

# Bartlesville
# Reconnaissance Level Survey
# 2007

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In February 2007, the Oklahoma State Historic Preservation Office (SHPO) began a reconnaissance level survey of the city of Bartlesville. The principal investigator for this project was Kelli Gaston, Historian and Survey Coordinator for the SHPO. Fieldwork was completed between the months of February and April. Additional archival research took place prior to and following the field survey. This project was conducted in cooperation with the city of Bartlesville for the purpose of identifying historic and architectural resources in that community.

## What is a Survey?

A survey is the systematic process of identifying and recording historic buildings, structures, objects, districts, and sites. Surveys may be organized to look at all of the resources within a fairly small geographical area, such as a residential neighborhood, the incorporated city limits of a city, or a section of land. Surveys may also identify resources relating to a specific theme within a county, region, or state.

## Why Undertake a Survey?

The principal purpose of a survey is to gather the information needed to plan for the wise use of a community's resources. The historic resources in a community or neighborhood give it special character and cultural depth. To use those resources effectively, to respect their value, and to extend their lives, it is necessary to integrate historic preservation into community planning. Survey information can be used to prepare a preservation plan that helps the community establish policies, procedures, and strategies for maintaining and enhancing those resources that make the community special. The data can also facilitate the review of federally funded or permitted projects that are subject to compliance with Section 106 of the National Historic Preservation Act of 1966.

## How is Survey Information Used?

Survey information is used for a variety of purposes

- To identify and to document individual properties and districts eligible for listing in the National Register of Historic Places;
- To identify districts, individual properties, or archeological sites that warrant further study;
- To identify areas that are not eligible for the National Register and warrant no further study at the time of the survey;
- To document the existence and distribution of specific property types;
- To provide a context for evaluating properties nominated to the National Register; and
- To assist in long-range planning for the protection of significant resources.

## Types of Surveys

Intensive:

In an *intensive* survey, the goal is to document all historic buildings, structures, sites, objects, and potential districts in the study area. Detailed research is conducted on each individually property, sufficient to enable an evaluation of the property's eligibility for listing in the National Register.

Reconnaissance:

The goal of a *reconnaissance* level survey is to estimate the distribution of historic properties in an area and to identify individual properties and areas that warrant further study. As such, it becomes the foundation for future survey and research efforts. Reconnaissance surveys generally fall into two categories: windshield survey and sample survey. In a windshield survey, researchers drive the streets

and roads of a defined geographical area (the study unit). The basic purpose of the windshield survey is to get a general picture of the distribution of different types and styles of properties, and of the character of different neighborhoods. Representative streetscape photographs that characterize the area are then taken and ultimately, a short description is written describing the character of the study unit. The purpose of the sample survey is to record minimum-level documentation on all properties that appear to be eligible for listing in the National Register and on representative properties within the study unit. Minimum-level documentation includes a survey form and photographs. Included photographs were taken by the surveyor and are on file at the SHPO unless otherwise noted. In Oklahoma, a reconnaissance level survey generally includes elements of both the windshield and sample survey.

## Methodology

In 1988, an *intensive* level survey of the Bartlesville downtown area was conducted by Oklahoma State University in conjunction with the Oklahoma SHPO. At that time, a historic context was developed for the entire city although its focus was primarily on the downtown area. Building upon that earlier survey, in the spring of 2007, the Oklahoma SHPO conducted a reconnaissance level survey of historic buildings, sites, structures, objects, and districts beyond the city's downtown core dating from the city's settlement to approximately 1957. The purpose of this project was to gain a better understanding of historical and architectural resources extant in the community – to identify individually eligible properties as well as potentially eligible districts for further intensive level study in the future.

The reconnaissance survey process involves conducting a windshield survey of areas within the study boundaries. Literally, this translates into driving city streets in order to gain a better understanding of what types of properties exist and where. Utilizing guidelines established in *National Register Bulletin 24: Guidelines for Local Survey – A Basis for Preservation Planning* as well as the Oklahoma SHPO's *Architectural/Historic Resource Survey: A Field Guide*, the windshield survey of Bartlesville also included property sampling. In larger survey areas, like the city of Bartlesville, it may not be possible or necessary to drive every street for a preliminary study. According to National Register Bulletin 24, "In this kind of reconnaissance, sample blocks, streets, or other units are selected that are thought likely to be representative of entire sub areas of the survey area . . .These samples are then inspected using standard windshield survey methods, and used as the basis for generalizing about the resources of the various sub areas." The Oklahoma SHPO requires sample properties to be representative of those found throughout the area, these are to include the following: 1) exceptional properties, 2) typical properties, 3) properties that have lost their integrity, and 4) intrusions (new construction). The number of properties sample will depend on the size of the study unit and the amount of variation within the area. Properties chosen as representative samples are then documented by the completion of a Historic Preservation Resource Identification Form and are photographed.

## Preliminary Research

Prior to beginning fieldwork, the surveyor reviewed documentary and archival sources relating to Bartlesville and Washington County. The 1988 survey was extremely helpful in providing a starting point for the research process. Resources utilized include Sanborn Fire Insurance Maps, oral history collections housed in the Research Division at the Oklahoma History Center, local histories, historic photographs, and other relevant sources.

## History of Bartlesville

Bartlesville, Oklahoma is perhaps best known as the corporate headquarters of the Phillips Petroleum Company, and the influence of Phillips, and oil in general, seem to pervade the community. It is a truly remarkable city, enjoying many amenities one would not expect to find in a northeastern Oklahoma county seat of some 30,000 residents. It boasts one of the most educated and cosmopolitan populations anywhere. Its downtown contains several modern skyscrapers, including Frank Lloyd Wright's world-renowned Price Tower.

Many would indeed attribute the city's uniqueness to Phillips and to oil, but they would be historically shortsighted in doing so. Bartlesville enjoys a rich and varied history, which dates back to its original Caddoan native inhabitants and stretches forward to its present status as the host of a multinational corporation. Through the period immediately following World War II, when Phillips began expanding into a worldwide concern, this past may be divided into four major eras.

Native Americans and Euro-American exploration marked the period between 1500 and 1860. When Europeans arrived in the New World, Caddoan-speaking peoples, including the Wichita and Caddo proper, inhabited the area around Bartlesville. They led a relatively sedentary existence, living in large farming villages. During the seventeenth century, the increasing pressures of European expansion caused tribal dislocations through North America, and as a result the area became the domain of the Osage. Yet, for almost two hundred years, the Bartlesville vicinity lay outside the thrust of Euro-American exploration. The only documented passage through the territory was the Glenn-Fowler expedition of 1821. Even they, however, apparently missed the city's future site on their circuitous journey from Fort Smith to Santa Fe. Eventually, the federal government's policy of removal resulted in the Osage leaving for southern Kansas and the arrival of the Cherokee in the early 1830s after suffering the Trail of Tears. Once in what became known as Indian Territory, they established a republican form of government and vibrant society.

Permanent white settlement of the Bartlesville area occurred between 1860 and 1899. The first whites to enter what was the Coowescowee district of the Cherokee Nation were men who had married into either the Cherokee tribe or the Delaware, who came to Indian Territory under the provisions of the Reconstruction treaties imposed on the Five Civilized Tribes following their allegiance to the Confederacy during the Civil War. Joel Mayes Bryan, who erected a trading post on the shores of Silver Lake, about six miles south of Bartlesville, was one of these early settlers. So was Nelson Carr who erected a gristmill in 1870 on the horseshoe bend of the Caney River where the future city developed. Carr sold this mill in 1875 to Jacob H. Bartles, another intermarried white, who expanded the facility and established a community on the north bank of the river. After two of his former employees – George B. Keeler and William Johnstone – established a competitive store on the south side, a rival community developed. Both settlements pinned their future economic hopes on agriculture and livestock. But when the Nellie Johnstone Number One, Oklahoma's first commercial oil well, gushed in on April 15, 1897, their fortunes changed forever. Oil and gas promised a bright and prosperous future, but its full production awaited the transportation to bring it to market.

The arrival of the Atchison, Topeka, and Santa Fe Railroad in July 1899 set off a boom that lasted through World War I. With transportation available – and allotment and the Osage blanket leasing easing production on Indian lands – Bartlesville was transformed from a small village of clapboard construction to an oil city of stone and brick. The south-side community benefited from all this activity, since Bartles moved his settlement five miles north to establish Dewey after failing to win the railroad depot for the north side. Between 1900 and 1920, the population of Bartlesville exploded from 698 to 14,417. Such growth naturally strained the city's ability to provide municipal services, and a severe housing shortage existed in 1904. Nevertheless, a progressive city government (formed after Bartlesville's 1897 incorporation) and a civic-minded citizenry combined to provide a modern infrastructure, which included and interurban rail line. Bartlesville became the headquarters of over 150 oil companies during this period, but the presence of nearby natural gas and proximity to the Tri-State Mining District also made it into an important zinc-smelting

center. The formal organization of the Phillips Petroleum Company in 1917 serves as a convenient transition into the fourth, and final, major era.

A consolidation of the gains won during the early twentieth century boom characterized the years between 1918 and 1950. The forces that would drive the city's future development were already in place. Building, and improving upon this foundation, Bartlesville entered a period of constant, albeit unspectacular, growth. Its population, for instead, increased only by 4811 from 1920 to 1950. As the zinc smelters declined in importance following World War I, the city's economic ties to oil correspondingly strengthened. By 1936, Cities Services and Phillips Petroleum dominated. Other petroleum related companies, such as Reda Pump and H.C. Price Company, gained worldwide markets in these years and thus became important contributors to the city's economy. Bartlesville, like everywhere else, endured the Great Depression of the 1930s. It seemed, however, to suffer less than most thanks to an active local relief effort and the resurgence of Phillips and the entire petroleum industry under the National Recovery Act's oil code of 1933. The worst was all but over by the time of World War II, and under the influence of wartime expansion, Phillips stood poised to become a worldwide concern. As the corporate and research headquarters of the company, Bartlesville too entered the modern era that provides much of its present character.[1]

## Historic Contexts in Bartlesville

### *Native American*

The first known settlers to the area that would become Bartlesville were the Caddo and the Wichita, groups of agriculturally minded Native Americans who lived in large farming villages consisting of grass thatch houses. They were also involved in the trade of various agricultural goods with regional tribes. Exploration and settlement by Euro-Americans shifted native settlement patterns, as the Caddo and Wichita were forced further south and the Osage moved into the area. In 1825, the Osage ceded their lands to the United States government and moved into southern Kansas. In 1828, the Bartlesville area was part of land ceded by the government to the Cherokee tribe. Bartlesville would become part of the Coowescoowee district of the Cherokee Nation in 1842. As a result of their collaboration with the Confederate States of America during the Civil War, the Cherokee Nation was subject to reconstruction treaties. These treaties allowed for railroad rights-of-way through their territory, the creation of an Osage reservation on its western border, and the introduction of the Delaware tribe into their territory.[2]



Example:
*The Keys Home (left) at 916 SE Cherokee was built in 1915 for LeRoy Keys. The Keys family moved to the Bartlesville area in the 1830s as part of the Cherokee Trail of Tears.*

1 The preceding historical background information is taken directly from the following: Oklahoma Historic Preservation Survey, "Architectural/Historic Survey of Bartlesville: Historic Context," (Oklahoma City, OK: State Historic Preservation Office, 1988), 6-10.

2 Ibid., 11-16.

*Exploration*

Oklahoma was not opened to general white settlement until 1889. Nonetheless, by the time of the American Civil War in the 1860s, Spanish, French, and American explorers had already criss-crossed the area. For centuries they had searched for riches or valuable natural resources, sought to establish trade with the Indians or the Spanish in Santa Fe, mapped, and studied the flora and fauna. Despite the existence of the journals of these explorers, knowledge of their routes through Oklahoma is often vague.[3] The immediate area around Bartlesville, however, remained outside the thrust of white exploration for over two hundred years, as the Spanish concentrated their efforts west of the 98th meridian and the French stayed to the east. The far-ranging couerers de bois may well have ventured up the Caney River from its confluence with the Verdigris, but if so, they left no firm evidence of the visits. In 1821, Hugh Glenn, an experienced Verdigris trader, and Jacob Fowler, a former Kentucky surveyor, struck out from Fort Smith laden with goods they hoped to sell in Santa Fe. Taking a rather winding route, they traveled northward on the Arkansas and Verdigris Rivers to the Caney, which they called the Little Verdigris. From October 1 to October 4, they generally followed the east bank of the Caney into present-day Kansas. The Glenn-Fowler expedition undoubtedly passed through the Bartlesville vicinity, but it appears unlikely that they actually visited the site of the future city.[4]

*Settlement*

The earliest settlers to the area were Native Americans. These were the Caddo and the Wichita, later supplanted by the Osage and the Cherokee. The Delaware were moved into the area much later. White settlement of Bartlesville began after the Civil War. White settlement was limited by existing federal law that excluded non-Indians unless they married into a tribe, received special tribal permission, or obtained a government-trading license. Nelson F. Carr is the first reported white settler. He married into a Cherokee family and established a trading post. When this post was destroyed in an Osage raid, he began farming, ultimately opening a gristmill in 1870 to grind grain for himself and his neighbors.[5] Another early settler was George B. Keeler, a trader at the Osage reservation originally located near Silver Lake. Like Carr, he married into a Native American family. The Osage and George Keeler were forced to move further west in 1872 due to a legal technicality. In 1873, Jacob H. Bartles built a new trading post at Silver Lake. Mr. Bartles was married to the daughter of the Delaware chief. Bartles eventually decided to leave the Silver Lake site and in 1875, decided to buy Carr's gristmill. Bartles expanded the mill and began to mill flour. He encouraged wheat cultivation by distributing free seed to nearby settlers. In 1878, he expanded his business operations to include a store and a new residence. Soon after came a boarding house, a blacksmith shop, and a livery stable. The mill generated electricity for the community, and Bartles was even able to bring a telephone line into his community.[6]

In 1884, Bartles decided to expand again. This time, he did so with a partner, a relative by marriage, William Johnstone. The business partners decided to open an additional store on the south side of the Caney River. Bartles operated the northern operations and Johnstone the store on the south side of the river. For fifteen years, these two stores supported small communities that existed on different sides of the river. By 1895, the newer city to the south began to outpace its northern neighbor. The southern community was the first to become incorporated, filing a petition in 1896 to become an official city. On January 15, 1897, the city of Bartlesville, Indian Territory was officially organized. In 1899, the community of Bartlesville would receive an additional distinction. The Kansas, Oklahoma, and Southwestern Railroad chose to locate its depot in the southern community of Bartlesville, instead of to the north as Mr. Bartles had been requesting. When he realized that his northern business operation could not compete with the newer businesses to the south, Mr. Bartles decided to move further north. He would found a new community that would become known as Dewey.[7]

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3 Joseph Stout, "Resource Planning Protection Project Exploration in Oklahoma 1540-1860" (Oklahoma City, OK: State Historic Preservation Office, 1986), 1.

4 Oklahoma Historic Preservation Survey, "Bartlesville," 13-14.

5 Ibid., 17-18.

6 Ibid., 19-20.

7 Ibid., 21-24.



*Example:*
*The Johnstone Home (left) at 912 SE Cherokee was built in 1887 and is one of the oldest homes in the area. This residence was built as the "country" home of William Johnstone, early resident and president of Bartles-Johnstone Oil Company.*

*Agriculture*

The area's earliest native settlers were farmers; that trend would continue into the twentieth century for both Native American and Euro American residents. The raising of various crops, including corn, tobacco, and wheat, as well as raising livestock were important in the settlement and development of the Bartlesville area. In the 1880s, the Bartles wheat meal was processing 40,000 to 50,000 bushels of wheat per year. The arrival of the railroad allowed farmers and ranchers to quickly transport their goods to market.[8]

*Example:*
*The brick livestock/dairy barn (below) located on Price Road just east of U.S. 75 was built circa 1920 and is the only such structure in the area. This south side of present day Bartlesville was once outside the city limits and was the location of various types of agricultural operations.*



*Energy*

Bartlesville is probably best known for the role it played in the development of the oil industry in Oklahoma. The first commercial oil well to be tapped in the state was the Nellie Johnstone Number 1, located just north of the present downtown. The Cudahy Oil Company struck oil on April 15, 1897, but was unable to capitalize on its drilling success due to a lack of reliable transportation for its crude oil. Only in July 1899 did the Kansas, Oklahoma, and Southwestern Railroad begin service to Bartlesville. The arrival of the railroad allowed for explosive growth as increasing numbers of speculators moved to the area to explore its petroleum potential. In 1896, Henry V. Foster had secured a lease on the mineral rights belonging to the Osage tribe west of Bartlesville. This allowed his company to drill and to sub-lease mineral rights for drilling by other interested companies. A pipeline was built from the drilling areas to the depot in Bartlesville and

8 Ibid., 12, 21.

the first shipment of oil in Oklahoma departed from Bartlesville in May 1901. By 1904, over one hundred wells had been drilled in the area and more than 150 oil companies had offices there. Natural gas, a by-product of the drilling process, was also important in the development of Bartlesville. Natural gas was used operate the Crystal Ice and Cold Storage company, as well as the Great Western Class Company. Most important of these petroleum-associated industries were the zinc smelters. Cheap and plentiful natural gas from the area made it affordable for companies to refine zinc for a variety of purposes, such as for making clothes dyes, paint, and for galvanizing steel. At one point, there were three separate zinc smelting companies operating in Bartlesville, with around 2000 employees. These were the Lanyon-Starr Company, American Smelting and Refining also known as Bartlesville Zinc, and the National Zinc Company. Zinc smelting began in Bartlesville in 1906 and remained an important industry until a decline in demand after World War I.[9] In 1917, the United States Congress authorized the creation of a series of mining research facilities. In January 1919, the U.S. Bureau of Mines Petroleum Experiment Station opened in Bartlesville. This research facility was instrumental in finding scientific and engineering solutions to oil and gas production problems.[10]

*Example:*
*The Frank Phillips Mansion (below) at 1107 SE Cherokee is locally outstanding for its association with Frank Phillips, Phillips Petroleum, and the oil boom in Bartlesville.*



*Industry*

Historically, industry in Bartlesville has primarily been associated with petroleum and petroleum related businesses. Such industries included the Western Torpedo Company, that manufactured nitroglycerine used to “shoot” oil wells, H.C. Price Company, TRW-Reda Pump Company, and the zinc smelters. There were other, non-petroleum industrial activities in Bartlesville that served the needs of local residents, many of whom moved to the area because of the oil boom. Some such industries included the Bartlesville Verified Brick Company, as well as the Crystal Ice and Cold Storage Company, the Great Western Glass Company, and Bartlesville Bottling Works.[11]

*Transportation*

Transportation has played a key role in the economic and social development of Oklahoma. Early on, a rudimentary transportation network had a great influence on the level of commercial activities by allowing an exchange of goods and information within the region and by providing a connection to markets in the South. Transportation also influenced the settlement of the region by both Indians and whites. In the late nineteenth and early twentieth centuries, improved mobility of goods, services, and people had far reaching social consequences. With faster links to the nation’s cultural and political centers, the frontier

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9 Joe Barber, interviewer unknown, 31 January 1984, interview 1984.003.A-B, Oklahoma Historical Society Oral History Collection, Oklahoma City, OK.

10 Oklahoma Historic Preservation Survey, “Bartlesville,” 41.

11 Ibid., 31.

disappeared and Oklahoma became fully integrated into the union.[12]

The transportation system in Oklahoma evolved rapidly in the nineteenth and twentieth centuries. Waterways were the first mode of transportation for settlers and traders in Oklahoma. Overland trails and early roads, such as the Texas Road, allowed for an additional method of transport. The advent of steam locomotives and the arrival of the railroad greatly increased the efficiency of travel. Though railroads brought industry and wealth to the region, they also brought increasing numbers of whites to Indian Territory, which served to speed up the destruction of tribal government.[13] The first railroad in the area was the Kansas, Oklahoma, and Southwestern that began service in July 1899. In 1903, a second rail line, the Missouri, Kansas, and Texas entered the city.[14] The urbanization that would eventually result from the railroads created a need for better transportation within cities, which resulted in the construction of trolley lines or interurbans in the early 1900s. Such enterprises required a substantial investment, which only a few towns in Oklahoma, such as Bartlesville, could afford. The Bartlesville Interurban Railway Company was incorporated on December 8, 1905 for the purpose of operating a line connecting the bustling oil capitol with nearby Dewey, a distance of approximately four miles. Service began in May 1908. Eventually a western spur connected the smelters with the main line. It operated until July 15, 1920.[15]

At the same time, the construction of section roads was taking place throughout the state. When Indian lands were allotted and Oklahoma Territory surveyed for settlement, blocks of land one mile on a side constituted the main land measurement, a section. Roads followed the section lines and small towns, usually little more than a post office and a general store, sprang up.[16]

The existent roads in Washington County could not accommodate the transportation requirements of the new industry. In many cases, no roads entered the oil fields, which necessitated road construction projects. At that time, most roads throughout Oklahoma were dirt, which became bogs when it rained. Trucks carrying heavy equipment sank into these muddy roads and in many cases had to be abandoned until the rains stopped. The influx of oil field workers also negatively affected the conditions of dirt streets within the city. With the ready availability of petroleum products though, roads in this area could be easily paved.[17] The first streets were paved in Bartlesville in 1905. By 1917, twenty miles of streets had been surfaced and nearly all commercial properties had sidewalks.[18] By 1925, due in large part to federal aid programs, this area of the state had more graveled and paved roads than any other.[19]

The state highway system provided the final embellishment to the developing transportation network in Oklahoma. The state highway system began in 1910 with the creation of a state agency to oversee roads in the state. However, by 1915, this office was still not directly responsible for any roads in the state; it only served to police county activities. After World War I federal money became available for road construction and highway mileage increased dramatically.[20]

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12 Scott Baxter, “Resource Protection Planning Project Transportation in Oklahoma to 1920, Region 3” (Oklahoma City, OK: State Historic Preservation Office, 1986).

13 Baxter, 2-6.

14 Oklahoma Historic Preservation Survey, “Bartlesville,” 24.

15 Ibid., 36-37.

16 Baxter, 7.

17 Baxter.

18 Oklahoma Historic Preservation Survey, “Bartlesville,” 36.

19 Baxter.

20 Baxter, 7-8.

*Example:*
*The Caney River Bridge (below) near Johnstone Park in north central Bartlesville is an example of a Parker through truss steel bridge with Pony truss approaches. Bridges over the Caney, such as this one, allowed for transportation of people and materials between different parts of the city of Bartlesville as well as surrounding areas.*



*Ethnic*

Many foreign-born and first generation Americans with foreign-born parents settled in the Bartlesville area in the early twentieth century. Drawn by the prospect of work in the zinc smelters, around six hundred Polish families and varying numbers of other ethnic groups traveled from other parts of the country to settle near the zinc smelters on the northwest side of town. They settled into small ethnic districts on the outskirts of Bartlesville known by such names as "Skeeter Row," "Smelter Town," "Fly Point," "Rag Town," "Pruneville," and "Frog Holler."[21] Rag Town was a tent city and Pruneville was thus named because its inhabitants were known for making cheap whiskey out of prunes.[22]



Example:
*This shotgun type house (above) located at 141 NW Margarite is representative of the types of housing that different ethnic groups in the Bartlesville area would have lived in during the early twentieth century. The ethnic districts were primarily located on the northwestern side of town, in the vicinity of this small residence.*

21 Stanley Kazmierzak, interview by Pendleton Woods, May 1972, interview LL401, Oklahoma Historical Society Oral History Collection, Oklahoma City, OK.

22 Barber.

## Introduction to Architectural Styles/Types in Bartlesville

Architectural historians and other scholars and enthusiasts of the built environment rely on established classifications of style or type in order to describe and understand descriptions of buildings. According to McAlester and McAlester's *A Field Guide to American Houses:*

> Domestic buildings are of two principal sorts: folk houses and styled houses. Folk houses are those designed without a conscious attempt to mimic current fashion. Many are built by their occupants or by non-professional builders, and all are relatively simple houses meant to provide basic shelter . . . Most surviving American houses are not folk houses but are styled; that is, they were built with at least some attempt at being fashionable. As such, they show the influence of shapes, materials, detailing, or other features that make up an architectural style that was currently in vogue.[23]

The buildings of Bartlesville are no different. There is a mixture of folk (vernacular) and high style architecture. The number of high style examples within the city may be slightly higher than normal because of the relative prosperity of residents. Generally, high style examples are classified by their style, with folk (vernacular) buildings classified by the type or plan of the structure. The following are some of the most common architectural styles and types found in the Bartlesville area:

*Styles:*

### Italianate

This style was trendy across the United States primarily during the period from 1840-1885, but was copied even much later. There are many variations of Italianate, but it is characterized by the following: "low-pitched roof with widely overhanging eaves having decorative brackets beneath; tall, narrow windows, commonly arched or curved above; windows frequently with elaborated crowns, usually of inverted U shape; many example with square cupola or tower."[24]



*Example:*
*The multiple family residence located at 706-708 SE Osage (above) is a notable example of Italianate style architecture, uncommon in the area. This two-story brick building was constructed circa 1915 and has a flat roof with decorative wooden cornice.*

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23 Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Knopf, 2005), 5.

24 McAlester, 211.

## Queen Anne

This style was popular for residential construction between 1880 and 1910. They are characterized by their "steeply pitched roof of irregular shape, usually with a dominant front-facing gable; patterned shingles, cutaway bay windows, and other devices used to avoid a smooth-walled appearance; asymmetrical face with partial or full-width porch which is usually one story high and extended along one or both side walls."[25]

*Example:*
*The residence at 501 SE Chickasaw (below) is an outstanding example of Queen Anne style architecture built ca 1909. This 2-½-story home features a hipped roof with lower cross gables, exposed rafter tails, and decorative shingles in the gable ends. There is decorative spindle work around the front bay projection.*



## Revival Styles

### *Late Gothic Revival*

This style emulates medieval architecture and was fashionable between 1849 and 1880, although it was copied into the twentieth century as well. In general, Gothic Revival buildings possess the following: "steeply pitched roof, usually with steep cross gables; gables commonly have decorated vergeboards; wall surface extended into gable without break; windows commonly extend into gables, frequent having pointed-arch (Gothic) shape; one-story porch usually present, commonly supported by flattened Gothic arches."[26]

### *Colonial Revival*

Colonial Revival is one of the most common architectural styles found in Bartlesville. It achieved nationwide popularity between 1880 and 1955. There are numerous stylistic variations, but the basic form contains the following elements: "accentuated front door, normally with decorative crown (pediment) supported by pilasters, or extended forward and supported by slender columns to form entry porch; doors commonly have overhead fanlights or sidelights; façade normally shows symmetrically balanced windows and center door; windows with double hung sashes, usually with multi-pane glazing in one or both sashes; windows frequently in adjacent pairs."[27]

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25 McAlester, 263.
26 McAlester, 197.
27 McAlester, 321.

*Example:*
*The John Phillips Home (below) at 1110 SE Cherokee is a well-preserved example of Colonial Revival style architecture in Bartlesville. This 2 ½-story side gabled home brick home features an elaborate cast stone entryway, with three gabled dormers, and a terra cotta tile roof.*



## *Neoclassical*

This style experienced a long period of popularity in the United States, with Neoclassical homes being constructed primarily between 1895 and 1950. Neoclassical homes can be identified by the fact that the façade is "dominated by full-height porch with roof supported by classical columns; columns typically have Ionic or Corinthian capitals; façade shows symmetrically balanced windows and center door."[28]

*Example:*
*1119 S Johnstone (below) is a notable local example of the Neoclassical style. This home was built in 1909 and features a two-story full height entry portico. The portico is supported by four ionic columns and the exterior features numerous other classical details.*



## Mission/Spanish Colonial Revival

Mission/Spanish Colonial Revival style encompasses several different architectural styles all loosely based on a popularization of Spanish architecture. These included Mission style, Spanish Eclectic, Pueblo, and Monterrey. These styles have significant variations, but some characteristics are shared, such as the use of terra cotta roofing tiles, stucco, and roof parapets.

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28 McAlester, 343.

*Example:*
*The two-story residence at 1100 SE Osage (below) is an outstanding example of Mission/Spanish Colonial Revival style architecture. This circa 1920 home is stucco clad and features a terra cotta tile roof.*



*Tudor Revival*

The Tudor Revival style is loosely based on the English cottage of the Tudor and Elizabethan periods. It was popular throughout the country between 1890 and 1940, with abundant examples in residential Bartlesville. There are multiple subtypes, but the basic Tudor Revival style building is identified by its "steeply pitched roof, usually side-gabled; façade dominated by one or more prominent cross gables, usually steeply pitched; decorative half-timbering . . .; tall, narrow windows, usually in multiple grows and with multi-pane glazing; massive chimneys, commonly crowned by decorative chimney pots."[29]

*Example:*
*The home at 1426 S. Johnstone (below) is a modest example of the Tudor Revival style, common in the older neighborhoods of Bartlesville. The home has a steeply pitched front gable with decorative half-timbering in the gable ends.*



## Bungalow/Craftsman

Though possessing many differences, both of these styles emanated from the Arts and Crafts Movement in England in the nineteenth century. There is an emphasis on honesty of materials and on *craftsmanship* in woodwork, masonry, and other details throughout buildings of this style. Bungalow and Craftsman style homes were popular in the first four decades of the twentieth century. Craftsman style homes are defined by the following: "low-pitched, gabled roof (occasionally hipped) with wide, unenclosed

29 McAlester, 355.

eave overhang; wood rafters usually exposed; decorative beams or braces commonly added under gables; porches, either full- or partial-width, with roof supported by tapered square columns; columns or pedestals frequently extend to ground level (without a break at level of porch floor)."[30] Generally, Craftsman style homes are more than one story. Bungalows are typically small buildings with only one or one and one-half stories. They are distinguishable by their front porches, which are usually either integrated into the main roofline or are full-width or almost full-width with its own roof. Like Craftsman style homes, bungalows often have decorative knee braces under the eaves, with exposed rafter tails. Bungalow porches are often supported by brick, stone, or wooden columns that extend from ground level to the roof of the porch. This style was first popularized in California and then spread across the country. Several basic types include the California bungalow that has a gable front, the dormer-front bungalow, and the western bungalow that has a hipped roof.[31] The airplane bungalow, distinguished by its several front gables or wings, is quite common in parts of the city.

*Example:*
*The dormer front bungalow (below) located at 403 SE Chickasaw is representative of this style of architecture. Bungalows are extremely common, but the triple window in the front gabled dormer of this home is notable.*



## Modern

### *Post-Depression Modern*

Building on the simplified lines of modern architects, the post-depression modern home is "characterized by the use of new materials and technologies." It features a low-pitched hipped or flat roof with little to no roof overhang and usually has steel casement corner windows.[32]

### *Minimal Traditional*

This style is a much-simplified version of the Tudor Revival style home. It became extremely popular between 1930 and 1950. It is characterized by a dominant front gable (that is not nearly as steep as those found in Tudor Revival) and a large chimney. Other Tudor details were removed as well, such as the decorative half-timbering and chimneypots.[33]

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30 McAlester, 453.

31 Historic Landmarks Foundation of Indiana, *The Vernacular Architecture of Indiana: A Field Guide for Architectural Surveyors* (Indianapolis, privately printed, 2003), 15.

32 Historic Landmarks, 21.

33 McAlester, 477.

*Example:*
*The brick residence at 1628 SE Dewey (below) is a good local example of a minimal traditional style home. It has a side gabled roof with no roof overhang and an integrated single car garage.*



*Ranch*

Ranch style homes achieved popularity in the late 1940s through the 1960s. Ranch style homes are "one-story houses with very low-pitched roofs and broad, rambling facades."[34] Generally, ranch homes are classified into three subtypes: traditional, massed, and minimal. The traditional ranch has a linear plan and a low-pitched hipped roof. The massed ranch also has a low-pitch hip roof, but its plan is not as wide as that of a traditional ranch. Massed ranch homes generally extend much deeper into the lot upon which they are built. Minimal ranch homes are scaled down versions of traditional ranch homes. This subtype often features a side gabled roof, with a strict linear plan and footprint, and a minimal use of masonry. The focal point of a minimal ranch is generally a large picture window.[35] In terms of details, many ranch homes have decorative shutters and porch supports that allude to the Colonial Revival style, while others have Spanish or other revival style details.

*Contemporary*

There are several variations of contemporary style homes, but in general, contemporary refers to architect designed homes that have "wide eave overhangs and either flat roofs or low-pitched roofs with broad, low, front facing gables . . . with contrasting wall materials and textures, and unusual window shapes and placements . . .."[36]

34 McAlester, 477.

35 Historic Landmarks, 24.

36 McAlester, 477.

*Example:*
*1404 SE Hillcrest Drive (below) is an example of an international style contemporary residence. This multi-level home has a rectangular plan with a flat roof and is clad in brick.*



*Types:*

## Double-pile

This type of house is characterized by its rectangular plan that is two rooms wide and two rooms deep with a central passage in between. Double-pile homes generally have three bays with a central entry and are at least two stories.[37]

*Example:*
*1327 SE Dewey (below) is a good example of a double-pile type house. This two-story residence has a side-gabled roof and retains its original wood siding and windows.*



## Gable-front

This type of house is dominated from its front facing gabled roof. One-story versions are generally referred to as "shotguns" with two story versions being the most common. The entry is generally offset to one side. Many times, the gable-front house will have Colonial Revival details, but some also have Italianate or other revival style details.[38]

37 Historic Landmarks, 10.

38 Historic Landmarks, 11-12.

*Example:*
*The cottage at 1308 S. Johnstone (below) is a good example of a gable front type house. This home retains its original wood clapboard siding and 1/1 and 2/2 wood windows.*



## Pyramidal-roof

This type of residence is distinguished by its steeply pitched pyramidal hipped roof. This results in a square floor plan.

*Example:*
*The home at 320 NE Katherine (below) is an example of a pyramidal roof type residence. It features wavy edge asbestos cement shingle siding and has a half-hip front porch.*



## American Foursquare

The American Foursquare is associated with the Bungalow, Craftsman, and Prairie styles of architecture. It is distinguished by its two-story square shape and large front porch. Foursquares often have decorative details common to Bungalow or Craftsman style homes, although some have Colonial Revival or even Mission/Spanish Colonial Revival elements.

*Example:*
*The American Foursquare at 1101 SE Dewey (below) is unusual because it contains Queen Anne style decorative details.  This two-story residence has a hipped roof and full front portico with wooden columns.*

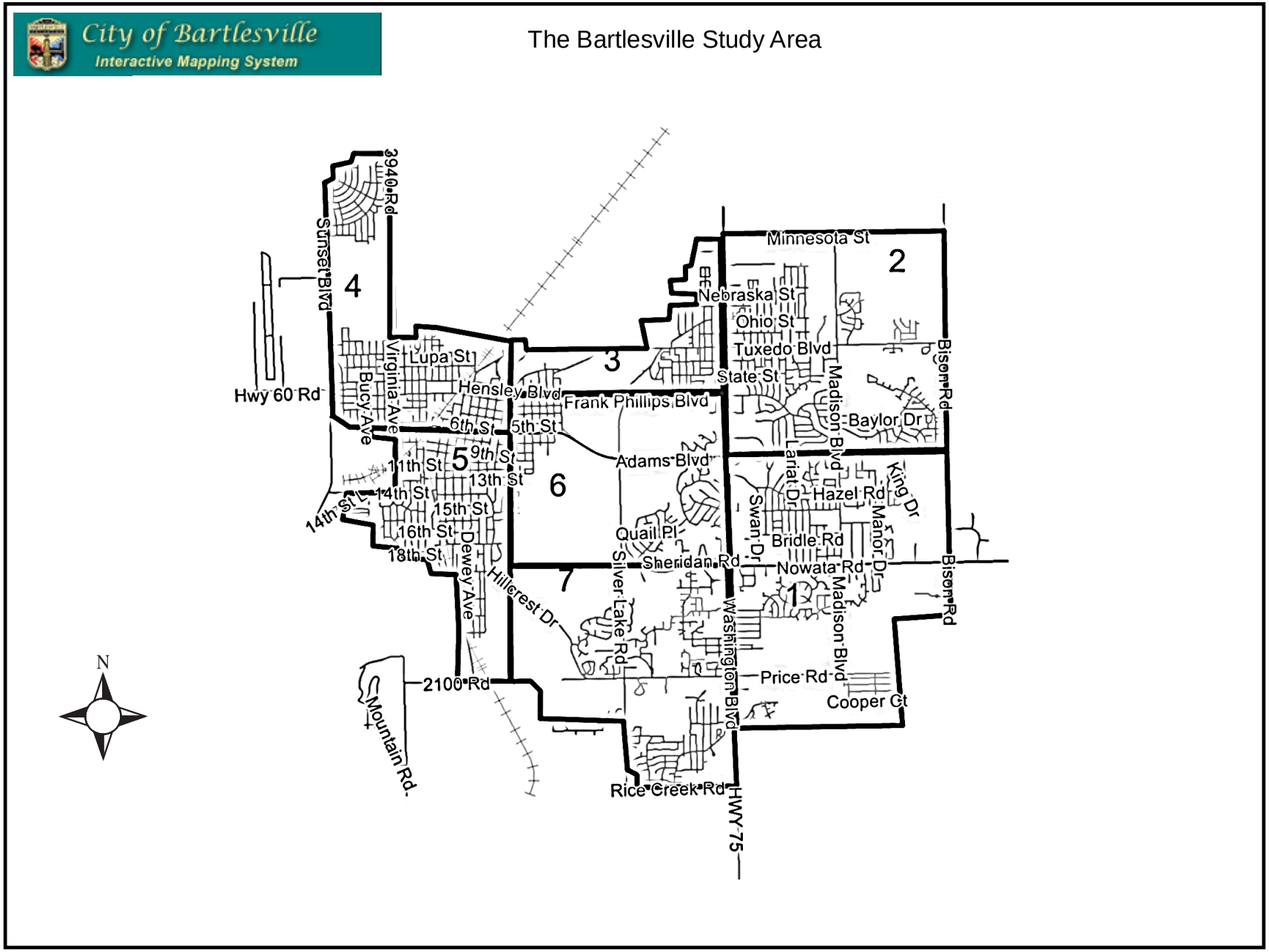


## Areas Surveyed

The study area for this survey consisted roughly of the current city limits of Bartlesville, Oklahoma, with the exception of the Downtown Bartlesville Historic District previously surveyed and listed on the National Register of Historic Places.

## Study Areas

For the purposes of this survey report, the city of Bartlesville has been divided into seven distinct areas of study. These areas were determined upon the completion of field survey work and are based on geographical/man-made barriers, as well as other factors, such as property types, and average property age. The following narrative consists of a thumbnail sketch of each of the seven survey areas, followed by a description of each property surveyed within that area, with the location of each pinpointed on the accompanying map of the study area. The description includes the historic name (or type of property if a historic name is unknown), the street address, the approximate date of construction, a brief architectural description, as well as the Oklahoma Landmarks Inventory file number associated with the property, and a number identifying the photograph(s) of the property taken during this survey. The photograph number reflects the year, month, and date the photograph was taken as well as the photograph number. For example, [20070227.192] refers to photo number 192 of the Bartlesville survey taken on February 27, 2007. Properties individually eligible for the National Register of Historic Places are in **bold** type and are followed by an **asterisk** (*****).


City of Bartlesville
Interactive Mapping System
The Bartlesville Study Area
3940 Rd
Sunset Blvd
4
Hwy 60 Rd
Virginia Ave
Bucy Ave
Lupa St
Hensley Blvd
6th St
5th St
3
Frank Phillips Blvd
5
9th St
11th St
13th St
14th St
15th St
16th St
18th St
6
Adams Blvd
14th St
Dewey Ave
Hillcrest Dr
7
Quail Pl
Silver Lake Rd
Sheridan Rd
2100 Rd
Mountain Rd
Rice Creek Rd
HWY 75
Minnesota St
2
Nebraska St
Ohio St
Tuxedo Blvd
State St
Madison Blvd
Bison Rd
Baylor Dr
Lariat Dr
King Dr
Hazel Rd
Swan Dr
Manor Dr
Bridle Rd
Nowata Rd
1
Washington Blvd
Price Rd
Cooper Ct
N

## Area 1: Southeast Mixed Residential and Commercial

Area 1 is located in the southeastern section of the city of Bartlesville and encompasses approximately 4.4 square miles. The boundaries of this study area are irregular due to the established city limits. The southeast mixed residential and commercial area is bounded on the west by US 75, in the south roughly at Price Road, on the east roughly at Bison Road, and on the north at Adams Boulevard.

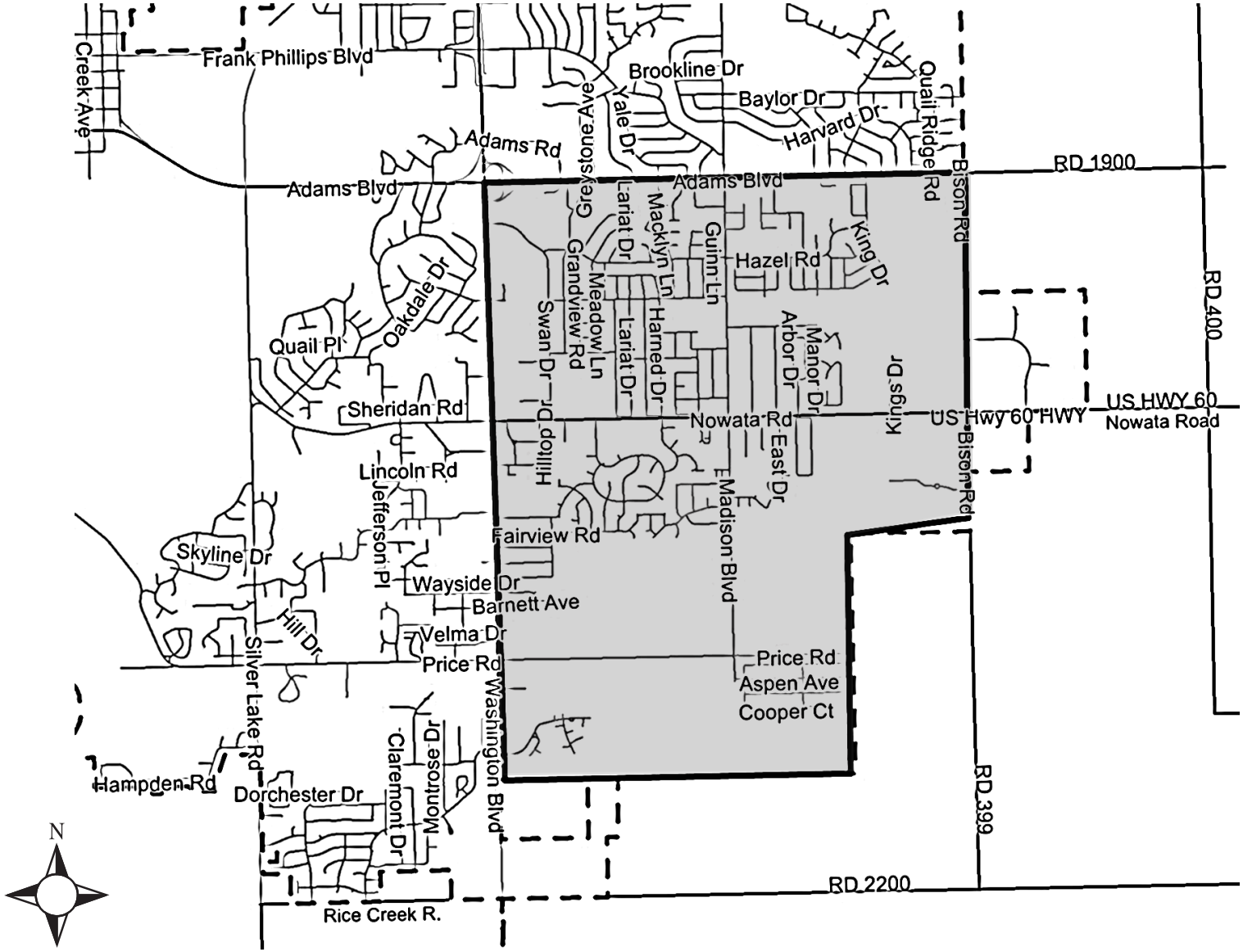
Area 1 contains primarily residential properties, with commercial properties along the US 75 corridor and eastward along Nowata Road. Commercial development includes modern gas stations, restaurants, doctor's offices and other services, as well as the Washington Park Mall. Residential development in Area 1 is contained within modern subdivisions with most residences being less than fifty years in age, with much new construction on the eastern and southern edge of the study area. Within the residential developments, there are several schools and religious facilities. There is also an important cemetery, Memorial Park, located on Nowata Road, just east of US 75.

The majority of residences could be categorized as traditional ranch and contemporary in style, with the newest construction in the "Dallas" style.[39] The southeast mixed residential and commercial area does not warrant further study at this time.

39 "Dallas style" is a term commonly used to describe a style of home first built in the 1980s and 1990s. This type of house is characterized by its brick masonry and multi-level steeply pitched roof. Often, these homes have a combination gable and hip roof. "Dallas style" homes often feature two-story entranceways and arched windows on the front façade.

City of Bartlesville
Interactive Mapping System

# Area 1: Southeast Mixed Residential and Commercial

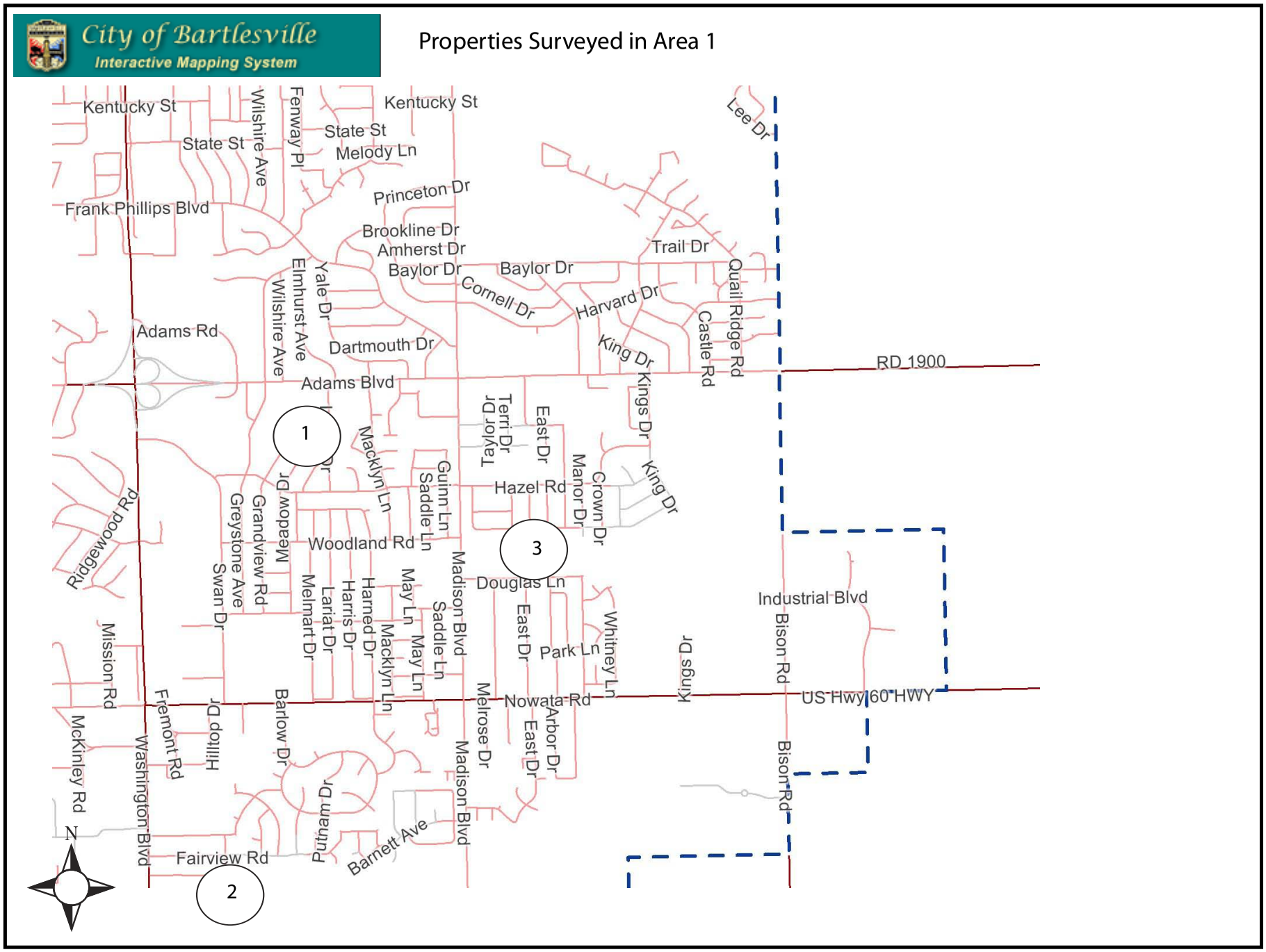


Representative Properties:

*1. 1051 SE Grandview Rd. Ca 1965. Single story with walk-out basement "L" shaped contemporary style building. Exterior cladding a combination of brick, stone, and vertical wood siding.*
(OLI#72714) [20080108.317]

*2. 4119 SE Morgan Ave. Ca 1960. Single story rectangular ranch with a low pitch hipped roof. Integrated front porch. Single bay garage. (OLI#72712)* [20080108.314..315]

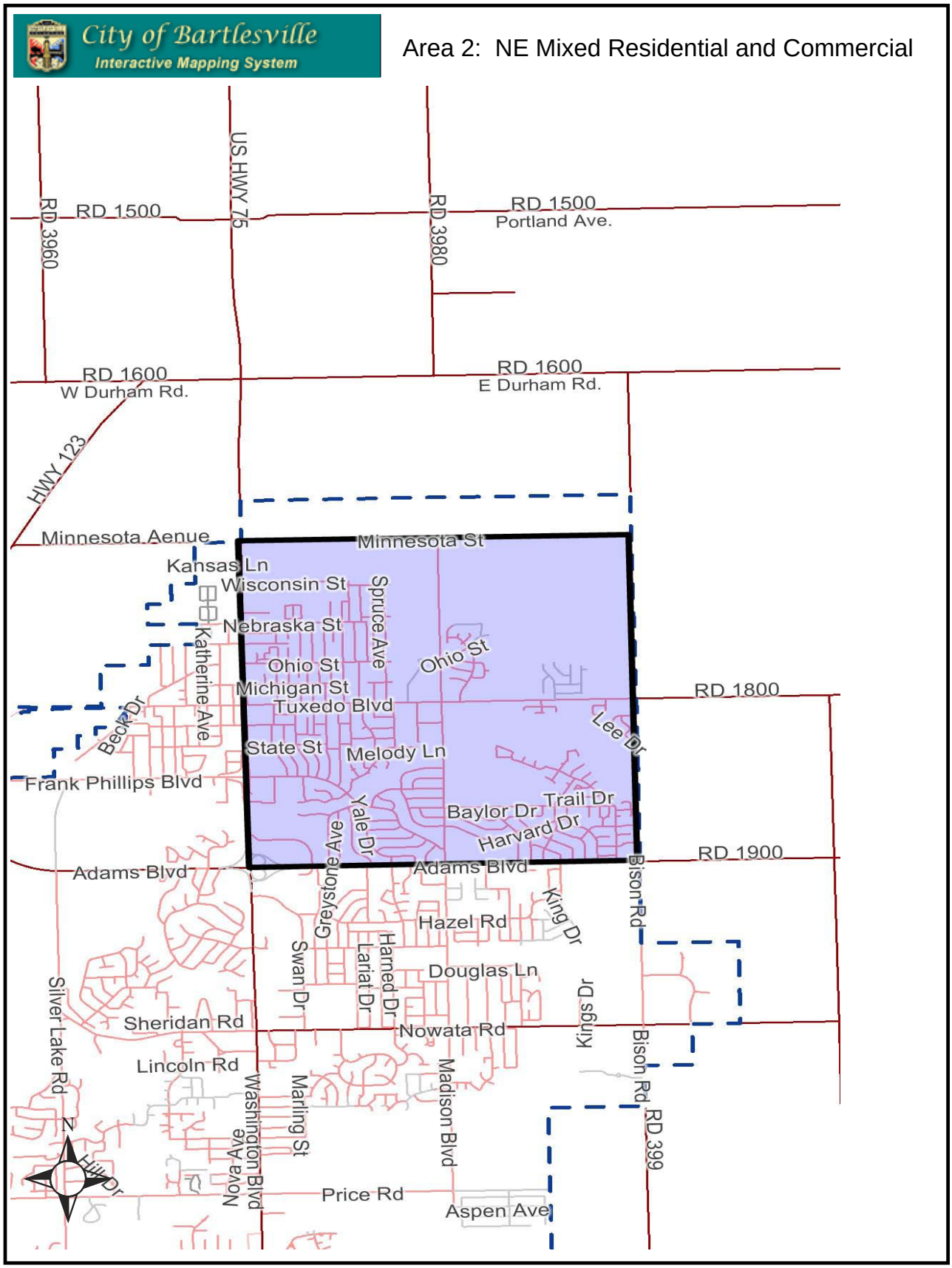
*3. 5443 SE Woodland Rd. Ca 2005. Single story "Dallas" style brick home. Hip roof with front gabled projection and half hip over the two car garage. Vinyl windows with snap-in muntins. (OLI#72713) [20080108.316]*


City of Bartlesville
Interactive Mapping System
Properties Surveyed in Area 1
Kentucky St
State St
Wilshire Ave
Fenway Pl
Melody Ln
Princeton Dr
Frank Phillips Blvd
Brookline Dr
Amherst Dr
Baylor Dr
Yale Dr
Elmhurst Ave
Cornell Dr
Harvard Dr
Trail Dr
Quail Ridge Rd
Castle Rd
Lee Dr
Adams Rd
Dartmouth Dr
King Dr
RD 1900
Adams Blvd
Kings Dr
Terri Dr
Taylor Dr
East Dr
Macklyn Ln
Guinn Ln
Saddle Ln
Hazel Rd
Manor Dr
Crown Dr
King Dr
Ridgewood Rd
Meadow Dr
Grandview Rd
Greystone Ave
Swan Dr
Woodland Rd
Douglas Ln
Madison Blvd
Industrial Blvd
Bison Rd
Whitney Ln
Park Ln
Mission Rd
Melmart Dr
Lariat Dr
Harris Dr
Harned Dr
May Ln
Nowata Rd
US Hwy 60 HWY
Arbor Dr
Melrose Dr
Barlow Dr
Fremont Rd
Hilltop Dr
Washington Blvd
McKinley Rd
Putnam Dr
Barnett Ave
Fairview Rd
1
2
3
N

## Area 2: Northeastern Mixed Residential and Commercial

Area 2 is located in the northeastern section of the city of Bartlesville and covers approximately four square miles. This area is bounded on the west by US 75, on the south by Adams Boulevard, on the east by Bison Road, and on the north by Minnesota Street.

The northeastern mixed residential and commercial area contains a good mixture of commercial and residential development. Commercial properties in this area are of relatively recent construction and businesses are centered along major transportation routes, such as US 75, as well as Tuxedo Boulevard and Frank Phillips Boulevard. Commercial development includes retail-shopping facilities like the Eastland Shopping Center, as well as a Wal-Mart, restaurants, and hotels. Further to the west, and in between Tuxedo and Frank Phillips, there is extensive residential development. There are scattered older properties (circa 1940) in the northern section of the area along the old interurban route and along the end of Tuxedo Boulevard. None of these older buildings possess any architectural or historical significance. Other residential development in the area is of much newer construction (1960 onward), consisting primarily of traditional ranch style homes. This area does not warrant further study at this time.

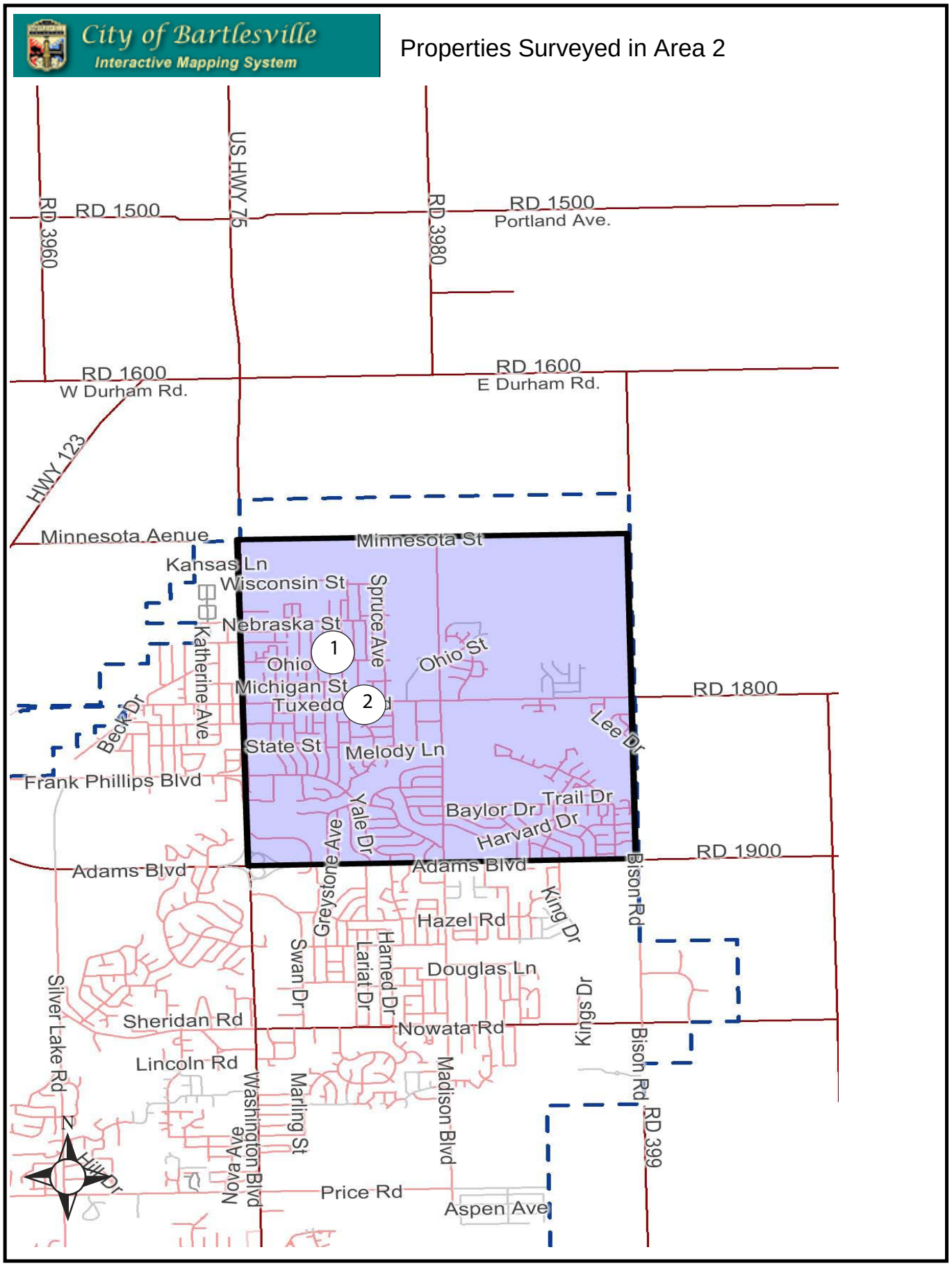

City of Bartlesville
Interactive Mapping System
Area 2: NE Mixed Residential and Commercial
RD 1500
US HWY 75
RD 3960
RD 3980
RD 1500
Portland Ave.
RD 1600
W Durham Rd.
RD 1600
E Durham Rd.
HWY 123
Minnesota Avenue
Minnesota St
Kansas Ln
Wisconsin St
Spruce Ave
Nebraska St
Katherine Ave
Ohio St
Ohio St
Michigan St
Tuxedo Blvd
RD 1800
Beck Dr
State St
Melody Ln
Lee Dr
Frank Phillips Blvd
Trail Dr
Baylor Dr
Harvard Dr
Yale Dr
Greystone Ave
RD 1900
Adams Blvd
Adams Blvd
Bison Rd
King Dr
Hazel Rd
Swan Dr
Lariat Dr
Harned Dr
Douglas Ln
Kings Dr
Silver Lake Rd
Sheridan Rd
Nowata Rd
Bison Rd
Lincoln Rd
Madison Blvd
Washington Blvd
Marling St
Nova Ave
Price Rd
Aspen Ave
RD 399
N
Hill Dr

Representative Properties:

*1. House. 447 NE Elmhurst. Ca 1950. Single-story side gabled minimal traditional house; gable front entry porch with brick and tapered wood post supports. (OLI#71747)* [20070226.158]

*2. House. 4422 Tuxedo Blvd. Ca 1940. 1 ½ story dormer front bungalow; wood clapboard siding; small front gabled dormer with a triple window; elaborate stone fence on south entrance to property along Tuxedo Blvd. (OLI#71748)* [20070226.159..161]




City of Bartlesville
Interactive Mapping System
Properties Surveyed in Area 2
RD 1500
US HWY 75
RD 3960
RD 3980
RD 1500
Portland Ave.
RD 1600
W Durham Rd.
RD 1600
E Durham Rd.
HWY 123
Minnesota Aenue
Minnesota St
Kansas Ln
Wisconsin St
Spruce Ave
Nebraska St
Katherine Ave
1
Ohio
Ohio St
Michigan St
2
Tuxedo
RD 1800
Beck Dr
Lee Dr
State St
Melody Ln
Frank Phillips Blvd
Trail Dr
Baylor Dr
Yale Dr
Harvard Dr
Greystone Ave
RD 1900
Adams Blvd
Adams Blvd
Bison Rd
King Dr
Hazel Rd
Swan Dr
Lariat Dr
Harned Dr
Douglas Ln
Silver Lake Rd
Sheridan Rd
Nowata Rd
Kings Dr
Lincoln Rd
Bison Rd
Washington Blvd
Marling St
Madison Blvd
RD 399
N
Hill Dr
Nova Ave
Price Rd
Aspen Ave

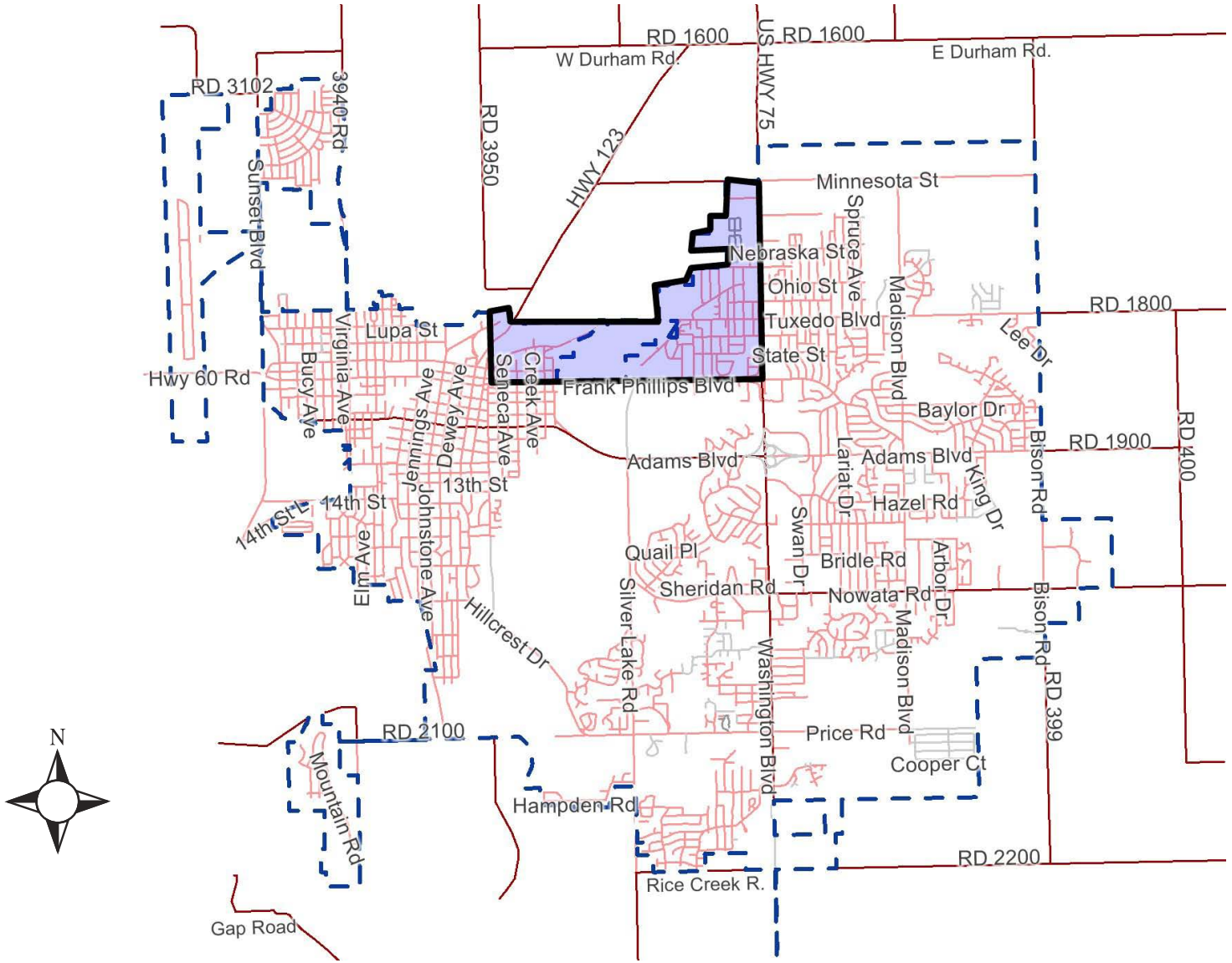
## Area 3: North Central Mixed Residential and Commercial

Area 3 is located in the north central section of the city of Bartlesville. It has irregular boundaries created by the lines of the incorporated city limits. It is roughly bounded on the east by US 75, by Minnesota Avenue on the north, by Frank Phillips Boulevard on the south, and by Shawnee Avenue in the west.

The north central mixed residential and commercial area is by far the smallest area of study, covering only approximately 1.7 square miles. It primarily contains residential and commercial development scattered north of Frank Phillips Boulevard between Washington Boulevard and Shawnee Avenue. With the exception of a much-altered gas station, the commercial development in this area is of relatively new construction. This is especially true along Frank Phillips and along the western edge of US 75 located in this area of study. Residential development is concentrated between Frank Phillips and south of Tuxedo Boulevard, with only scattered properties westward along Tuxedo. The majority of these homes are modest with a mixture of older minimal traditional and newer ranch style homes. There are a few much older homes, dating to the 1920s, along the area that paralleled the city's old interurban line. These homes either lack historic or architectural significance or are so altered that they cannot convey their significance. Today, there is one residential district that warrants further study. This potential district, in the Tuxedo Heights addition, consists of varied styles of ranch homes that are over 50 years old and is located on Robin Road at Edgewood just west of Jane Phillips Medical Center.

City of Bartlesville
Interactive Mapping System

# Area 3: North Central Mixed Residential and Commercial



Representative Properties:

*1. House. 112 SE Wyandotte. Ca 1920. Single story gable front cottage with enclosed front porch. (OLI#71769)* [20070227.192]

*2. House. 110 SE Wyandotte. Ca 1927. Nice example of a 1-½ story dormer front bungalow; wide roof overhang with decorative knee braces. (OLI#71770)* [20070227.193] (see below)



*3. House. 108 NE Seneca. Ca 1927. Single-story California bungalow with gable front porch. (OLI#71771)* [20070227.194]

*4. House. 120 NE Quapaw. Ca 1915. Single-story pyramidal roof house with wood clapboard siding. ½ hip front porch with wooden post supports and balustrade. (OLI#71823)* [20070227.205]

*5. House. 320 NE Katherine. Ca 1920. Single-story pyramidal roof type residence with wavy edge asbestos cement shingle siding. (OLI#71818)* [20070227.220]

*6. House. 329 NE Katherine. CA 1940. Single story stone California bungalow with half-hipped front porch. (OLI#71781)* [20070227.221]

*7.. House. 336 NE Katherine. CA 1940. Single story side gabled Tudor cottage with characteristic protruding steeply sloped front gable entry; type common in north/northwestern Bartlesville. (OLI#71782)* [20070227.222] (see below)



*8. Gas Station. 3604 E Tuxedo Blvd. Single-story cottage type stone filling station; side gabled with a central front gable projection over entry. (OLI#71829)* [20070227.223]

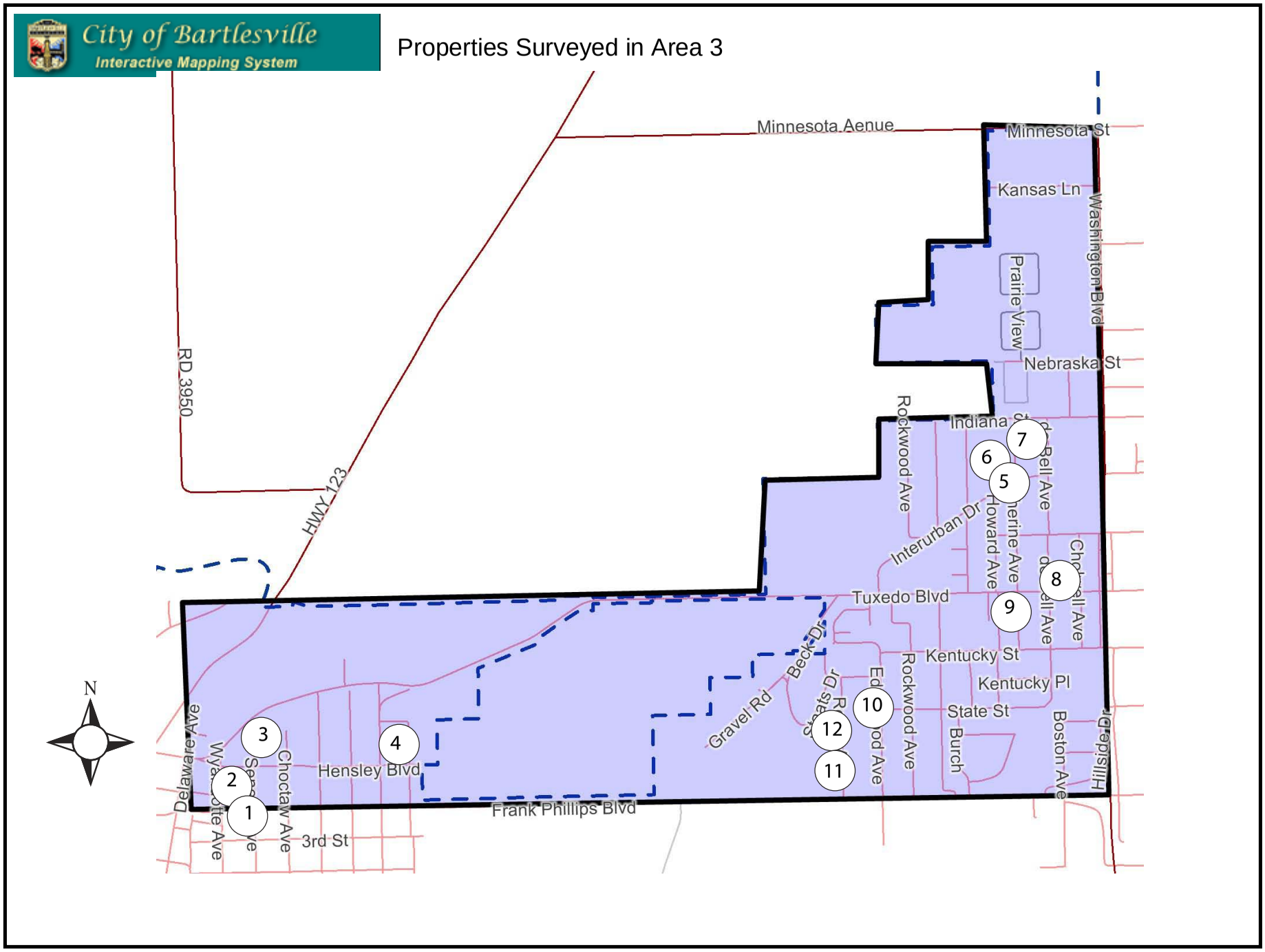
*9. House. 117 SE Katherine. Ca 1940. Single-story side gabled minimal traditional; asbestos cement siding. (OLI#71817)* [20070227.224]

*10. House. 311 SE Edgewood. CA 1945. Single story minimal traditional with cross-gabled roof; plain face concrete block construction; located within the eligible Tuxedo Heights Historic District. (OLI#71784)* [20070227.225]

*11. House. 356 SE Robin Road. CA 1946. Single story flat roof subtype of Spanish Eclectic style; parapet projection at center of house; cornice line accented with terra cotta tile; located within the eligible Tuxedo Heights Historic District. (OLI#71788)* [20070227.226] (see below)



*12. House. 339 SE Robin Road. Ca 1947. Multi-level contemporary residence; flat roof with widely overhanging eaves; stucco clad; located within the eligible Tuxedo Heights Historic District. (OLI#71789)* [20070227.227]


City of Bartlesville
Interactive Mapping System
Properties Surveyed in Area 3
Minnesota Aenue
Minnesota St
Kansas Ln
Washington Blvd
Prairie View
Nebraska St
RD 3950
HWY 123
Rockwood Ave
Indiana St
Bell Ave
Howard Ave
Interurban Dr
Tuxedo Blvd
Kentucky St
Kentucky Pl
State St
Boston Ave
Burch
Gravel Rd
Beck Dr
Stats Dr
Hensley Blvd
Frank Phillips Blvd
3rd St
Choctaw Ave
Delaware Ave
1
2
3
4
5
6
7
8
9
10
11
12
N

## Area 4: Northwest Mixed Residential and Commercial

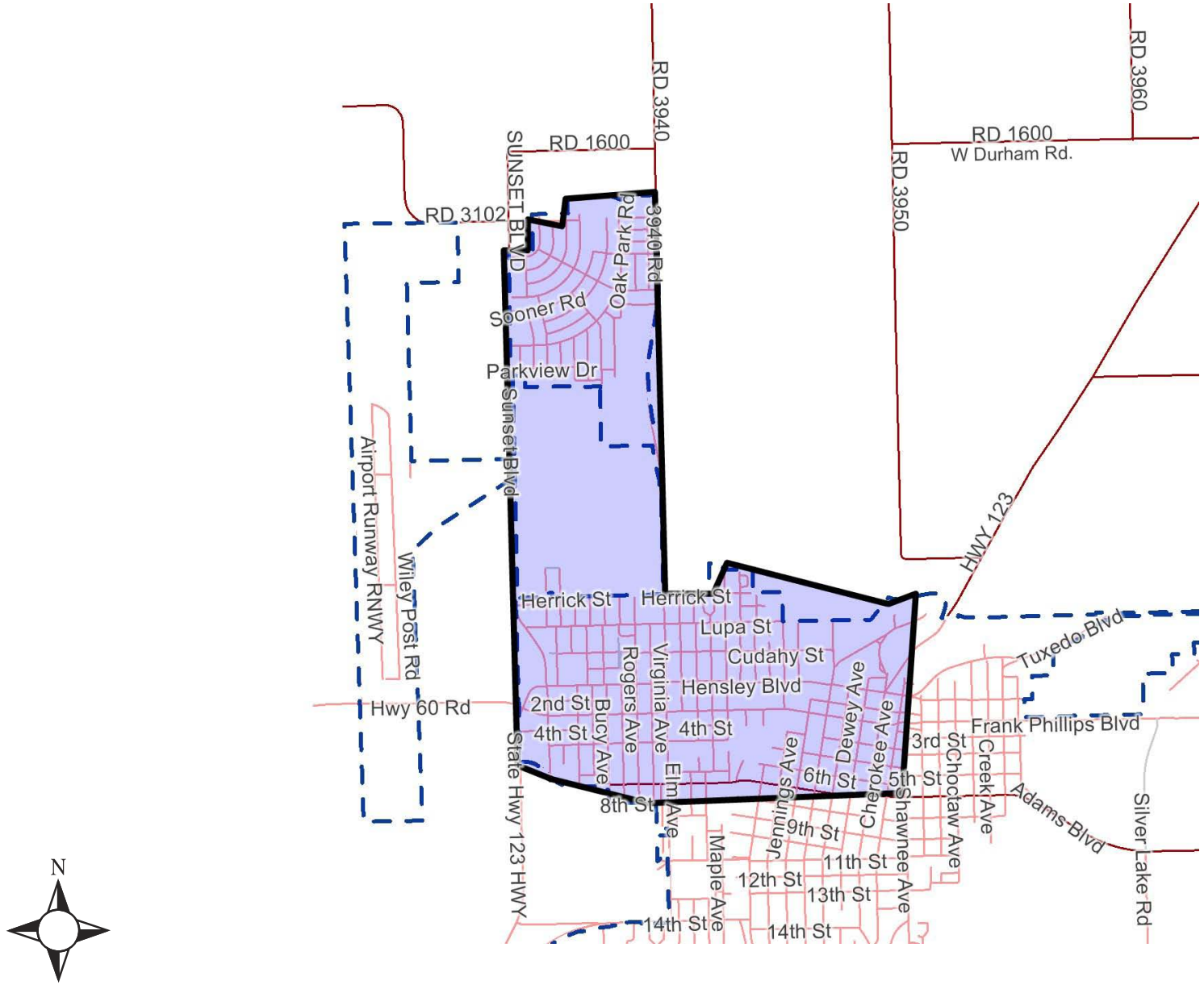
Area 4 is located in the northwestern section of the city of Bartlesville and encompasses approximately 2.4 square miles. It has irregular boundaries caused by the lines of the established city limits. It is roughly bounded on the east by Shawnee Avenue, on the south by Adams Boulevard, on the west by Sunset Boulevard/Hwy 123, and on the north by RD 1600.

The northwest mixed residential and commercial area contains primarily residential development, with some commercial development along Adams and Hensley Boulevards. Most of the subdivisions were platted in the early 20th century to accommodate rapid population growth in the city of Bartlesville. Some housing dates to the period of 1910-1920, with a greater concentration dating to the 1940s. These are modest vernacular style homes, primarily clad in wood or some other type of siding. Brick and stone are rare. Within the bounds of this area are several scattered historic sites, including a church and a school that are individually eligible for the National Register. There is a residential district on Bucy that warrants further study.

Area 4 contains one National Register listed property, the Nellie Johnstone #1. Constructed in 1897, this wooden derrick was the first commercial oil well in Oklahoma. Located in what is now Johnstone Park, this structure is representative of the oil industry in early Oklahoma and was listed in the National Register 4/11/1972.

City of Bartlesville
Interactive Mapping System

# Area 4: Mixed Residential and Commercial



Representative Properties:

*1. House. 101 NW Cass. Ca 1915. Unusual single story gable on hip roof house; no roof overhang; hipped front porch with wooden post supports; wood clapboard siding. (OLI#71750)* [20070227.167] (see below)



*2. House. 217 NW Bucy. Ca 1940. Most intact example of industrial-style housing common in this NW area of Bartlesville; single story side gabled cottage with no roof overhang; located within the eligible North Keeler Historic District. (OLI#71751)* [20070227.170]

*3. House. 209 NW Bucy. Ca 1940. Example of poorly maintained industrial-style housing in NW Bartlesville; single story side gabled cottage with asbestos cement siding; located within the eligible North Keeler Historic District.. (OLI#71752)* [20070227.171]

*4. House. 229 NW Rogers. Ca 1915. Single-story rectangular residence with a hipped roof; wood clapboard siding. (OLI#71826)* [20070227.172]

*5. House. 107 SW Rogers. Single-story side gabled hall and parlor type residence; one room deep and two rooms wide; stone foundation with wood clapboard siding. (OLI#71753)* [20070227.173]

***6. Epworth Methodist Episcopal Church**.* 142 N. Virginia. Ca 1927. Two-story with basement temple front Neoclassical style church; front gabled with a two-story front portico supported by four Doric columns. (OLI#71754)* [20070227.174..175] (see below)



*7. House. 111 SW Virginia. Ca 1925. Single story California bungalow with stone veneer; hipped front porch with brick and wooden column supports; aluminum siding in gable end. (OLI#71755)* [20070227.176]

*8. Parry Building. 523 SW Virginia. Ca 1939. Two-story front gabled commercial building outside city's commercial core. (OLI#71756)* [20070227.177..178]

***9. Caney River Bridge**.* 1937. Mixed truss bridge (Parker through truss with camelback pony truss approaches); 418 feet in length; constructed by L.M. Mackey.* (*OLI#71831; 74130165X Oklahoma Historic Bridge Survey*) [20070227.208..209]

*10. House. 217 SW Santa Fe. Ca 1920. 1 ½ story stucco California Bungalow; prominent front gabled porch; decorative knee braces under roof overhang; unusual diamond pane windows in gable front. (OLI#71821)* [20070227.212]

*11. House. 119 NW Santa Fe. Ca 1920. Single story wood sided home with a complex roofline and a full front wrap porch with brick supports. (OLI#71820)* [20070227.213..214]

*12. House. 129 NW Seminole. Ca 1920. Single-story pyramidal roof residence; front half-hipped porch; brick clad. (OLI#71819)* [20070227.215]

***13. Washington School.*** 310 SW Seminole. Ca. 1915 with 1930/1931 additions; One-story Art Deco style school with original wood windows. (OLI#71779)* [20070227.216..217]

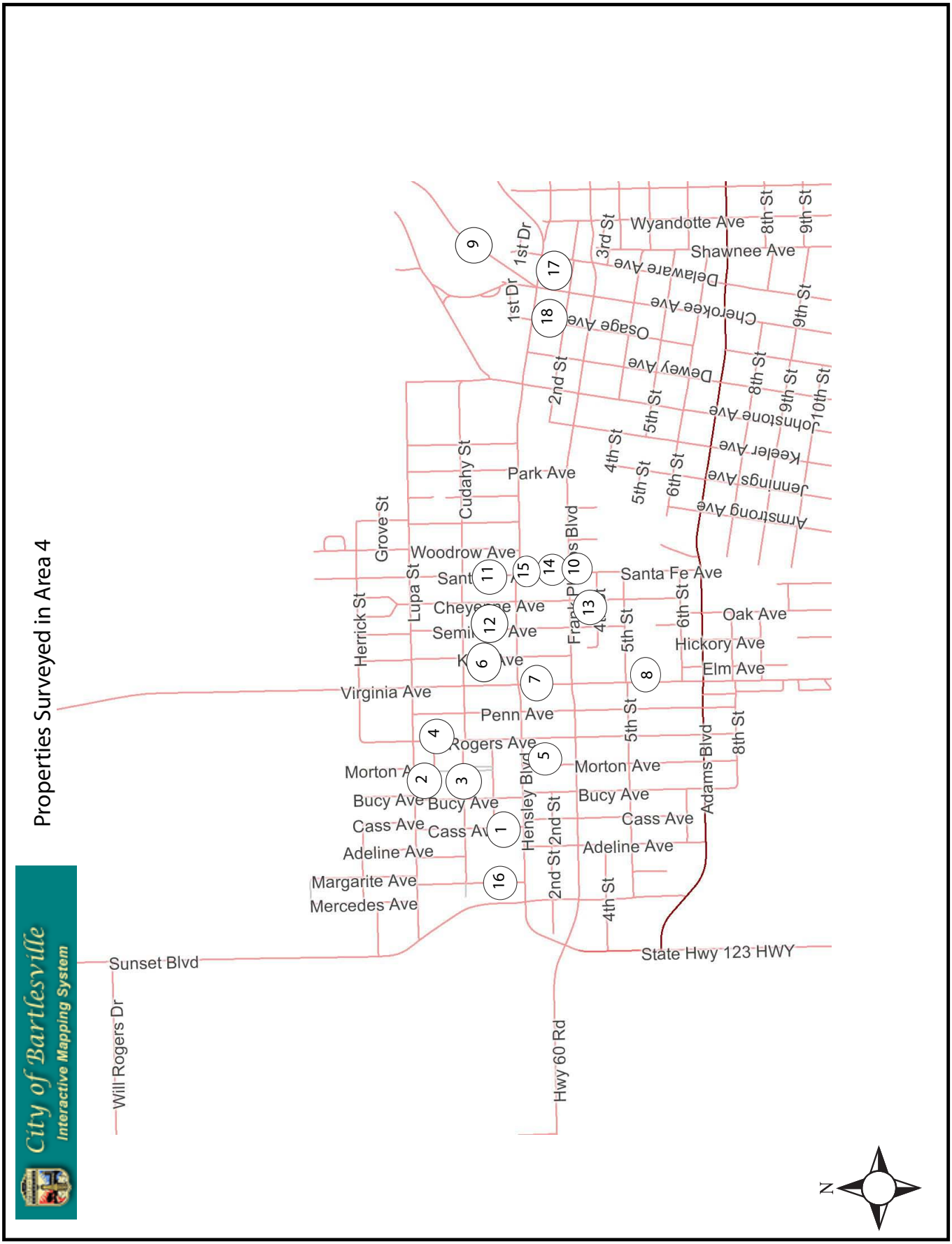
*14. House. 113 SW Santa Fe. Ca 1900. 1 ½ story gable front bungalow with a half hip front porch; panel face concrete block foundation; wavy edge asbestos cement siding. (OLI#71888)* [20070417.260]

*15. House. 111 SW Santa Fe. Ca 1890. Single story bungalow with a steeply pitched hipped roof with front gabled section; half hipped screened front porch; native stone and wooden post supports for front porch. (OLI#71889)* [20070417.261]

*16. House. 141 NW Margarite*. Ca 1910. Single-story shotgun type residence with asbestos cement siding; front gabled with hipped front porch. (OLI#71749) [20070227.162]

*17. Multiple Family Residence. 409-411 SE Hensley*. Ca 1930. Single-story stone duplex; hipped roof. (OLI#71828) [20070227.206]

*18. House. 112 SE Osage*. Ca 1920. Single-story California bungalow of plain face concrete block construction. Gable front porch with decorative half timbering in the gable end. (OLI#71778) [20070227.207]


Properties Surveyed in Area 4
City of Bartlesville
Interactive Mapping System
Wyandotte Ave
Shawnee Ave
Delaware Ave
Cherokee Ave
Osage Ave
Dewey Ave
Johnstone Ave
Keeler Ave
Jennings Ave
Armstrong Ave
Park Ave
Woodrow Ave
Santa Fe Ave
Oak Ave
Hickory Ave
Elm Ave
Virginia Ave
Penn Ave
Rogers Ave
Morton Ave
Bucy Ave
Cass Ave
Adeline Ave
Margarite Ave
Mercedes Ave
Sunset Blvd
State Hwy 123 HWY
Will Rogers Dr
Hwy 60 Rd
Cudahy St
Grove St
Herrick St
Lupa St
Hensley Blvd
Adams Blvd
1st Dr
2nd St
3rd St
4th St
5th St
6th St
8th St
9th St
10th St
N

## Area 5: Western Residential

Area five is located in the western and southwestern section of the city of Bartlesville and includes approximately 2.7 square miles of land. Much of this area was part of the original city. As such, the western residential area contains the core of earliest residential development. It is bounded on the east by Shawnee Avenue, on the north by Adams Boulevard, on the west by Sunset Boulevard/Highway 123, and on the south by RD 2100.

The western residential area has the highest concentration of historic properties in the city of Bartlesville. Further, the properties in this area retain the highest degree of integrity in comparison with other parts of the community. As such, Area 5 deserves further study in the future. It contains numerous properties that are individually eligible for the National Register of Historic Places, as well as several eligible residential districts. These include portions of Cherokee, Keeler, Johnstone, Dewey, Osage, and Delaware Avenues, as well as Hillside Drive.

The Frank Phillips House, listed in the National Register 3/13/1975, is located within the boundaries of Area 5. This three story colonial revival residence was designed and built for Frank Phillips, founder of Phillips Petroleum. Built in 1908, the property has undergone several renovations and additions, but retains a high degree of historic integrity. The building was donated to the Oklahoma Historical Society and it currently serves as a house museum. The Frank Phillips House is the centerpiece of the eligible Cherokee Avenue Historic District.