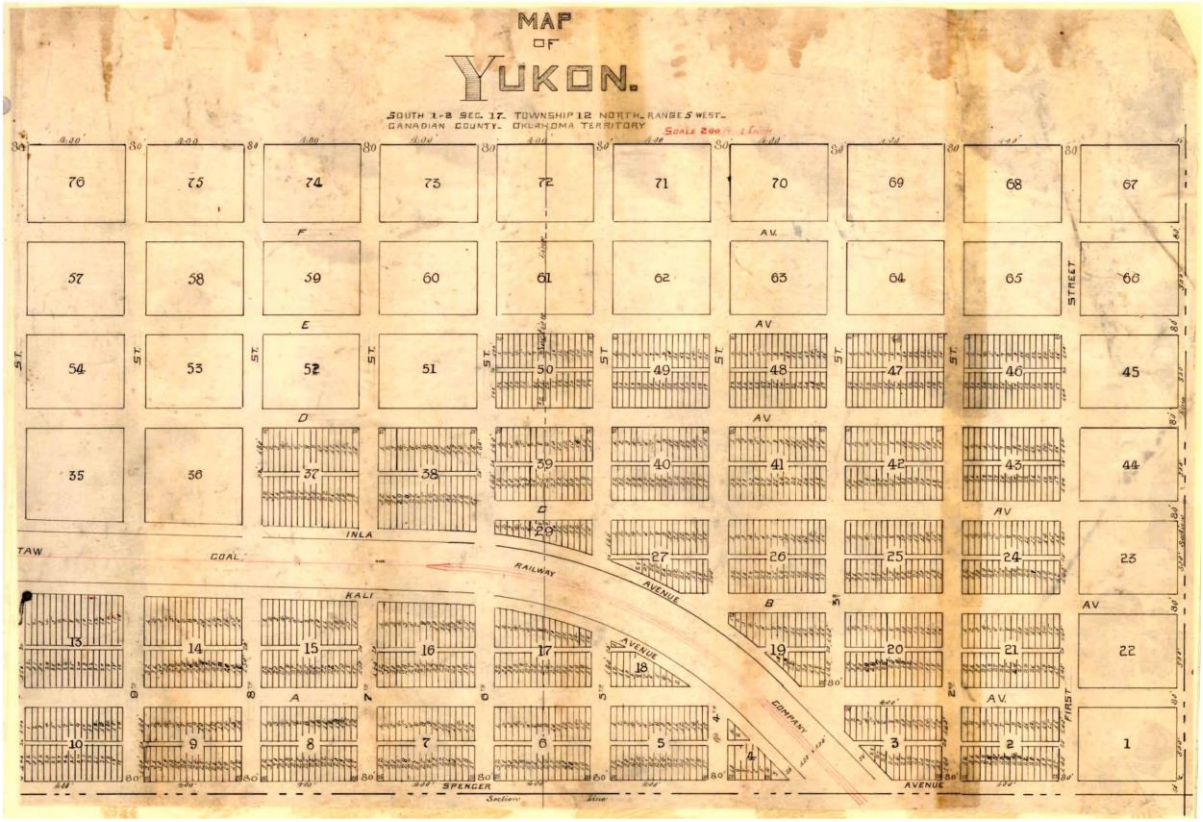


FIGURE 4: YUKON PLAT 1891; SOURCE: CITY OF YUKON

Oklahoma, Gulf Railroad Company in 1894) also caused the abandonment of the nearby town of Frisco. Towards the end of the 19th century, Yukon saw a grouping of Bohemians or "Czechs" settling in the area. In 1901, a Czech Hall was erected south of Yukon for social and cultural events, and later the structure was replaced with the present structure in 1925. Yukon was declared the Czech Capital of Oklahoma due to the large Czech presence and heritage.[6]

A. N. Spencer bought an additional 25 blocks to include present-day 1st Street to 6th Street and from present-day West Main Street to Poplar Street. Filed on March 5, 1891, the newly created addition was called Lake Addition. Lake Addition created an additional 29 blocks south of Spencer Avenue

[6] Savage.

including additional right-of-way for the Choctaw Coal and Railway Company. A. N. Spencer would continue to purchase properties from settlers until 1909.[7]

Early businesses were centered on the northeast of Spencer Avenue and 5th Street. Most buildings during this time were of one-story or two-story wood-framed construction except a few brick buildings on the north side of Spencer Avenue and 5th Street. A. N. Spencer; Elizabeth Spencer, his wife; and H. K. Ricker established the **First National Bank (501 West Main Street)** in a one-story brick building on the northwest corner of the same intersection in 1892.[8] By 1895, Yukon had established three general stores, one grocery store, two hardware stores, drug stores, offices, agricultural implement store, two lumber yards, millinery, society hall, lunch house, sleeping room, three saloons, two meat stores, furniture store, billiards hall, hotel with dining, barber, a boarding house, a harness shop, livery, and two elevators.

As with any new settlement, Yukon experienced issues due to the booming growth in its first decade. A city government was not established, and citizens would take up collections for road repair and town wells. By May 1901, Yukon citizens voted to incorporate and establish a three-member Board of Trustees, and it was to provide regulation regarding street improvements, create a police force, and establish standard requirements for development, especially along Spencer Avenue. After the election of the Board of Trustees, wooden sidewalks were constructed along Spencer Avenue between 3rd Street and 5th Street, and several local citizens appointed over the welfare of the young city. A collector, fire warden, street commissioner and health commissioner were designated.[9]

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[7] There are a few railroad companies that retained the railroad right-of-way in Yukon until 1980. To alleviate confusion as the name changes within the historic context a brief history is provided. This is taken from the *History of Canadian County,* pages 296-300. A.N. Spencer provided free right-of-way to the Choctaw Coal and Railway Company in 1891 to have a line through Yukon, and the railroad was established in Yukon on April 25, 1891. The line between Yukon and Oklahoma City was completed in 1892. In 1894, the Choctaw, Oklahoma, Gulf Railroad Company formed to acquire the assets of the Choctaw Coal and Railway Company when it declared bankruptcy. The Chicago, Rock Island and Pacific Railway Company acquired the Choctaw, Oklahoma, and Gulf Railroad in 1902 and retained ownership until 1980.

[8] *History of Canadian County, Oklahoma,* (El Reno, Okla.: Canadian County History Book Association, 1991).

[9] Ibid.

Business continued to grow throughout the early 20th century. **Mulvey Mercantile (425 West Main Street)** and **Bass Grocery (456-458 West Main Street)** were major businesses in Yukon with equally large stores that encompassed multiple storefronts. Mulvey Mercantile was established in 1893 on the south side of West Main Street, and the business outgrew its location and moved to 425 West Main Street in 1904. It served Yukon and the surrounding area with hardware, farm implements, appliances and dry goods until the 1930s.[10] Bass Mercantile was established in 1898 by Henry and George Bass as a grocery and dry goods store and later known as the Bass Mercantile Company.[11]



FIGURE 5: 456-458 WEST MAIN STREET; PHOTO BY AUTHOR

Local manufacturing was the dominant business and feature in Yukon's landscape with elevator mills on either side of West Main Street next to the Choctaw, Oklahoma, Gulf Railroad Company. These provide the first visual sight of Yukon for visitors traveling west through the Wheat Belt. The **Yukon Mill and Grain Company (220 West Main Street)** was founded in 1893, and was later purchased by Czechoslovakian immigrant brothers, John F. Kroutil and Frank L. Kroutil, and their brother-in-law, Anton. F. Dobry, in 1903. The enterprise became one of the largest milling industries in the state and was the largest employer in Yukon. Under their ownership, they constructed the first concrete, fire proof elevators and mills in Oklahoma as well as became one of the largest milling centers in Oklahoma with the Yukon Mill's "Best Flour" shipped to 48 states, Europe, South America, and the West Indies.[12] The Yukon Mill and Grain Company encompassed the southwest corner of West Main Street and Choctaw, Oklahoma, Gulf Railroad Company (and later the Chicago, Rock Island, and Pacific Railroad); however, currently only the elevator and storage tanks remain.

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[10] Don Harris, Supervised by Mary An Anders, "Mulvey Mercantile," *National Register Nomination,* Oklahoma Historical Society, 1981.

[11] *History of Canadian County, Oklahoma;* "Bass Grocery Here Due Grand Opening," *Yukon Oklahoma Sun*, August 11, 1960.

[12] *History of Canadian County, Oklahoma;* "Anton F. Dobry, Pioneer Resident And Founder Of Dobry Mills, Dies," *Yukon Oklahoma Sun,* November 22, 1951.

Dobry remained a partner at the Yukon Mill and Grain Company until 1933 when he sold his interest to the Kroutils. A. F. Dobry constructed **Dobry Flour Mills, Inc.** across the street at **219 West Main Street** in 1935. The new elevator cost $500,000, and it was later sold to the Oklahoma Farmers Union Cooperative for $185,000 in early 1953 after his death.[13] It was converted from a flour mill to a feed mill shortly after. By 1960, the feed mill had a capacity of 1,450,00 bushels of grain and considered a vital part of Yukon's economy.[14] Shawnee Mill purchase the both the Yukon Mill and Grain Company and Mid-Continent Farmers Cooperative in 1972.[15]



FIGURE 6: DOBRY FLOUR MILLS C. 1940
SOURCE: OKLAHOMA HISTORICAL SOCIETY

From 1910 to 1920, Yukon would transition from a robust agricultural and railroad community to a functioning city enterprise and focused on business, public infrastructure, and government facilities. Since 1904, the Yukon Mill and Grain Company generated its own power prior to the city receiving electricity, and city entered into a franchise agreement with the company to provide power to the city. The Yukon Mill and Grain Company created the subsidiary, Yukon Electric Company, and the City of Yukon received electricity in 1910.[16] Other public improvements between 1910-1920 included the construction of a water works plant, purchased tracts of land for a fire station, sewage disposal site, and city hall. In 1910 an ordinance passed which permitted the construction of an interurban line through Yukon.[17]

A small rectangular wood-frame depot was constructed for the interurban line, and it was on the forefront of Yukon citizen demands before the interurban rail reached the city. Once the depot was constructed an improvised wooden platform was created of railroad ties laid side-by-side and with a

[13] "Dobry Mill Sale to Farmers Union Is Upheld By State Supreme Court," *Yukon Oklahoma Sun*, October 29, 1953; "Anton F. Dobry, Pioneer Resident And Founder Of Dobry Mills, Dies," *Yukon Oklahoma Sun,* November 22, 1951.

[14] "Yukon, No. 2 City," *Yukon Oklahoma Sun*, July 14, 1960.

[15] Savage.

[16] *History of Canadian County, Oklahoma.*

[17] Sara Nee Ball, *Yukon's First Hundred Years,* (Yukon, Yukon Centennial Commission, 1990), 23-29.

three-foot gap to the first step of the train car.[18] Conversations about constructing a new interurban depot began as early as 1914 using brick construction, and again in May 1916 with a new depot made out of wood.[19] The small interurban depot called "cracker-box", "shack", "box car depot" was replaced by 1920 with larger wood-framed **Interurban Depot (315-B West Main Street)** with separate passenger and freight room as well as a wooden platform.[20]

During the 1910s, economic stability and population growth showed in changes to downtown. Wood-framed businesses were replaced with brick and stone businesses. Spencer's Addition was platted as a residential area in 1895, in the belief that Yukon needed room for an expanding population. Downtown businesses supported the local economy and provided the goods and services needed. Businesses included warehouses, offices, banks, billiards halls, harness shops, general stores, agricultural-based stores, restaurants, bakers, hotels, etc...

During the 1910s, many Yukon residents owned a car with the first mention of new automobiles as early as May 1908 when the Mulvey Brothers purchased a new Moline Touring Car.[21] Many automobile-related businesses opened along Spencer Avenue not only for automobile-owning citizens, but the travelers moving between larger cities like Oklahoma City and El Reno. In 1911, the first garage opened on the south 400 Block of Spencer called Perry's Garage.[22] By 1920, there were garages, repair shops, and auto storage facilities. **517-519 West Main Street** had a garage with a 20-car capacity including an auto repair shop located in the rear. **449 West Main Street** had a garage with a 4-car capacity. **450 West Main Street** had a garage with an 8-car capacity including a repair shop. 416 West Main Street had a



FIGURE 7: CHEVROLET AD IN THE YUKON OKLAHOMA SUN; DATED NOVEMBER 9, 1933

[18] "Will Build Depot," *Yukon Oklahoma Sun*, August 26, 1910; "Interurban Talk," *Yukon Oklahoma Sun*, July 21, 1911.

[19] "A New Interurban Depot Soon," *Yukon Oklahoma Sun*, February 27, 1914.

[20] "Shall Interurban Co. Be allowed to Build in Fire Limits?" *Yukon Oklahoma Sun,* May 5, 1916; "Oklahoma Railway Co. Gives Yukon Patrons Poor Service," *Yukon Oklahoma Sun*, February 5, 1915; "The Interurban Station," *Yukon Oklahoma Sun*, February 20, 1919.

[21] "New Automobiles," *Yukon Sun*, May 8, 1908.

[22] "Local and Personal," *Yukon Sun*, June 23, 1911; Perry's Garage is non-extant.

garage with a 6-car capacity including a repair shop, and 320 West Main Street had a garage with a 25-car capacity including a repair shop.[23]

Yukon's initiative for growth and self-reliance allowed the town to miss the massive fires that have devastated other early main streets in Oklahoma. Since its inception in 1891, it steadily replaced wood-framed commercial structures with brick or stone buildings. Then with its incorporation as a town, it instantly created a volunteer fire department with a paid Fire Marshall and consequently passed ordinances establishing fire limits. However, there were two known fires that brought local attention. In 1931, the fire at the **Ketchum Lumber Yard (24 North 4th Street)** caused approximately $15,000 in damages. The lumber yard was originally constructed in 1901 and subsequently rebuilt by August 1933.[24] A second fire occurred in 1948 at the **Hart Motor Company (517 West Main Street)** was heavily damaged along the roof and east portion of the building.[25]



FIGURE 8: 24 NORTH 4TH STREET; PHOTO BY AUTHOR

Work Progressive Administration (WPA) and Civilian Conservation Corps (CCC) projects came to Yukon and the surrounding area during the Great Depression. One in four Americans across the country were unemployed, including Oklahoma. Some Oklahomans migrated along Route 66 to reach California while others who lived in rural areas moved to larger cities nearby like Oklahoma City. Yukon was the site of one of the CCC Camps located at the site of Yukon's future high school at 601 Oak Street, approximately two blocks from Main Street. Many of the projects included dirt work and building dams for local farmers. Some city-driven projects included replacing water mains,

[23] 416 W. Main St. and 320 W. Main St. are non-extant.

[24] "Ketcham Lumber Yar Has $15,000 Fire Loss," *Yukon Oklahoma Sun*, June 4, 1931; "Ketcham Lumber Co. Here 40 Year," *Yukon Oklahoma Sun*, November 9, 1933.

[25] "Hart Garage Hit By Blaze," *Yukon Oklahoma Sun*, September 23, 1948.

construction of a 300,000-gallon storage reservoir, and excavating for a concrete water tank, and constructing a new **City Hall**. In 1935, the City of Yukon filed an application to the Federal Public Works Administration to construct a municipal center to house a city hall, city jail, and fire equipment at **532 West Main Street**.[26] The new municipal center was designed by Hudgins, Thompson, and Ball, and it was completed in 1936 for $24,000. It was completed with fire-proof methods of reinforced steel frame with concrete interior walls and brick exterior walls.[27]



FIGURE 9: YUKON 1935 LOOKING WEST, TAKEN ON TOP OF DOBRY MILLS;
SOURCE: ROUTE 66 MAIN STREET ASSOCIATION; PHOTO BY JOSEPH SMICKE

Post World War II to 1975

Yukon during the 1940s through the 1960s began to experience its second building boom. Yukon's population remained steady since 1920 with 1,016 and grew steadily with a couple hundred added with each subsequent decade. Construction of downtown buildings originally surged during its first decade and remained steady; however, during the post-World War II, residents commented on a need for modern buildings and a new "look".

[26] *History of Canadian County, Oklahoma*, 32.

[27] "New Hall to House Jail, Fire Truck and Town Officials," *Yukon Oklahoma Sun,* June 25, 1936.

Many buildings received façade renovations. **440 West Main Street**, the former site of the United States Post Office, received "modernistic glass and native stone" for the new Neal Myers' Drug Store in 1955.[28] The **First National Bank** at **501 West Main Street** received a second-story addition for the Masonic Lodge by 1943. The former Hart Motor Company at **517-519 West Main Street** was converted into **Yukon Furniture Mart** and received a façade change with aluminum windows and rock chip exterior walls in the 1960s. Pink Miami stone for the Rainbow Cleaners was used to remodel the exterior of **405 West Main Street**.

Buildings included new construction on vacant lots and infill development between existing buildings. Three buildings were constructed east of the new City Hall for the **Larry Warren Theater (528 West Main Street)**, plumbing shop and dental office.[29] A new two-tenant building was constructed at **422-424 West Main Street** in 1951 where the former Yukon Hotel stood prior to a fire in 1949, and **Rainbow Cleaners (6 South 5th Street)** moved into a one-story store with a pink Miami stone exterior in 1960.[30] First National Bank moved from 501 West Main Street across the street to **500 West Main Street** in 1961 after being at its former location since 1892. It featured a modernistic building with a domed roof and offered drive-in facilities and off-street parking. At **545 West Main Street**, the small D-X Service Station was replaced with a 28.67 by 46.5 ft. steel **D-X Service Station** moved from Oklahoma City in 1955.[31]

During the 1960s and 1970s, Yukon's population increased significantly from 1,990 in 1950 to 3,076 in 1960. In 1960, businesses



FIGURE 10: RAINBOW CLEANERS DATED JANUARY 28, 1960; SOURCE: YUKON OKLAHOMA SUN



FIGURE 11: FIRST NATIONAL BANK; APRIL 26, 1962; SOURCE: YUKON OKLAHOMA SUN

[28] Editorial, *Yukon Oklahoma Sun,* December 8, 1955.
[29] "Building Boom Is Coming to Yukon," *Yukon Oklahoma Sun*, June 28, 1945.
[30] "Business Building Is Started Here," *Yukon Oklahoma Sun,* August 23, 1951; "New Cleaning Plant," *Yukon Oklahoma Sun*, January 28, 1960.
[31] Editorial, *Yukon Oklahoma Sun,* December 8, 1955.

located downtown included three grocery stores, two department stores, two restaurants, two banks, two dry cleaners, two auto supply stores, hardware and appliance, furniture, variety store, pharmacy, doctor's office, barber shop, tag agency, floral shop, funeral home, tavern, locker plant, drug store, and newspaper office.[32] The population increased again by approximately 37% in 1970 to 8,411. The downtown area continued as the commercial business district even after the bypassing of Route 66 in the 1960s with Interstate 40. Based on the 1978 Chamber of Commerce Map, several businesses listed were located along the entire stretch of East or West Main Street or within proximity of it. This included three auto dealerships, three real estate offices, three insurance offices, two banks, auto salvage shop, body shop, pharmacy, office supply, jewelry store, clothing store, and a savings and loan company.[33]

The Evolution of Transportation and the Impact of Route 66 in Yukon

Prior to A.N. Spencer purchasing the land to form Yukon from pioneers from the Land Run, means of travel were crude and non-existent for settlers. The closest cities to conduct business and trade included the El Reno, Frisco, and Oklahoma City, and the journey was arduous with no roads and railroads. There were a couple of rudimentary bridges located on the North Canadian River, so visitors could trade at the nearby town of Frisco and another pedestrian swinging bridge located near present-day Highway 4.[34] In addition, there was the pre-existing Chisholm Trail crossed through the intersection of present-day West Main Street and 9th Street and was used as a cattle herding trail between Texas and Kansas across Indian Territory (Oklahoma) during the late 19th century.

Financial assistance and the technology for the maintenance and improvement of roads was non-existent. What maintenance and improvement that was provided was the responsibility of the township and local men to grade roads.[35] During the Civil War, few roads were constructed in Canadian County including a few cattle trails, which were not improved and rough. The first roads in Canadian County were established along the easiest routes based on the grade of the terrain and

[32] Route 66 Main Street, vertical files.

[33] Yukon Chamber of Commerce, "Yukon, Czech capital of Oklahoma Copyrighted, not able to be reproduced," 1978, OSU Digital Collections https://dc.library.okstate.edu/digital/collection/OKMaps/id/8299.

[34] *History of Canadian County, Oklahoma*, 173.

[35] Dianna Everett, "Good Roads Association," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=GO009.

location of streams and woodlands. The Organic Act created on May 2, 1890 was the first mandate within Indian Territory for the creation and maintenance of public roads. While the Organic Act was tailored to create separate Oklahoma District and Indian Territories, it held a provision for section line "highways" which included narrow dirt roads on each one-mile square section.[36]

Momentum for road improvement and infrastructure grew slowly throughout the late 19th century and early 20th century. The National Good Roads Association was founded in 1893, and by 1904, the Oklahoma-Indian Territory Good Roads Association was formed.[37] The Oklahoma Good Roads Association promoted the benefits of a highway transportation network that connected cities and communities. The economic benefit was the ease and efficiently of travel for trade and business while the social benefit was the ease to travel for pleasure on all-weather roads. As the Yukon community matured it desired regulation and improvements for road maintenance, later being one of the chief causes for incorporating in 1901. Previously Yukon utilized collections for road maintenance, and citizens urged each other through newspaper articles to hitch a king road drag on their way to town to smooth the roads after rain showers.[38]

The Oklahoma State Highway Department was formed in 1907 and began to function in 1911. Without any revenue for road construction or maintenance, owners of motor vehicles were required to pay an annual license of $1. Sidney Suggs, the first highway commissioner, envisioned six highways through Oklahoma, and by 1914, the planned Oklahoma highway system proposed 2,400 miles of roadway.[39] Booster groups supported named highways with the state highway department later changing them to numbered highways in the 1920s. By 1925, Oklahoma had 31 numbered highways, and to alleviate confusion of changing names, pamphlets were provided to its citizens on the best routes to take. In "Oklahoma Highway Guide: Facts for Folks," Yukon located on the Postal Highway through its Main Street was changed to Highway No. 3. The portion of Postal Highway running through Yukon would later be designated as part of Route 66.

During the early 20th century, Yukon received another form of transportation when the interurban line from Oklahoma City to El Reno was proposed. With Oklahoma's admission into statehood in 1907, Oklahoma City became the state capital three years later, causing a population boom. Oklahoma City had an established street railway system to accommodate residents' transportation

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[36] Dianna Everett, "Organic Act (1890)," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=OR004.

[37] The Oklahoma-Indian Territory Goods Roads Association changed their name to the Oklahoma Good Roads Association in 1906.

[38] "Interurban Talk," *Yukon Oklahoma Sun*, July 21, 1911.

[39] Dianna Everett, "Highways," *The Encyclopedia of Oklahoma History and Culture*, https://www.okhistory.org/publications/enc/entry.php?entry=HI004.

needs with lines heading west and north. The street system gained so much popularity that El Reno arranged with Oklahoma City to connect as an interurban line.[40] The question lingered since 1908 if or when the interurban line would finally make its way to Yukon and onward to El Reno. Both El Reno and Oklahoma City companies intended on starting construction on the rail lines in their prospective cities, and in 1909, a prospective company owned by L.E. Patterson, proposed terminal stops in smaller cities between El Reno and Oklahoma City, such as Yukon, to supplement the income to assist a return on the investment. Yukon gained access first due to its proximity to Oklahoma City in July 1910 with the tracks stopping before the Chicago, Rock Island and Pacific Railway Company right-of-way. The interurban rail line provided access between El Reno and Oklahoma City and a small depot was constructed the following year before a larger depot was constructed in 1920.[41] El Reno finished construction on the remainder of the interurban from Yukon to El Reno in 1911 completing access for travelers between Oklahoma City and El Reno.[42]

Throughout the 1910s, more automobiles began to matriculate, and the state annual motor license increased on March 22, 1919 to $10 or more to register motor vehicles and provided a number plate. With more automobiles, reliable roads were needed to transport goods and people from one place to another. A 2 ½ cent tax per gallon was passed at a special session of the legislature in 1924, in which the county where the tax was collected received 1 cent of the tax. The remaining 1 ½ cents went toward state highway construction and maintenance.

Canadian County was on the forefront for improving its roads, and Yukon received approval for its first paved road along Spencer Avenue (West Main Street) in 1925. Paving began on West 39th Street leaving Oklahoma City extending to Yukon with the Oklahoma State Highway Department paying for the cost of grading and drainage. The two-thirds of the paving of Spencer Avenue was provided by the Oklahoma State Highway Department and Canadian County paid the remaining one-third out of the automobile tax money at an estimated cost of $135,000.[43] The project was given to the Connelly Brothers who started the grading and culvert work on Spencer Avenue in May 1926.[44]

When Route 66 was designated on December 7, 1926, East Canadian County and Yukon representative, C. C. Coyle, returned from the National Route 66 meeting in early February 1927 and

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[40] *History of Canadian County, Oklahoma*; Heather Goodson, Maryellen Russo, Mikayla Brown and Rebecca Wallisch, "Oklahoma; Route 66 In Oklahoma City Historic Context Project Report" Oklahoma City, Survey Report, 2020, 14.

[41] *History of Canadian County, Oklahoma*; "Hourly Service: Interurban People Send In A Car Every Thirty Minutes," *Yukon Oklahoma Sun*, July 22, 1910.

[42] Ibid.

[43] "Agreement is Reached on Project to Pave to Yukon," *Yukon Oklahoma Sun,* May 21, 1925.

[44] "Paving Work Progressing," *Yukon Oklahoma Sun,* May 20, 1926.

stated he was "to come back home and tell Canadian county that the eyes along the Main Street of America, from Chicago to Los Angeles, would be upon us…"[45] When Route 66 was created, the roads and highways designated for its use were not established modern highways. The roads of Route 66 across the state consisted of dirt, gravel, and pavement.[46] If Route 66 was destined to be a main transportation arterial, the state highway department started efforts to pave unpaved segments of the highway across Oklahoma and upgrading portions in despair.[47] Yukon had already started construction of paving Spencer Avenue, the newly designated Route 66, earlier that year, and Canadian County citizens voted in 1927 for a $1,000,000 bond for paving and graveling. Half of the amount was proposed to match a $1,000,000 appropriation of state and federal aid money to pave state highways from Yukon to Geary and from Okarche to the Union City bridge. The remaining half million was to gravel approximately 60 miles of county roadways that received heaviest amount of traffic.[48] By 1930, El Reno to Oklahoma City was paved and 80 miles of county roads had gravel.[49]

The effect of the automobile in Oklahoma City and the towns it serviced like Yukon, Guthrie, and Edmond, caused a loss of $40,000 for the Oklahoma Railway Company's interurban line to El Reno to the west and Edmond to the north; in addition, a substantial investment was required to repair existing lines. The Oklahoma Railway Company filed an application to the State of Oklahoma to discontinue service and was approved. The line to Yukon via El Reno was discontinued on November 9, 1946.[50]

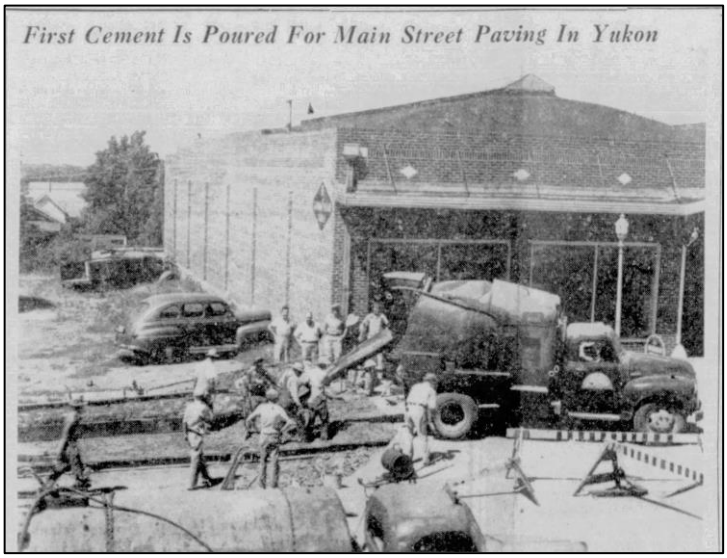


FIGURE 12: PAVING ROUTE 66 ALONG NEAR THE NORTHEAST CORNER OF 6TH AND MAIN STREET; SOURCE: YUKON OKLAHOMA SUN

Between the growth of Oklahoma City and popularity of Route 66, Yukon's traffic along Route 66 progressively increased. On August 14, 1951, Main Street (formerly Spencer Avenue) began pouring new cement to widen Route 66 from a two-

[45] "U.S. Highway No. 66," *Yukon Oklahoma Sun*, February 10, 1927.

[46] Michael Cassidy, "Final Survey Report For the Oklahoma Route 66 Historic Resources Survey 1926-1970, " (Report: Oklahoma State Historic Preservation Office, 2002), 12.

[47] Heather Goodson, Maryellen Russo, Mikayla Brown and Rebecca Wallisch, 26.

[48] "February 23 Set As Date For Road Bond Voting," *Yukon Oklahoma Sun,* January 20, 1927; *History of Canadian County*, 45-46.

[49] *History of Canadian County*, 46.

[50]"No Interurban Service In 10 Days," *Yukon Oklahoma Sun,* October 31, 1946.

lane to a four-lane road starting west of the Chicago, Rock Island, and Pacific Railroad tracks in Yukon and extend east slightly over a mile and a half. The intention was to remove the bottleneck affect east of Yukon and provide structured interchange to a farm-to-market route via 10th Street to Oklahoma City. The contract was awarded to the Amis Construction Company of Oklahoma City for



FIGURE 13: BEFORE AND AFTER PHOTOGRAPHS OF US-66 AND US-270 - C. 1951; SOURCE: OKLAHOMA HISTORICAL SOCIETY

a bid of $285,825.47.[51] Along with widening the roads, Yukon's West Main Street from the 500 block to the western edge of city would be more attractive for travelers and residents with the removal of telephone poles and lines and new sidewalks and curbing constructed.[52]

When the Federal Aid Highway Act of 1956 established the Interstate Highway program for the nation, officials in the state and in larger municipalities dreamed of a connected highway network, the domino effect to the smaller communities was imminent. Oklahoma City's Route 66 was supplanted by portions of Interstate 35, Interstate 40, and Interstate 44. During the 1950s and 1960s, Interstate 40 would supplant Route 66 in Yukon and Canadian County. Interstate construction was a piecemeal effort west of Oklahoma City to the Texas border, and Interstate 40 was constructed through the southern portion of Yukon. By 1967, Interstate 40 connecting Oklahoma City and Yukon would be completed.[53] Lastly, when the interstate system bypassing Route 66 was completed in the 1970s, the U.S. Highway 66 Association was disbanded in 1976.

[51] "$285,825 Yukon Highway Contract Awarded," *Yukon Oklahoma Sun,* December 9, 1948.

[52] "First Cement Is Poured For Main Street Paving In Yukon," *Yukon Oklahoma Sun*, August 16, 1951; Editorial, *Yukon Oklahoma Sun,* August 16, 1951.

[53] Joe Sonderman and Jim Ross, *Route 66 in Oklahoma*, (Charleston: Arcadia Publishing, 2011), 8.

RESULTS AND RECOMMENDATIONS

NUMBER OF RESOURCES SURVEYED

Within the survey boundary, 57 properties were surveyed. Buildings in the survey area included one to two-story commercial businesses, civic uses, religious uses, warehouses, and manufacturing facilities. The Mulvey Mercantile located at 425 West Main Street is excluded from the survey results as it was previously listed on the National Register of Historic Places.

CRITERIA FOR DESIGNATION TO THE NATIONAL REGISTER OF HISTORIC PLACES

All properties within the Downtown Yukon survey boundary were considered for designation in the National Register of Historic Places. This includes listing as an individual property, potential historic district, or combination thereof as well as meeting the criteria under the *Route 66 and Associated Historic Resource in Oklahoma Multiple Property Documentation Form* (*MPDF*).

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded, or may be likely to yield, information important to prehistory or history.

Additionally, a property must have sufficient integrity to convey its significance. According to National Register Bulletin 15, the seven aspects of integrity are as follows:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

ARCHITECTURAL STYLES & PROPERTY TYPES

Commercial

The majority of downtown Yukon's architecture features the commercial-style. This includes variation of one-part commercial block featuring a one-story building with simple brick detailing, glass windows with transoms. The other common commercial type is the two-part commercial block. Yukon two-part commercial block features no more than two-stories with a distinct horizontal separation between the first story and the second story using a band. The only enframed block commercial type is City Hall with the pilasters along the façade, classical elements, and narrow bays. Lastly, the First National Bank at 501 West Main Street shows some detailing of a vault commercial type with the large arched entry and emphasis on the first story by using larger arched windows on the first story and smaller windows on the second story.

Modern Movement Commercial

The Modern Movement commercial buildings in Yukon are typically large one-story buildings devoid of ornamentation by using one exterior wall material, and large panes of glass for windows. These buildings are free-standing and provide off-street parking on site to accommodate the automotive user.

Classical Revival

There are two Classical Revival style buildings within the survey area. The Yukon City Hall at 532 West Main Street features the commercial enframed block type, but a representative of the Classical Revival style. The Yukon Flour Mill Office at 301 Elm Avenue features simplified elements of the Classical as a commercial office.

Manufacturing Facility

The Yukon Mill and Grain Company and Dobry Mills Inc./Oklahoma Farmers Union Cooperative buildings were the only known manufacturing facilities within the survey area. These buildings are monolithic towers that feature massive concrete warehouses and cylinder storage bins.

ARCHITECTURAL STYLES

STYLE	TOTAL	PERCENTAGE
NO DISTINCTIVE STYLE	8	14.0%
CLASSICAL REVIVAL	2	3.5%
COMMERCIAL STYLE	39	68.4%
MODERN MOVEMENT	8	14.0%
	57	**100.0%**

CONSTRUCTION DATES

The approximate date of construction within the survey area begins in 1893 with the First National Bank at 501 West Main Street. The last construction was completed about 1997 with the Oklahoma Czech Inc. building at 25 North 5th Street. The development of the survey area occurred steadily leading up to World War II. Prior to 1940, 61.4% of the existing building stock was constructed, and Post 1940, new construction continued at lower numbers with a peak of five new buildings between 1966-1970. After 1970, construction waned until 1980.

CONSTRUCTION DATE RANGES		
YEAR RANGE	**PROPERTIES**	**TOTAL %**
PRE-1900	9	15.8%
1900-1905	2	3.5%
1906-1910	2	3.5%
1911-1915	5	8.8%
1916-1920	4	7.0%
1921-1925	3	5.3%
1926-1930	4	7.0%
1931-1935	4	7.0%
1936-1940	2	3.5%
1941-1945	2	3.5%
1946-1950	4	7.0%
1951-1955	3	5.3%
1956-1960	1	1.8%
1961-1965	1	1.8%
1966-1970	5	8.8%
1971-1975	0	0.0%
1976-1980	0	0.0%
Post 1980	6	10.5%
	57	**100.00%**

CURRENT USES

The most prevalent use within the survey are business uses with 59.6%. Other uses found included professional offices, warehouses, and financial institutions to name a few. Any saloons or bars were included as a restaurant.

CURRENT USE		
SUBCATEGORY	**PROPERTIES**	**TOTAL %**
BUSINESS	34	59.6%
PROFESSIONAL	2	3.5%
FINANCIAL INSTITUTION	2	3.5%
SPECIALTY STORE	2	3.5%
RESTAURANT	2	3.5%
WAREHOUSE	3	5.3%
MEETING HALL	1	1.8%
CITY HALL	3	5.3%
RELIGIOUS STRUCTURE	1	1.8%
MANUFACTURING FACILITY	2	3.5%
VACANT/NOT IN USE	5	8.8%
TOTAL	**57**	**100.0%**

DOWNTOWN YUKON HISTORIC DISTRICT

Downtown Yukon Commercial Historic District is eligible for listing in the National Register of Historic Places for local significance under Criterion A in the area of Commerce. The potential historic district is roughly bounded by North 6th Street to the west, the alley north of the 500 and partial 400 block of West Main Street then follow Cedar Street to the north, and North 1st Street to the east. The south boundary line is described as proceeding along alley between West Main Street and Elm Street then following South 4th Street to Elm Street before returning north to West Main Street. Within the boundary, 45 properties retain sufficient integrity to be contributing. Eleven properties do not retain sufficient integrity or do not meet the 50 year threshold for the National Register of Historic Places, and they are considered non-contributing to the potential historic district. One resource, the Mulvey Mercantile at 425 West Main Street, was previously listed on the National Register of Historic Places in 1982 (NRIS 82003670).

All the buildings were constructed between the period of 1891-1970 except four properties constructed after 1970. The buildings are centered within the original business district of Yukon, Oklahoma when the town was platted in 1891. The potential Downtown Yukon Historic District comprises an excellent representation of different methods of construction and a variety of businesses that represent the evolution of the town's growth as a budding railroad and agricultural community when it was founded in 1891. The historic downtown's beginnings started with brick one-part and two-block commercial-style businesses then rapidly grew with the designation of Route 66 and its proximity to the state capitol. The appearance of auto repair and filling stations catered to automotive owner and traveler causing a significant population peak in the 1950s and 1960s. Modern commercial infill development was occurring with modern, sleek materials and existing storefronts receiving modern "face-lifts" or "slipcovers". The period of significance ends in 1970 when building construction waned.

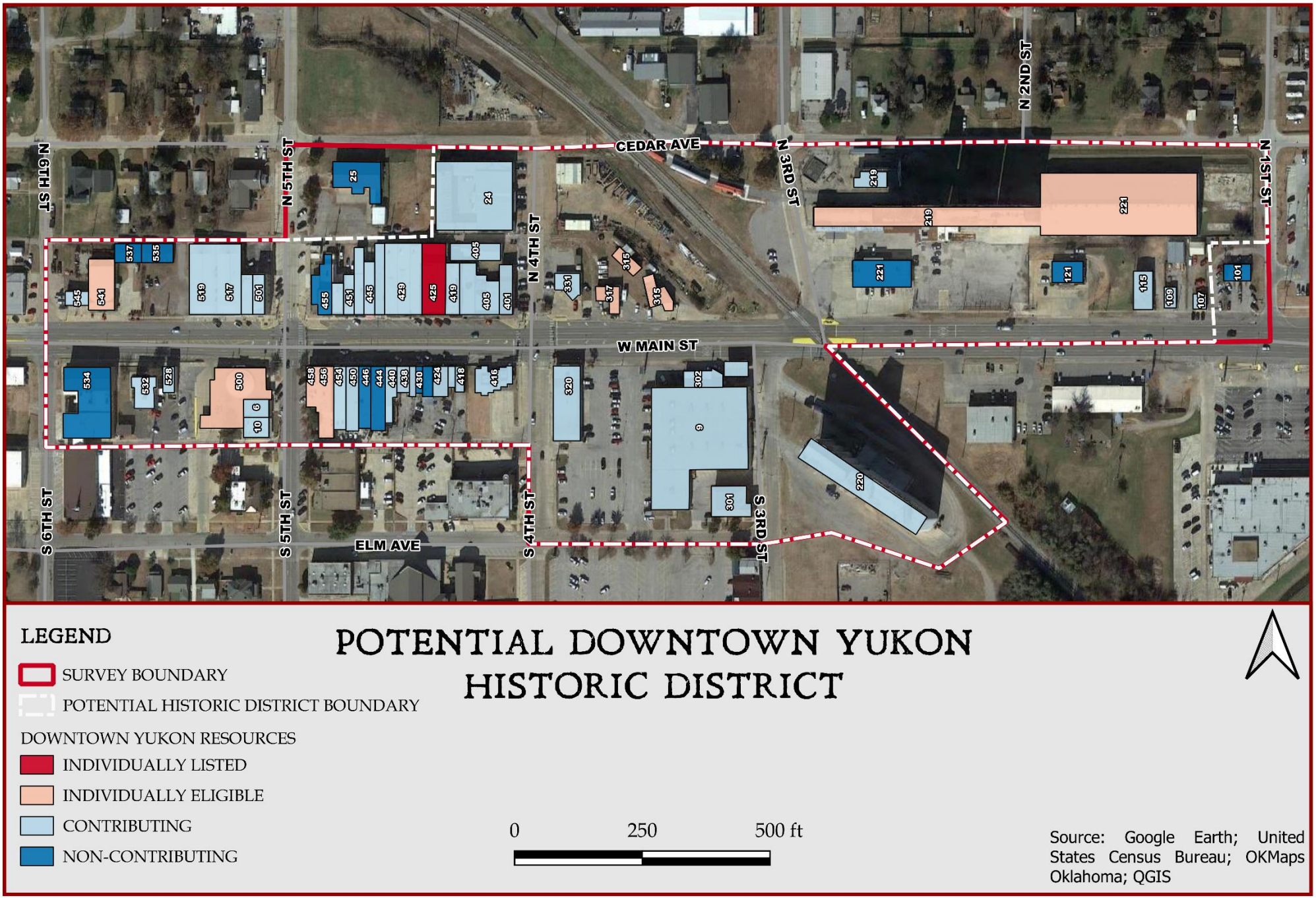


FIGURE 14: MAP; POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT

INDIVIDUAL PROPERTIES THAT WARRANT FURTHER RESEARCH

Dobry Flour Mill / Oklahoma Farmers Union Cooperative — 219-221 West Main Street
Criterion A – Commerce

Interurban Rail Depot — 315 West Main Street
Criterion A – Transportation

Bass Mercantile Building — 456-458 West Main Street
Criterion A – Commerce

First National Bank of Yukon — 500 West Main Street
Criterion A & C – Commerce/Architecture

Properties Associated with Route 66

During the research, properties associated with Route 66 were identified and evaluated for eligibility to the National Register of Historic Places. These included identifying any roadbeds, automobile service stations, restaurants, diners, motels, and travel stops. The "Final Survey Report for the Oklahoma Route 66 Historic Resources Survey, 1926-1970," previously identified three properties associated with Route 66 in Yukon. The Texaco Service Station at 315 W. Main St. was considered eligible. Blake's DX Service Station at 543 W. Main St. and Star Courts at 945 W. Main St.[54] were considered not eligible due to alterations.

The following properties were identified with their association with Route 66:

HISTORIC NAME	OTHER HISTORIC NAMES		ADDRESS	ELIGIBILITY
CECIL'S ROUTE 66 SERVICE STATION	CECIL'S ROUTE 66 SERVICE STATION	302	WEST MAIN STREET	Not eligible due to alterations to the garage doors and windows.
PARTAIN'S SERVICE STATION	PRESTON SERVICE STATION	315	WEST MAIN STREET	Not eligible due to alterations to the windows.
MILLER'S 66 STATION	TEXACO SERVICE STATION	317	WEST MAIN STREET	Eligible under Criterion A for Transportation and Commerce
MARLAND SERVICE STATION	YUKON CLINIC	331	WEST MAIN STREET	Not eligible due to alterations and rear addition after the service station left
YUKON FURNITURE MART	HART MOTOR COMPANY	517-519	WEST MAIN STREET	Not eligible due to alterations to the fenestration and façade.

[54] This property is outside the survey area.

	(FORD)/GRIESEL MOTOR (FORD)			
YUKON MOTOR COMPANY	YUKON MOTOR COMPANY (CHEVROLET)	541	WEST MAIN STREET	Eligible under Criterion A for Transportation and Commerce
BLAKE'S D-X SERVICE STATION	BLAKE'S D-X SERVICE STATION	545	WEST MAIN STREET	Not eligible due to alterations to the fenestration and façade.

CERTIFIED LOCAL GOVERNMENT PROGRAM

The City of Yukon would benefit from the Certified Local Government (CLG) program. The CLG Program is a result of the 1980 Congressional amendment to the National Historic Preservation Act of 1966. The CLG program is a partnership between federal, state, tribal, and local governments for historic preservation and identify, evaluate, and protect the buildings, structures, districts, sites, and objects significant to an area, city, region, or nation's history. The CLG Program is administered through the Oklahoma Historical Society through the State Historic Preservation Office. Oklahoma has twelve participating cities within the program.

Participation in the CLG program requires enforcement of a historic preservation ordinance and any other requirements by the State Historic Preservation Office (SHPO). Benefits within the program is an increased public awareness of the city's historic and culture resources, improves management of historic properties, and integrates historic preservation into the local planning process. Communities can provide input for properties nominated to the National Register of Historic Places and receive matching grants from the SHPO's Historic Preservation Fund allocation from the National Park Service.

Within the CLG program, a historic preservation ordinance would allow the creation of a Historic Preservation Commission and Historic Preservation (HP) Overlay Zoning. Properties or historic districts nominated for HPC Overlay Zoning are not listed always listed on the National Register of Historic Places and vice versa. HP Overlay Zoning assists property owners to preserve and protect the distinct architectural characteristics of its historic buildings by adopting local design guidelines. It also provides assurance that the setting and character of an area can be preserved with a clear set of design principles for alterations and new construction. Over time, properties under HP Overlay Zoning see an increase in property values and popularity.

AREAS EXAMINED THAT DO NOT MEET THE INDIVIDUAL ELIGIBILITY CRITERIA

The following properties do not warrant further review for individual eligibility to the National Register of Historic Places.

	ADDRESS	ELIGIBILITY
301	ELM AVENUE	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
24	NORTH 4TH STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
25	NORTH 5TH STREET	LESS THAN 50 YEARS OLD
6	SOUTH 5TH STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
10	SOUTH 5TH STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
101	WEST MAIN STREET	LESS THAN 50 YEARS OLD
107	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
109	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
115	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
121	WEST MAIN STREET	LESS THAN 50 YEARS OLD
220	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
221	WEST MAIN STREET	LESS THAN 50 YEARS OLD
302	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
320	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
331	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
401	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
405	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
405-B	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
416	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
418	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
419	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
420	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
422-424	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT

428	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
429	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
430	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
432	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
438	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
440	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
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444	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
445	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
446	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
449	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
450	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
451	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
453	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
454	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
455	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
456-458	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
501	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
505	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
517-519	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
528	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
532	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT
534	WEST MAIN STREET	NOT ELIGIBLE DUE TO ALTERATIONS TO FENESTRATION AND FAÇADE
535	WEST MAIN STREET	LESS THAN 50 YEARS OLD
537	WEST MAIN STREET	LESS THAN 50 YEARS OLD
545	WEST MAIN STREET	CONTRIBUTING TO THE POTENTIAL DOWNTOWN YUKON HISTORIC DISTRICT

SUMMARY

The architectural/historic survey of Downtown Yukon, Oklahoma warrants further examination as a potential historic district to the National Register of Historic Places. Within the survey boundary, 45 properties retain sufficient integrity to be contributing. Downtown Yukon represents the original business district when the town was platted in 1891, and the potential Downtown Yukon Historic District comprises an excellent representation of different methods of construction and a variety of businesses that represent the evolution of the town's growth as a budding railroad and agricultural community when it was founded in 1891. It evolved into an automotive community due to the proximity to the Oklahoma Capitol as well as the designation of Route 66. The appearance of auto repair and filling stations catered to automotive owners and travelers causing a significant population peak in the 1950s and 1960s. Lastly, modern movement commercial buildings were constructed with modern, sleek materials and existing storefronts receiving modern "face-lifts" or "slipcovers".

ANNOTATED BIBLIOGRAPHY

Ball, Sara Nee. "Historical Notebook: The Early Beginnings Of Yukon." *Yukon Review*. February 12, 1976.

This resource provides a context for before it was established and the first years of its establishment.

_____. *Yukon's First Hundred Years.* Yukon, OK, Yukon Centennial Commission, 1990.

This resource provides a historic context of the City of Yukon during its first 100 years. It includes context for patterns of development, location of some businesses as well as images.

Canadian County Courier and Courier-Tribune. "Yukon. The Young Giant of Canadian County." April 23, 1891.

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Yukon Oklahoma Sun. "$285,825 Yukon Highway Contract Awarded." December 9, 1948.

The newspaper articles from the *Yukon Oklahoma Sun* and *Yukon Sun* were derived for a variety of purposes. The collection of articles listed below and annotated within the survey forms were to provide a historic context and development of Yukon, identify the construction and use of each building, and identify properties associated with Route 66. Some newspaper articles used during the course of the research included business ads, photographs, editorials columns, and new stories.

_____. "Agreement is Reached on Project to Pave to Yukon." May 21, 1925.

_____. "Anton F. Dobry, Pioneer Resident And Founder Of Dobry Mills, Dies," November 22, 1951.

_____. "Bass Grocery Here Due Grand Opening," August 11, 1960.

_____. "Building Boom Is Coming to Yukon." June 28, 1945.

_____. "Business Building Is Started Here." August 23, 1951.

_____. Editorial. August 16, 1951.

_____. Editorial. December 8, 1955.

_____. "Dobry Mill Sale to Farmers Union Is Upheld By State Supreme Court." October 29, 1953.

_____. "February 23 Set As Date For Road Bond Voting." January 20, 1927.

_____. "First Cement Is Poured For Main Street Paving In Yukon." August 16, 1951.

_____. “Hart Garage Hit By Blaze.” September 23, 1948.

_____. “Hourly Service: Interurban People Send In A Car Every Thirty Minutes.” July 22, 1910.

_____. “Interurban Talk.” July 21, 1911.

_____. “Ketcham Lumber Co. Here 40 Year.” November 9, 1933.

_____. “Ketcham Lumber Yard Has $15,000 Fire Loss.” June 4, 1931.

_____. “New Cleaning Plant.” January 28, 1960.

_____. “New Hall to House Jail, Fire Truck and Town Officials.” June 25, 1936.

_____. “No Interurban Service In 10 Days.” October 31, 1946.

_____. “Oklahoma Railway Co. Gives Yukon Patrons Poor Service.” February 5, 1915.

_____. “Paving Work Progressing.” May 20, 1926.

_____. “Shall Interurban Co. Be allowed to Build in Fire Limits?” May 5, 1916.

_____. “The Interurban Station.” February 20, 1919.

_____. “U.S. Highway No. 66.” February 10, 1927.

_____. “Will Build Depot.” August 26, 1910.

_____. “Yukon, No. 2 City.” July 14, 1960.

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_____. “New Automobiles.” May 8, 1908.