ARCHITECTURAL/HISTORIC SURVEY OF EL RENO AND PORTIONS OF CANADIAN COUNTY

HISTORIC CONTEXT FOR EL RENO

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INTRODUCTION

The National Historic Preservation Act of 1966, as amended, establishes a unique federal-state-local partnership for the identification, evaluation, and protection of significant prehistoric and historic resources. Such an ambitious task, however, would be virtually impossible without comprehensive planning. Only through a systematic approach can such resources actually be identified, evaluated, registered, and treated in a manner that is both efficient and provides a useful land-management tool. As detailed in "Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines" (Federal Register, 29 September 1983: 44716-44742), each activity builds upon the results of the other. Planning dictates where program emphases lie and defines major goals. This, in turn, dictates what shape the identification effort will take. The resources thereby identified then may be evaluated for eligibility to the National Register of Historic Places. Those listed on the National Register, or determined eligible, thus receive the limited protection which accompanies inclusion. Should the owner of a listed property seek available investment tax credits, the results of the comprehensive plan are incorporated in the treatment phase. Moreover, throughout the entire process, data gaps and new areas warranting attention are revealed, information which is included into future planning. In short, comprehensive preservation planning is a series of

interrelated and continuous steps.

At the heart of the comprehensive planning process lies the historic context. This document groups information about historic resources according to their shared theme, chronological period, and geographic area. It provides the necessary background which, when applied with the National Register Criteria for Evaluation, makes possible a meaningful determination of a property's significance to the broad patterns of our historic, archeological, architectural, and engineering heritage. Essentially, the context serves as the necessary link between the property as it remains today and the past which gives it special meaning.

The Oklahoma State Historic Preservation Office recognizes the fundamental importance of comprehensive planning, as reflected in its strategy for historic context development. The Office organizes the historic component of its plan around a combination of geography and theme. It has divided Oklahoma into seven management regions, using county borders as their primary dividing lines. It should also be noted that historic patterns influenced the establishment of these regions. This enables the resulting historic contexts to serve agencies and persons interested only in a particular geographic area. To further refine the process, Oklahoma's past has been divided into twelve major themes. Using this system, Oklahoma's historic contexts

each pertain to a specific theme as it applies to one of the management regions. Taken together, they may assess the theme's importance to cultural resources statewide, or the various historical forces which influenced a single management region. More specialized needs are addressed by narrowing the geographic area to be studied and/or considering a sub-theme related to one of the twelve major ones. This assures that even these very localized historic contexts relate to wider regional and state trends.

The historic context document produced for the Architectural/Historic Survey of El Reno and Portions of Canadian County falls into this last category. Rather than focusing on a single theme and region, it details the many forces which influenced the development of El Reno, and, thereby, its extant historic resources. Preparation included consultation of the various historic contexts already completed for Management Region Six, in which El Reno is located. These included the following thematic contexts: Exploration; Settlement; Transportation; Ranching; Ethnic (Non-American); Industrial; and, Energy. Other, more specialized contexts pertaining to U. S. Route 66 in Oklahoma, and Works Progress Administration properties in Region Six were also used. All contributed toward a better understanding of the city's historic evolution, albeit only in a very general sense. Most treated their particular theme so broadly that they were of very limited value for

such a localized study. Still, those on Transportation and U. S. Route 66 proved especially helpful given El Reno's past prominence as a transportation center. The notes for the Historical Narrative and bibliography for this context most accurately reflect the degree to which these earlier reports were utilized.

The Architectural/Historic Survey of El Reno and Portions of Canadian County, including its historic context, also demonstrates the cyclical implementation and operation of Oklahoma's comprehensive planning process. As is intended, the context provides the necessary background information for making a preliminary evaluation of the significance of historic resources within the El Reno study area. The property type analysis draws on this information to predict the kinds of resources one would expect to find there. All this information, moreover, guided the survey component of this project. Graduate Assistants entered the field knowledgeable of the community's past, and with an understanding of the extant resources associated with important themes and trends. The results of the reconnaissance survey, therefore, identifies properties, including potential districts, which warrant additional consideration, either in the form of nomination to the National Register of Historic Places or as part of a comprehensive intensive-level survey. It also designates properties and areas which require no additional study due

to ineligibility. In accomplishing these tasks, this project exemplifies the comprehensive planning process at its best. It furthers the identification and evaluation of historic resources in an area under the increasing pressures of urbanization due to the westward growth of the Oklahoma City metropolitan area, provides needed data for making related land-use decisions, and establishes the foundation for more detailed identification, evaluation, and registration activities in the future.

Completion of this historic context for the Architectural/Historic Survey of El Reno and Portions of Canadian County was a collaborative effort. Dr. Richard C. Rohrs, Associate Professor in the History Department at Oklahoma State University performed yeoman service by preparing the Overview and Historical Narrative. Dr. William S. Bryans, Assistant Professor and Director of the Department's Oklahoma Historic Preservation Survey, compiled all other sections with valuable contributions from project Graduate Assistants Susan L. Allen and Kimberley A. Jones. Jeffrey K. Williams, AIA and Associate Professor of Architecture at Oklahoma State University's School of Architecture, served as Architectural Historian. All work was performed under a contract from the Oklahoma Historical Society (40-87-20031.008), utilizing funds from the Department of the Interior, National Park Service.

OVERVIEW

Not yet one hundred years old, El Reno has achieved much during its brief existance. Founded in 1889, its population and importance within Oklahoma Territory were initially limited. For many towns in the area, subsequent events determined which survived and prospered, and which were abandoned.

Perhaps the two most important ingredients in the history of El Reno were the presence of the United States Army and the railroad. Fort Reno, founded in the nineteenth century, has long had a significant impact on the town's history. Even after abandonment of the post in the late 1940s, it continued to affect the community as a tourist attraction and agricultural experiment station. A second significant event was the arrival of the Rock Island Railroad in 1890. The availability of rail transportation ensured that the city became a major business center for towns and rural areas farther west. The railroad was also essential in attracting various agri-businesses and industries. This economic development lead to prosperity and attracted other settlers to El Reno during the territorial period. Its population was, at least initially, diverse representing a variety of ethnic and racial groups.

The rate of growth slowed, however, after statehood. Several factors explain that development. With the extension of the railroad into other areas of western

Oklahoma, El Reno was no longer a significant trading center for that portion of the state. Over time, El Reno increasingly became dependent on Oklahoma City as other cities and towns had earlier been dependent upon it. The reduced importance of rail transportation ultimately also had an effect. While El Reno fortuitously was later located on Route 66 and Interstate 40, it was just one of many towns with that distinction.

Like other cities across the United States, El Reno suffered from the devastating effects of the Great Depression. Unemployment and dependency on federally-funded relief programs did not alleviate all the suffering associated with the 1930s. Fortunately for El Reno residents, a Federal prison and junior college, built there during the decade of the thirties, helped lessen the economic impact of the depression somewhat. Ultimately, of course, it was the onset of World War II which ended the economic crisis throughout the United States.

El Reno typifies much of the history of Oklahoma Territory. A variety of historical forces including Native Americans, explorers representing various nations, cattlemen, the United States Army, railroad workers, businessmen, and farm families have influenced the city. All of these groups made a significant contribution to El Reno's heritage.

HISTORICAL NARRATIVE

The city of El Reno is located in central Oklahoma, twenty-eight miles west of Oklahoma City -- the state capital and approximate geographical center of the state. At an altitude of about 1360 feet, El Reno lies on high ground between the Canadian and North Canadian rivers. The closest weather station at Geary, fifteen miles west of El Reno, records an average annual temperature of 59.7 (79.1 in the summer and 38.0 in the winter) and an average annual rainfall of 30.15 inches.[1]

PRE-WHITE SETTLEMENT

Much of the early history of El Reno relates to its geographical location. As water travel was the predominant form of transportation into the nineteenth century, explorers representing various nations used the southeastern flow of the Canadian and North Canadian rivers to transport their men and supplies eastward. While neither river was deep enough to accommodate all forms of water travel, canoes and flatboats could usually navigate these waters. During the eighteenth and early nineteenth centuries, Spanish and French, and later American, explorers passed by the present-day location of El Reno. They explored this region as a convenient route to Sante Fe and other points in New Mexico,

to negotiate treaties with several Southern Plains Indian tribes, and subsequently as a possible overland route to California and for a transcontinental railroad. These various explorations had little lasting effect on the area.[2]

Of far more enduring consequence was the creation of the Chisholm Trail -- a north/south route which also passed in the vicinity of El Reno. After the end of the Civil War, Texas cattlemen considered various methods of transporting their surplus cattle from Texas to urban markets on the east coast. As railheads extended farther west into Kansas, some enterprising Texans entertained the notion of driving their cattle through Oklahoma Territory (approximately the western half of Oklahoma) to railroad junctions in Kansas. The Chisholm Trail in places paralleled present-day Highway 81 as it passed through or near the future Oklahoma cities of Duncan, Chickasha, El Reno, and Enid. After crossing the South Canadian River, the trail divided until it crossed the Cimarron River at Dover. One branch passed through the western edge of El Reno and the other went east of El Reno through present-day Yukon. This trail remained an important route until the 1880s; by 1889 it was virtually abandoned. Several factors caused its rapid decline. Increasingly, farmers from neighboring states objected to having cattle driven across their lands. There was also more concern about the introduction of tick fever by Longhorns driven north.[3]

In the years after the Louisiana Purchase in 1803, the area in and around present-day El Reno was generally uninhabited by whites. During the 1820s and 1830s, as pressure mounted on the federal government to remove Indian tribes living in the southeastern states, lands in western Oklahoma were set aside for joint settlement by the Creeks and Seminoles -- two of the Five Civilized Tribes. Later, this region was divided so that the Creeks and Seminoles could have their own distinct tribal lands. At this time, the area around El Reno became part of the Seminole Nation. In the aftermath of the Civil War, the federal government again reorganized the lands ceded to the Five Civilized Tribes. As a consequence of the Reconstruction Treaties of 1866, the Seminoles sold their tribal lands in western Oklahoma back to the government. In 1869, the United States then used part of that land to create a reservation for the Cheyenne and Arapahoes and reserved the remainder as a portion of the Unassigned Lands.[4]

When the Cheyenne and Arapaho were forced to settle in this area, the Darlington Agency, located approximately four miles northwest of present-day El Reno, served the reservation. The agency was one manifestation of a new policy toward Native Americans. The government intended to "civilize" the Plains Indians by encouraging them to become farmers. The Darlington Agency, under the leadership of agent Brighton Darlington, was an attempt to instill

European customs and traditions in the Arapahoes and Cheyenne. Cattle herds in the vicinity of Darlington supplemented the tribes' diet, and in 1871 a school was established.[5]

Peace did not endure. Within several years of the reservation's founding, some disgruntled Cheyenne warriors resisted the federal program. Consequently, in 1874 the United States government established a military post approximately one mile southwest of the Darlington Agency to protect it from Indian attacks. That post, Fort Reno, housed three hundred troops by 1880. During the 1870s, troops stationed there also participated in several campaigns against the Kiowas, Comanches, and Northern and Southern Cheyenne. Later in the century, as the threat posed by these and other tribes subsided, troops from Fort Reno were used to keep white settlers or "Boomers" off Indian lands.[6]

TERRITORIAL PERIOD

In 1889, much of the present-day site of El Reno and the rest of the Unassigned Lands were opened to white settlement through a land run. As troops from El Reno tried to expel "Sooners" -- settlers trying to enter the area before the official start of the run -- tens of thousands of people rimmed the borders of the Unassigned Lands eager for

a homestead. In the hours after a shot was fired at noon on 22 April 1889 to mark the beginning of the run, three men, John A. Foreman, James Thompson, and Thomas Jensen, claimed quarter sections at the present location of El Reno.

Some observers believe that the proximity of Foreman, Thompson, and Jensen's claims was not a coincidence. As all three were veterans, the rules governing their claims differed from other potential settlers. The government granted soldiers title to the land after one year rather than the usual five years required of other homesteaders. B. B. Chapman, a noted scholar of local history in Oklahoma, provides evidence that these three men were part of a business venture intended to establish a town at that location. Subsequently, the Oklahoma Homestead and Town Company leased much of Foreman, Thompson, and Jensen's quarter sections for ninety-nine years. The land company then leased the land as town lots. The plan failed. In 1892, the Secretary of the Interior rejected the legality of Foreman's homestead claim because he believed that Foreman had acted in collusion with the townsite company. Subsequently, Foreman's homestead reverted to the public domain and lot jumpers occupied it.[7]

It was also necessary to name this new town. Originally, residents called their new home Reno, but postal officials objected to using that name so close geographically to the established locations of Fort Reno and

Reno City. Citing potential confusion over mail deliveries between these three locations, the post office demanded that the settlers select another name. According to local tradition, the crisis was averted when one insightful resident suggested appending "El" to Reno from the Spanish word meaning "the."[8]

In 1889, it was not yet apparent that El Reno would become the dominant city in the area, as other towns were settled nearby. El Reno's two major competitors were Frisco and Reno City. The former was located ten miles to the east and the latter two miles to the north. Similar to experiences throughout the United States, railroad routes frequently decided which towns perservered and which ones were abandoned. In this particular instance, the determining factor was the Rock Island Railroad's right-of-way which extended southward from Kingfisher County. The federal government rejected the initial route proposed by the railroad, which would have gone through Reno City and bypassed El Reno, because it passed through the grounds of the Concho School on the Cheyenne-Arapaho Reservation. Additionally, the Rock Island hoped to make the most lucrative financial deal. While Reno City residents refused to grant the railroad town lots, inhabitants in El Reno were willing to provide lots and land for a terminal. Consequently, the Rock Island redirected its tracks to the west of the Concho School and then eastward. The first

possible route south of the reservation and after crossing the 98th parallel went through El Reno. That decision doomed Reno City. Many of that town's inhabitants moved to El Reno and occasionally even moved some of their buildings, such as the Caddo Hotel, as well. The first Rock Island passenger train entered El Reno in February 1890.[9]

Despite its victory over Reno City, El Reno still remained a small town. In 1890, approximately one year after the run, the population of the town was 285. That accounted for only 4 percent of the population of Canadian County. At this particular stage in El Reno's development, the town had not established itself as the predominant one the county; it was still vying with other fledgling villages.[10]

Although the presence of the Rock Island Railroad guaranteed that El Reno would survive, it was not certain which town would become the county seat. Initially, even the illegal votes of railroad workers and troops from Fort Reno were not sufficient to ensure El Reno's victory. Its other rival, Frisco, won the election. Ultimately, it was the Territorial Supreme Court which selected El Reno.[11]

"Boosterism" was another effective means of fostering the growth and development of El Reno. The El Reno Democrat, a newspaper founded in 1891, often cited the benefits of settling in El Reno. Describing the city as the "'Queen of the Canadian'" and "'Oklahoma's Future Capital,'"

the newspaper exaggerated the quality of the region's soil and climate to potential new residents. Yet it was also evident that not everyone was welcome; the newspaper and others discouraged black Americans from settling in El Reno.[12]

In subsequent decades, the city grew and prospered. At least some of this growth resulted from the efforts of the residents to provide the essential services of urban life. By 1892 a mayor/council form of government was installed. That same year, a waterworks project was completed which provided residents with up to one and a half million gallons of water daily. By the turn of the century, there was a sewer system and four miles of sidewalks. Spiritual interests were also not neglected. Congregations of the following denominations were represented in El Reno: Methodist Episcopalians, German Lutherans, Episcopalians, Roman Catholics, Presbyterians, Congregationalists, Baptists, African Baptists, United Brethren, and the First Christian Church.[13]

El Reno's position as a railroad center for much of western Oklahoma Territory also contributed to this period of initial growth. After 1900, three different railroad lines ran through the city: the Rock Island Railroad; the St. Louis, El Reno, and Western Railway; and the Choctaw Coal and Railway Company. The Rock Island traversed the city north to south, the Choctaw Railway approached El Reno

from the east, and the St. Louis, El Reno, and Western provided rail service between El Reno and Guthrie. As there was limited railroad service west from El Reno, the city served as the rail terminus for much of the area west to the Texas Panhandle. Over time, the influence of the Rock Island in El Reno increased. In 1904, that railroad purchased the Choctaw, Oklahoma, and Gulf Railroad. By 1906, 25 percent of the Rock Island's annual appropriations for improvements were spent in El Reno; one hundred thousand dollars were appropriated for trackage facilities and one hundred and fifty thousand dollars were spent for the construction of a new depot. One year later, the city became a division point of the Rock Island: one line (Chicago to Dallas) intersected with another one (Memphis to Amarillo) in El Reno.[14]

Yet El Reno was not just a railroad town; it developed a diversified economy during the territorial period. The availability of transportation undoubtedly facilitated this industrial growth. Initially, much of the manufacturing related to its agricultural surroundings. During that decade, a creamery, cotton press, and two mills were founded in the city to serve farmers in Canadian County and beyond. The El Reno Mill and Elevator Company was founded in the early 1890s and within a year was milling 150 barrels of wheat a day and the cotton gin "accommodate[d] . . . cotton growers from western Oklahoma and points along the Rock

Island." Later, El Reno residents also founded non-agricultural industries. The El Reno Foundry and Machine Company manufactured cast iron products including stoves, rakes, shovels, laundry irons, and water main fittings. Similarly, the El Reno Bottling Works opened in 1892 to bottle a variety of carbonated drinks. Other plants included a washing machine factory and an automobile factory which built the "Pioneer" from 1907 to 1910.[15]

Within these first two decades after settlement, El Reno became a significant business center not only for Canadian County, but also for other towns and rural areas farther west and southwest. As El Reno was, for many years, the railroad terminus for the entire western portion of Oklahoma Territory, settlers from cities such as Cordell, Arapaho, Weatherford, Elk City, and others came to El Reno to deliver surplus agricultural crops and purchase needed supplies. One settler from that era described El Reno as "the greatest wholesale point in the western Territory, just about all the freight for western Oklahoma was obtained here." Another commented that "people would come for a hundred miles after provisions." Closer to home, troops from Fort Reno and Indians from the Cheyenne-Arapaho agency at Darlington shopped in El Reno.[16]

Table 1 demonstrates the diversity of the El Reno economy in 1900. While the number of railroad employees was small compared to later decades, the number of business,

sales, service, and skilled craftsmen reinforces the portrayal of the city as a significant center for the west central portion of Oklahoma Territory. Literacy was also widespread. Over 94 percent of the heads of households were literate and literacy was nearly as high among foreign-born residents.[17]

TABLE 1

OCCUPATIONS OF EL RENO HEADS OF HOUSEHOLDS IN 1900*

OCCUPATIONS	NUMBER	PERCENTAGE
Agriculture[a]	71	9.9
Business[b]	82	11.4
Clerk-Salesmen[c]	71	9.9
Government[d]	18	2.5
Professional[e]	68	9.5
Service[f]	91	12.6
Craftsmen[g]	140	19.5
Transportation[h]	37	5.1
Unskilled Laborer[i]	141	19.6
Total	719	100.0

[a]millers, farmers, farm laborers
[b]merchants, bankers, real estate
[c]salesmen and agents
[d]government employees
[e]doctors, lawyers, teachers, ministers
[f]employees of hotels, restaurants, saloons
[g]painters, carpenters, bricklayers
[h]railroad emplyees, wagoners
[i]day laborers, laundry workers, janitors

*Source: Adapted from Carolyn G. Hanneman, "Economic and Social Factors that Influenced the Growth and Development of El Reno, Oklahoma Territory," unpublished paper, Oklahoma State University, 1984, 25.

With this economic diversity, El Reno witnessed considerable population growth (see Table 2). By 1900, its population had increased to 3,383 -- more than ten times its 1890 size. Now El Reno accounted for 21.2 percent of the population of Canadian County; that was also a significant increase from 1890. This undoubtedly reflected the victory of El Reno over its rivals -- Reno City and Frisco. There was also considerable diversity among the residents of El Reno. By 1900, 4.9 percent of the population was foreign born and 6.6 percent was black.[18]

Perhaps two of the most unusual events to occur in El Reno during the territorial period were another land run and a lottery held there as additional portions of Oklahoma Territory were opened for white settlement. The first was the Cheyenne and Arapaho land run held in April 1892. At that time the land immediately to the west of El Reno was opened. Before the land run, however, each member of the Cheyenne and Arapaho tribes received 160 acres of their choice. It was at this time, then, that the western sections of the city of El Reno and Canadian County were added to the original 1889 land areas. In 1901, a lottery rather than a land run was held; this was considered a safer and fairer method of land dispersal. The lottery, which opened the Kiowa, Comanche, and Caddo country, had an even greater effect on El Reno and its residents. In the summer of 1901, over one hundred thousand potential homesteaders

spent six weeks in El Reno registering and awaiting the drawing of thirteen thousand quarter sections. This sudden population influx exceeded the city's facilities. Services, housing, and food supplies were in short supply until, after the drawing, the winners left to claim their land and the losers to find their fortunes elsewhere.[19]

Throughout the territorial period, the residents of El Reno seemed eager to built a town which provided educational, social, and cultural amenities. After the 1889 run, schools become one of the settlers' highest priorities. The first public school was opened in January 1891. The following year, a separate building was constructed for the children of El Reno's black residents. The number of students and teachers increased dramatically over the next decade: in 1891 there were 166 students and 7 teachers; by 1894 there were 500 students and 10 teachers; and by 1901 there were 829 students and 18 teachers. In 1899, the city's Roman Catholic and non-Catholic residents were invited to enroll their children in a newly-opened parochial school -- Scared Heart Institute. In 1902, a sanitarium was also opened in El Reno. It served as a hospital for much of western Oklahoma Territory and as a training facility for nurses.[20] Other needs were not neglected. El Reno had an opera house for its more cultured residents. A Carnegie Library opened in 1905 and during the territorial period alone twenty-five newspapers were published in El Reno.

Among these were two German-language newspapers, one of which, Oklahoma Staats-Zeitung, attained a circulation of fourteen hundred by 1905. So many newspapers were founded and then abandoned during the territorial period that El Reno was known as the "'newspaper graveyard of Oklahoma.'" For those residents interested in social contacts there were a variety of fraternal and other organizations. Among those represented were the Masons, Odd Fellows, Elks, Knights of Columbus, G. A. R., Women's Christian Temperance Union, Order of Red Men, Athenaeum Club, and Beethoven Club.[21]

STATEHOOD AND SINCE

The census of 1910 provided further evidence of the growth and diversity of El Reno's population (see Tables 2 and 3). By that time, the city's population had increased to 7,872 -- having more than doubled during the first decade of the twentieth century. The foreign-born population of the city now accounted for 4.5 percent of the total population and 8.7 percent of El Reno's population was black. By 1910 the population of El Reno accounted for more than one third of the total population of Canadian County. Its position as the dominant city in the county now seemed assured.[22]

TABLE 2

POPULATION OF EL RENO, 1890-1950*

YEAR	TOTAL POPULATION	PERCENTAGE CHANGE	BLACK POPULATION	PERCENTAGE BLACK
1890	285	--	--	--
1900	3,383	+1087.02	223	6.6
1910	7,872	+ 132.69	688	8.7
1920	7,737	- 1.71	487	6.3
1930	9,384	+ 21.29	533	5.7
1940	10,078	+ 7.39	735	7.3
1950	10,991	+ 9.06	809	7.4

*Sources: Adapted from U. S. Department of the Interior, Census Office, Report on Population of the United States at the Eleventh Census: 1890, 15 vols. (Washington, D. C.: Government Printing Office, 1895-1897), I, pt. 1:283; U. S. Interior Department, Census Office, Twelfth Census of the United States, Taken in the Year 1900 - Population, 2 vols. (Washington, D. C.: Government Printing Office, 1901), I:636; U. S. Bureau of the Census, Thirteenth Census of the United States taken in the Year 1910: Population, 4 vols. (Washington, D. C.: Government Printing Office, 1913), III:482; U. S. Bureau of the Census, Fourteenth Census of the United States taken in the Year 1920: Population, 4 vols. (Washington, D. C.: Government Printing Office, 1923), III:825; U. S. Bureau of the Census, Fifteenth Census of the United States: 1930, 6 vols. (Washington, D. C.: Government Printing Office, 1932), III, pt. 2:571; U. S. Bureau of the Census, Sixteenth Census of the United States: 1940 - Population, 4 vols. (Washington, D. C.: Government Printing Office, 1943), II, pt. 5:880; U. S. Bureau of the Census, A Report of the Seventeenth Decennial Census of the United States - Census of Population: 1950, 4 vols. (Washington, D. C.: Government Printing Office, 1952), II, pt. 36:10, 53.

The proximity of the Cheyenne-Arapaho Reservation and the Concho School also ensured the continued presence of Native Americans in the vicinity of El Reno. Although most

lived outside the city, many shopped there. As Table 3 indicates, their numbers and their percentage of the total population of Canadian County remained relatively small throughout the twentieth century.

TABLE 3

NATIVE-AMERICAN POPULATION OF CANADIAN COUNTY AND EL RENO*

	CANADIAN COUNTY		EL RENO	
Year	Native-American Population	Percentage	Native-American Population	Percentage
1890	--	--	--	--
1900	621	3.88	--	--
1910	409	1.74	--	--
1920	479	2.15	--	--
1930	431	1.53	60	0.64
1940	590	2.16	32	0.32
1950	789	3.08	189	1.72

*Sources: Adapted from U. S. Bureau of the Census, Thirteenth Census of the United States taken in the Year 1910: Population, 4 vols. (Washington, D. C.: Government Printing Office, 1913), III:464; U. S. Bureau of the Census, Fourteenth Census of the United States taken in the Year 1920: Population, 4 vols. (Washington, D. C.: Government Printing Office, 1923), III:817, 830; U. S. Bureau of the Census, Fifteenth Census of the United States: 1930, 6 vols. (Washington, D. C.: Government Printing Office, 1932), III, pt. 2:550, 573; U. S. Bureau of the Census, Sixteenth Census of the United States: 1940 - Population, 4 vols. (Washington, D. C.: Government Printing Office, 1943), II, pt. 5:860, 861; U. S. Bureau of the Census, A Report of the Seventeenth Decennial Census of the United States - Census of Population: 1950, 4 vols. (Washington, D. C.: Government Printing Office, 1952), II, pt. 36:28, 29, 74, 110.

The pattern of general population growth ended rather abruptly during the second decade of the twentieth century (see Table 2). By 1920, the population of El Reno had declined to 7,737 -- a decrease of nearly 2 percent since 1910. The percentage of foreign-born residents also dropped to 3.0 percent and the black population declined to 6.3 percent. While it is impossible to determine with certainty the exact cause of this demographic shift, several explanations are possible. It may be, for example, that residents in communities around Oklahoma City were moving to that metropolitan area. The population of that city increased by more than 42 percent between 1910 and 1920. Gurthie had a similar experience to El Reno; its population increased by less than 1 percent during the same period. A third community near Oklahoma City, however, grew dramatically. The population of Norman increased by more than 34 percent between 1910 and 1920. This population shift is even more apparent at the county level (see Table 4). While Oklahoma County experienced an increase of over 36 percent, three of the five surrounding counties lost population, and the other two, Pottawatomie and Cleveland, showed only modest gains of less than 6 percent.[23]

TABLE 4

POPULATION CHANGES IN CENTRAL OKLAHOMA COUNTIES, 1910-1920*

COUNTY	1910 POPULATION	1920 POPULATION	PERCENT CHANGE
Canadian	23,501	22,288	-5.2
Cleveland	18,843	19,389	+2.9
Lincoln	34,779	33,406	-3.9
Logan	31,740	27,550	-13.2
Oklahoma	85,232	116,307	+36.4
Pottawatomie	43,595	46,028	+5.6

*Source: Adapted from U. S. Bureau of the Census, Fourteenth Census of the United States taken in the Year 1920: Population, 4 vols. (Washington, D. C.: Government Printing Office, 1923), III:817, 818, 820, 822.

In the years after Oklahoma became a state in 1907, El Reno continued to benefit from its transportation network. During World War I, the city was an important rail center for the movement of American troops. In response to the number of troops moving through El Reno, residents constructed a fourteen by twenty-four foot cabin near the railroad station. This cabin became a Red Cross canteen which served sailors and soldiers passing through El Reno on their way to their next assignment. In the twenty years between statehood and the onset of the Great Depression, the Rock Island invested large sums of money in its El Reno facilities. Hundreds of thousands of dollars were spent on construction and repair of terminal yards, a round house,

repair shops, and new office buildings as El Reno became the general headquarters for the railroad's southwestern region of operations. By 1928, estimates indicate that in excess of 10 percent of El Reno's labor force worked for the Rock Island.[24] The city also profited from the establishment of an interurban line, the Oklahoma Railway, which originated in Oklahoma City and connected that city with Norman to the south, Guthrie to the north, and El Reno to the west. The interurban provided an alternative means of transporting both passengers and freight between these four central Oklahoma cities. El Reno also enjoyed convenient automobile transportation in addition to rail service. Route 66, a 2,400 mile long highway connecting Chicago and Los Angeles, passed through El Reno. Route 66 was part of a federal program begun during the mid-1920s to upgrade the nation's interstate highway system. Initially dirt, the route was later upgraded to gravel. By 1937, the stretch of Route 66 from Oklahoma City west to the Texas Panhandle was paved. Additionally, Route 81, which entered El Reno from the north, became a significant north/south artery which intersected Route 66 in El Reno.[25]

The impact of this extensive transportation network was significant, as the economic benefits were not limited to those El Reno inhabitants who were Rock Island employees. The passage of Highway 81 and Route 66 through the city also proved to be an important source of income for residents as

travelers purchased gas, food, and lodging from El Reno businessmen who established businesses on or near these thoroughfares. One later survey of land use along Route 66 revealed that there were seventeen gas stations, thirteen restaurants, five motels, and three drive-in restaurants along the 2.6 miles of Route 66 within the city limits of El Reno. The railroad links which passed through El Reno also ensured that it would continue to be a trade center for Canadian County and portions of surrounding counties as farmers from outlying agricultural areas still brought their crops to El Reno and purchased goods and services from city merchants.[26]

New businesses and industries were also attracted to El Reno after statehood. The El Reno Packing & Provision Company opened a meat packing plant and Fort Reno avoided abandonment when it became a cavalry remount station which employed between seventy-five and one hundred people. Eventually the post also became a tourist attraction as an historic landmark of southwestern heritage.[27] The city of El Reno also continued to modernize and improve essential city services. During the 1920s, the city constructed a new sewage disposal plant, increased the amount of water available to city businesses and residents, and installed an improved lighting system in the downtown business district.[28]

The population decline of the 1910s was reversed during

the next decade; by 1930 the population of the city had increased to 9,384 (see Table 2). That represented a 21.3 percent increase from 1920. By 1930, the foreign-born population continued to decline as there was no new influx of foreign-born residents to replace those earlier immigrants who had died. The black population also declined to 5.7 percent of the city's population. El Reno did, however, continued to account for one third of the county's population.[29]

The onset of the Great Depression moderated much of the optimism and business growth of the preceding decades. Many rural areas in Oklahoma had experienced economic difficulties even before the Stock Market Crash of 1929; farm prices had declined during the 1920s and tenancy rates remained high. Natural catastrophes in Oklahoma exacerbated the international economic downturn as drought and the resultant dust bowl worsened conditions even more. Route 66 which had been a boon to the city of El Reno in times of economic prosperity now became "a twentieth century 'Trail of Tears'" as tens of thousands of Oklahomans fled to start better lives farther west. As John Steinbeck wrote in The Grapes of Wrath, his fictional account of the Depression years:

> Highway 66 is the main migrant road. 66 - the long concrete path across the country, waving gently up and down on the map, from the Mississippi to Bakersfield. . . . 66 is the path of a people in flight, refugees from dust and shrinking land, from thunder of tractors and shrinking ownership. . . .

> From all of these the people are in flight, and they come into 66 from the tributary side roads, from the wagon tracks and the rutted country raods. 66 is the mother road, the road of flight. . . . The people in flight streamed out on 66, sometimes a single car, sometimes a little caravan. All day they rolled slowly along the road, and at night they stopped near water. In the day ancient leaky radiators sent up columns of steam, loose connecting rods hammered and pounded. And the men driving . . . listen apprehensively.

During the 1930s, residents of El Reno undoubtedly watched as this flow of displaced persons travelled west. Instead of being a source of revenue, Highway 66, during the 1930s, became a symbol of pessimism, human suffering, and despair.[30]

Initial efforts to ameloriate the severity of the depression in most portions of Oklahoma met with only limited success. The conservatism of the state's population and political leadership prevented full exploitation of the federal government's programs. By mid-decade, however, Oklahomans began to benefit from federally-sponsored reform, relief, and recovery. By that time the Civil Conservation Corps (C.C.C.) employed between five and six thousand Oklahomans. The Works Progress Administration (W.P.A.) paid thousands of other residents to build schools, armories, roads, and other public structures. In El Reno, much of the W.P.A. funding was utilized to build schools; Webster Junior High School, Booker T. Washington School, and an addition to Lincoln School are examples of W.P.A. projects in the city. But prosperity was long in coming. By 1940, more than a

decade after the onset of the depression, 11.1 percent of the El Reno labor force was still seeking employment and governmental relief programs such as the National Youth Administration (N.Y.A.) and the W.P.A. employed an additional 10.1 percent. The city's black population fared even worse; in 1940 20.6 percent of the black labor force was seeking employment and federal relief agencies employed another 28.5 percent.[31]

Several new institutions built in El Reno during the 1930s undoubtedly helped to alleviate the severity of the Depression. In May 1930, six hundred acres of Fort Reno were transferred to the Department of Justice for the purpose of establishing a federal reformatory. In 1934, the United States Southwestern Reformatory was opened west of El Reno at a cost of one million dollars. It was equipped with the "latest in housing, medical, culinary and vocational facilities." By 1935, the reformatory housed nine hundred inmates and employed one hundred workers with an annual payroll in excess of two hundred thousand dollars.[32]

Later in the decade, El Reno Junior College was founded to provide college preparation and vocational training for its students. First opened in the summer of 1938, the junior college was allowed to offer one year of college-level study. The next year, a second year's work was accredited. During the 1940s, the college also cooperated with officials at Mustang Field to offer instruction in

aviation and aircraft engines.[33]

With the onset of World War II, El Reno once again assumed a greater role militarily. The construction of Mustang Field, approximately five miles southwest of the city, was one manifestation of this renewed activity. There, civilians, contracted by the government, trained "aviation cadets." The nine and a half week program included sixty hours of air time. Despite the rigorous training schedule, cadets found time to attend Friday night dances at the Elk's Lodge in El Reno.[34]

Fort Reno also became more active as a portion of it became a prisoner of war camp for German and Italian POWS. Several hundred prisoners were detained on the east side of the post grounds. Some were loaned to area farmers as agricultural laborers to offset manpower shortages suffered during the war. About seventy POWS, who died at Fort Reno during the war, were buried in a separate section of the post cemetery.[35] After 1945, the Army remount station was reactivated on at least two occasions to supplement the American effort in the Cold War. In the late 1940s, as government troops in Greece and Turkey fought communist insurgents, mules, trained at Fort Reno, were used to help in that effort. With the mechanization of modern armies, the United States remount post at Fort Reno ultimately became expendable. In 1949, the post was closed and ten thousand acres were ceded to the United States Department of

Agriculture. Oklahoma A&M College (now Oklahoma State University) in conjunction with the Department of Agriculture now operates an agricultural experiment station on that land.[36]

In the 1930s and 1940s the population of El Reno stabilized and showed some modest growth (see Table 2). During both decades, El Reno's population increased by nearly 10 percent. The city's black population also stabilized at just over 7 percent.

CONCLUSION

Ironically, El Reno's location has been responsible both for its initial rapid growth and more recent slower population increase. Fortuitously located between two rivers and along a major cattle trail, El Reno prospered during a period when water and later railroad and automobile travel predominated. More recently, however, with greater dependence on air travel and interstate highways, El Reno is no longer a significant commercial center for west central Oklahoma. Just as other towns and rural areas were earlier dependent upon El Reno, it has become more dependent on Oklahoma City as the influence of that metropolitan area has spread. Undoubtedly, El Reno will endure; it is still the county seat of Canadian County, the home of one of Oklahoma's junior colleges, and a suburb of Oklahoma City.

El Reno has a rich heritage which exemplifies much of the history of Oklahoma Territory. Native Americans, military troops, railroads, and agri-business, so representative of El Reno's past, are some of the characteristics which make Oklahoma's history unique.

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PROPERTY TYPE ANALYSIS

Property types group together individual properties which share similar physical or associative characteristics. The defining and analysis of property types provides a framework by which large numbers of related properties may be compared for evaluation and nomination to the National Register. The historic context, moreover, guides this process by identifying the significant themes and events that give these properties meaning, and by providing an initial indication of the kinds of properties likely to occur in the study area.

The following property-type analysis draws on the historical narrative for El Reno. Since it was finalized after the survey component of the project was completed, it also contains reference to examples of the property types.

COMMERCIAL PROPERTIES

Description: The commercial activities of communities such as El Reno were typically located in the center of town. The commercial buildings housed various establishments needed to serve a growing population. These establishments included, but were not limited to: banks and other financial institutions; professional offices for lawyers, engineers, and architects; retail establishments such as general stores, hardware and grocery stores; restaurants and bars; and livery stables.

Initially one story and wood framed, often with false facades, these buildings created a look of impermanence. Proprietors could move them from one location to another within the town or even to a different town. As the communities became stabilized and the merchants prospered, one, two, and three story buildings of brick (and occasionally stone) replaced the wood ones until few, if any, survived. The larger buildings might house more than one commercial establishment, and some covered an entire block. Upper floors of these buildings were often used as meeting halls for fraternal organizations, apartments, doctors' offices, or other non-retail functions.

Communities welcomed the appearance of these permanent buildings, often referred to simple as "bricks." Once a "brick" appeared on a street or block, town boosters hoped that nearby establishments would follow the other's lead. This transformation of the business core often began in the late 1890s and continued through the 1910s.

Most of these "bricks" were of the Early Commercial style of architecture. To make the most of the property lots, the buildings were rectangular and usually abutted the adjacent buildings. They sat back from the street to allow for both vehicular and pedestrian traffic. Architectural ornamentation was kept to a minimum, with detailing usually confined to decorative brickwork or stone coping near the roofline. Others featured metal cornices which provided a

contrast to the brick walls. Second and third story windows might also receive some attention with stone sills and lintels or arches. The first floors usually incorporated large windows for ease of viewing the merchandise from the street and for interior illumination. Entrances were often recessed from the window areas. The large two and three story buildings might have several entrances, especially if they housed more than one commercial activity. Examples of Early Commercial buildings in El Reno are the El Reno State Bank at 101 S. Bickford Avenue and the Broken Heel at 215 S. Rock Island Avenue.

Exceptions to the Early Commercial Style were those buildings which featured iron clad fronts or Classical Revival detailing. The use of iron clad facades allowed for more ornamentation on the exterior walls, as designs could be stamped into the material creating the appearance of pilasters around windows, decorated friezes, and cornices. Classical Revival buildings often incorporated the use of stone columns, pilasters, cornices and entabulatures, and balustrades. An example of an iron clad building in El Reno is the Kerfoot Brothers/I. Jalonick Building at 107-109 N. Bickford Avenue.

Not all of the commercial activity was confined to the center of the community. As towns grew, some commercial establishments followed the residential spread of the city. This was especially true of grocery stores which served the

needs of a neighborhood. If a community had a sizable ethnic or racial population, the prevailing social attitudes of the majority might force the minority group to create its own commercial establishments within its neighborhood, as in the case of the black population of El Reno. An example of this is Johnson's Hall, a former grocery store at 517 N. Admire Avenue.

As the automobile became the dominant mode of urban transportation, communities constructed buildings to service the needs of the consumer and the vehicles. Filling stations, garages, and automobile agencies began to appear in the commercial core and on the edges of town. As many of these buildings were constructed in the 1920s and 1930s, their architecture often displayed Art Deco influences with their vertical projections and stylized motifs. They were typically of brick or concrete block, and had only one story. The automobile agencies featured large display windows and doors which allowed the vehicles to exit and enter the building easily. The former El Reno Motor Company at 102 E. Wade Street is an example of this type of property.

Significance: The significance of the commercial properties of urban centers falls under several functions. They are important as representations of the economic stability and prosperity of a community. As the community grew and prospered, so did the commercial core. This is clearly

shown in the transformation of the downtown from temporary wood frame buildings to the more permanent "bricks." Similarly, the significance of these properties is reflected through architecture, as the merchants expressed their aspirations and achievements through their buildings. These properties also have social significance as they reflect changes in lifestyles from dependence on the horse or the foot as the primary means of transportation to reliance on the automobile. The social significance of commerce is also shown by the spread of certain commercial activities to residential areas to better serve those who, either by choice or socio-economic conditions, lived away from the commercial core.

Eligibility: To be eligible for listing on the National Register of Historic Places, buildings associated with the commercial activities of a community should retain their integrity of design, location, and materials. Exceptions may be allowed for the alteration of the first floor window areas as it is extremely rare for commercial buildings to survive without alterations. These alterations should not detract from the overall integrity of the building's design. Commercial buildings can also be judged eligible for the National Register if they are contributing resources to a historic district.

AGRICULTURAL PROCESSING PROPERTIES

Description: The most significant cash crop in the plains region of central and western Oklahoma was wheat. It could withstand the harsh winters and dry summers of this portion of the state. Other important crops included oats, barley, kafir, sorghum, and alfalfa. Towns, such as El Reno, fortunate enough to be located along railroads usually served as marketing and processing centers for the surrounding farms. The railroads provided the farmers and processors an easy means of transporting their products to distant markets.

The processing centers were typically located along the railroad right-of-way. Each had elevators for product storage. Some served only as terminals where the commodity was stored until it was shipped to a processing center with mill operations. Some elevators such as those of the El Reno Mills and Elevator Company had their own milling centers. Here the wheat was processed into flour and shipped out in sacks. Typically the early elevators and mills were of wood. Concrete storage tanks began to replace the wooden elevators as early as the late 1910s. The concrete tanks required less maintenance and reduced the risk of fire. However, some wood elevators survived although they were often covered with metal or other siding. Concrete was also used for the mills as this material was better suited to the heavy machinery and resulting vibrations associated with the milling process. These

concrete buildings were typically multi-storied. Again, not all mills were constructed of concrete, but could also be composed of wood, brick, or stone. The architectural style of both mills and elevators was basically functional.

Other buildings and structures are also associated with elevators and mills. These include warehouses to store the packaged products, scales for weighing trucks loaded with raw products, and office buildings. Depending on the success and size of the company, these buildings could be of metal, wood, brick, or concrete. As the milling industry began to consolidate, larger corporations often bought out the local companies. Many of the mills fell into disuse with only their elevators kept in operation serving as terminal facilities.

Significance: The significance of agricultural processing is primarily economic. Many towns relied heavily on agriculture to sustain them. This was especially true for Canadian County. In 1928, it was the largest milling center in Oklahoma and in 1951, more than 10,000 Canadian County residents' livelihood depended directly on farming. Towns which served the needs of the surrounding agricultural area had much to gain economically.

Eligibility: To be eligible for listing on the National Register of Historic Places, buildings associated with agricultural processing should retain their integrity of design, setting, and materials. Their relationship to the

processing industry and their economic importance should be clearly defined.

RESIDENTIAL PROPERTIES

Description: The pattern of residential development and the scale and quality of housing in any given town is directly tied to the economic base and available transportation. In a town such as El Reno, whose economy was historically based on a variety of industries dependent on the railroad, it is likely to find a corresponding variety of residential types. Racial and ethnic segregation usually contributed further sub-types, predominately to the working class category.

A. Single dwelling; Upper class

The upper class of El Reno included doctors, lawyers, bankers, successful businessmen, and prominent government officials. In the 1890s, when the permanent commercial core of El Reno was established, this elite was likely to build their homes nearby. These residences were usually two story, designed in the Classical Revival Styles popular in the eastern states. Because of the railroads, and local brick and concrete factories, it was possible to build with a variety of materials.

It was typical for the upper class of America to move progressively further from downtown as transportation improved. Early in the twentieth century, it is probable that this movement began in El Reno because an interurban

service was routed from the railroad depot, through the commercial center, and east to Oklahoma City. The popular styles of the later period were Prairie and Craftsman, so it is likely that examples of such would be found in the neighborhoods that flanked the interurban. The advent of a mass produced automobile made it possible for the upper class to move even further away from their offices and business while maintaining an easy commute to and from work every day, as well as access to entertainment and social gatherings. Most of these residences would be found outside of the study area. The affluent neighborhoods constructed earlier in El Reno's history probably continued to attract some of these residences due to their established character of wealth and elitism. Because of the expense of maintaining such large houses it is to be expected that some have been converted to multiple dwellings.

B. Single dwelling; Middle class

The middle class included that portion of the working class commonly known as white collar workers--a group comprised of clerks, merchants, bank tellers, clergy, teachers, restauranteers, and such. Their residences were often in neighborhoods surrounding those of the upper class and, as cities grew, they often infiltrated the elite neighborhoods with their homes forming an infill between the larger homes. This movement probably started in El Reno after construction of the interurban. The style of these

homes were predominately vernacular Craftsman or Bungalow, although some Tudor Revival could be expected. Wood siding was the most common material, but given the accessibility of brick and concrete in El Reno, these materials are probably evident as well, especially in the Tudor Revival Style. Many of these homes are probably still in use, although the siding and windows are likely to have been replaced.

C. Single dwelling; Working class

The working class usually consisted largely of railroad and factory workers, domestic servants, and unskilled laborers. Their homes were small and simple in design. The shotgun shack, the one story side gable, and the pyramidal were the most common types, although some simple Craftsman houses were built as well. These residences were sometimes constructed by owners of the railroads and factories near enough for the employees to walk to work. Most of this class of dwelling was built with wood frame construction and wood siding but has been especially prone to alterations in later years. The most common alterations are room additions and new siding.

Racial and ethnic segregation often leant a unique character to the segregated neighborhoods. In El Reno, it is likely that the only substantial separation was between black and white. The residences in these neighborhoods would not necessarily have had stylistic differences, but the quality of housing was probably lower in the black

sector because of lower paying jobs available to blacks.

D. Multiple dwelling

Apartments were usually constructed to house singles, couples, and small families who either preferred the multiple unit dwelling for its social, safety, and maintenance benefits or could not afford to own their own home. These dwellings were located near the commercial core for easy accessibility to the workplace. They were constructed in a wide variety of styles and materials. In El Reno, it would be possible to find anything from functional concrete block units to elaborate Classical Revival apartment houses in wood or brick.

Significance: Residential properties may be significant for many reasons, depending on their association value, style, and location. The historic owner or resident of a house may give the property its importance, or the architectural style may be the source of significance. In El Reno, it is likely to find houses associated with the first prominent citizens, the middle class, and with the working class. These residences are useful reminders of the beginnings of El Reno and its pre-depression prosperity. The location of specific types of residences provide important evidence of the impact of available transportation and the effects of segregation on the formation of neighborhoods. Even the materials used may yield valuable information on the importance of local industry, such as a concrete or brick factory.

Eligibility: To be eligible for listing on the National Register of Historic Places, residential properties should retain integrity of design, setting, and materials. Exceptions may be made for residences with uncommon associational value or as contributing parts of a district. In these instances some alterations may be considered acceptable if the overall design and details have not been obscured.

INDUSTRIAL PROPERTIES

Description: Industry was a large part of El Reno's economic base. The buildings supporting industrial enterprises were usually located near the railroads for easy access to transportation.

A. Manufacturing and processing factories

Factories were usually housed in large brick or concrete block buildings near the railroad. Some of the very early buildings such as the El Reno Foundry were first built of wood and later added on to with brick and metal siding.

As the factories became obsolete because of technological advances, they were often destroyed to make way for new development. Some of the factories were probably located outside the study area of this survey. For these reasons, it is unlikely that many of the original buildings are extant within the established boundaries.

El Reno had lumber mills, a washing machine plant, a broom factory, brick plant, cement blockworks, ice and ice cream plants, mattress factory, candy factory, automobile assembly plant, artificial gas plant, creamery, and an iron foundry and machine shop. Of these, evidence has been found of the ice and ice cream plants, and the El Reno Foundry and Machine Shop.

B. Storage sheds and other auxiliary buildings

Support facilities of wood, brick, or concrete block were usually constructed near the factories, primarily for storage purposes. A few of these structures can be found near the El Reno Foundry and Machine Shop complex.

C. Administrative buildings

Some of the factories had separate facilities for the administrative offices. These buildings were built in a variety of materials; brick, concrete block, and wood.

Significance: Industrial properties are significant as evidence of the production of goods, and the level of technology of the period, in which the factories were operational. In El Reno, these properties are very important artifacts of the city's early economic history. The El Reno Foundry and Machine Shop had several large buildings to house their machine shops and the foundry, and several smaller auxiliary buildings, including an administrative building. Many of these are no longer standing, but those that are represent at least three

decades of industrial development.

Eligibility: To be eligible for listing on the National Register of Historic Places, industrial properties of El Reno must retain integrity of design, setting, and materials. Many of the buildings were altered to some extent during their use as factories, and this should be taken into account when determining their historic integrity.

GOVERNMENT PROPERTIES

Description: Identifiable government buildings gave a sense of order and permanence to the early settlement of a city. These buildings were often the largest and most impressive structures in town. They were a source of pride for the early citizens and a clear message to new settlers and visitors. The presence of a courthouse meant that "law and order" was established in town and gave it a sense of respectability that boom towns rarely had. A permanent post office building was further evidence of a town in which it was safe to invest. If visitors had dishonorable intentions, a prominent jailhouse was meant to dissuade them from undesirable actions. Most of these buildings were located near the commercial core of the town.

A. County courthouse

El Reno was established as the county seat of Canadian County in the late 1890s because of the excellent railroad

service to the town. It was also the commercial center of several surrounding counties. After the land drawings of 1901, it became the geographic center of Canadian County as well. Many county courthouses were constructed of stone or brick with stone details. They were usually very elaborate. The Canadian County Courthouse, built in El Reno in 1903 was a three story brick building with Warenberg, Missouri stone on the first story and terra cotta trim. A 100' dome was topped with a bronze statue of justice. The building is no longer extant and has been replaced by a modern brick structure. The statue has been placed in the foyer of the new building, erected in the 1960s.

B. City hall

The city hall was usually the building that reflected the character of the town the most. Its style often rivaled that of the county courthouse. It was usually a brick or stone structure located in a prominent position in the town. The original city hall of El Reno is no longer extant. A modern brick building has replaced the original, and the Liebmann's Independent Ice Co. has been remodeled to serve as part of the municipal complex.

C. Correctional facility

As the county seat, El Reno is the site of the Canadian County Jail. Of stone construction, it was built in 1906-1907, is listed on the National Register of Historic Places, and is still in use. It is located near the Canadian County

Courthouse.

D. Fire Station

The early fire stations in pre-statehood Oklahoma towns were of a variety of styles. Usually located near the commercial core to afford quick response to fires in that particularly crowded part of town, they were often constructed of brick and conformed to the predominant architectural style. Probably the most common was the two story brick firehouse in the Early Commercial Style with the firemen's quarters upstairs and the garage underneath. El Reno's original fire station has been replaced with a modern brick building with a two story glass facade.

E. Post Office

The construction of a permanent post office building was an important sign that a community had established itself sufficiently to gain recognition as a permanent settlement by the federal government. The building was usually constructed of brick or stone on a monumental scale with elaborate detailing. The El Reno Post Office was built in 1915 in the Colonial Revival Style. Brick with stone details, it still stands and is used as a public school special resources center.

Significance: The significance of government properties varies according to the level of government with which they are affiliated. In El Reno, the post office has the widest scope of significance because of its part in a federally

operated communication network. The county courthouse and jail are important to all citizens of Canadian County and the city properties such as the city hall and fire station are significant for local reasons primarily. All of these properties are significant for their part in the establishment and maintenance of law and order. Unfortunately, El Reno has lost most of its historic government properties. The present county courthouse, city hall, and fire station do not meet the fifty-year criterion.

Eligibility: To be eligible for listing on the National Register of Historic places, government properties of El Reno must retain integrity of design, setting, and materials. They should be associated either with the city, county, state, or federal government and that body's enactment and administration of laws and other activities related to the political process.

TRANSPORTATION PROPERTIES

Description:

A. Railroads

The survival of early communities often depended on whether a railroad decided to include a town on its route. If the rails bypassed a town, the lack of transportation often marked the death of that community. Many examples exist of merchants and residents physically moving their stores and houses to towns with railroad service.

Railroads had a variety of buildings associated with them. Any town which had railroad traffic invariably had a depot to handle both freight and passengers. If the town had heavy railroad traffic, each of these functions might be carried out in separate buildings. Initially, they were constructed of wood, were one story, and had gabled roofs. Some were designed so that the railroad companies could move to them as needed. As the towns grew, more substantial wood, brick, or stone depots would replace the earlier ones. These were usually one story, with a moderately pitched gabled roof. The El Reno depot was one of the largest on the Rock Island Railway. It was constructed in 1907 of red brick and has a 1909 addition.

If the town happened to serve an important function for the railroad, such as division headquarters, one might find other types of associated properties. Such was the case in El Reno. The majority of these would deal with the actual servicing of the steam locomotives (and later diesel engines), passenger and freight cars, and the railroad lines themselves. These service facilities include roundhouses, coal chutes, power plants, train sheds, oil houses, blacksmith shops and other yard shops, and signal towers. If the line handled a large volume of passenger traffic, then one might find laundries and other supply buildings. Towns like El Reno had district and division offices to house the railroad management. The Rock Island Division

Office at 415 W. Watts Street is a three story brick building constructed in 1912. It served as the headquarters of the Southern Division until 1940. Structures associated with the right-of-way would include the rail lines themselves, bridges, and overpasses. The bridges and overpasses were constructed of wood, steel, or concrete.

B. Interurbans

From the early 1900s through World War II, some cities also had interurban railways. These electrified trains (some early ones were gasoline powered) traveled on rails down city streets. Some were part of a larger network which connected them with other cities. For example, the El Reno Division of the Oklahoma Railway Company left El Reno hourly with stops in Banner, Yukon, Bethany, and three stations in Oklahoma City. In 1930, it took approximately an hour and fifteen minutes to travel from El Reno to the Oklahoma City Terminal Station. Interurbans mostly handled passenger service. Their precise timetables with frequent arrivals and departures made it possible for workers to commute a considerable distance to their place of employment at a reasonable cost.

Properties associated with interurbans are similar to those of railroads. The most common of these are passenger stations and platforms, train sheds, powerhouses, car shops, and barns. As most interurbans went out of service after World War II, if not before, few of these buildings survive.

C. Automobiles:

As the automobile gained in popularity, state and national highway systems appeared to handle the increase in vehicular traffic. El Reno was the crossroads of major federal and state highways, including U.S. Route 66. Accordingly, one would expect to find highway and bridge construction, as well as the appearance of commercial establishments created to meet the needs of motorists and their vehicles. These would include filling stations, roadhouses, and motels.

Significance: The significance of railroad transportation is primarily economic. Railroads connected towns to distant markets. This was of prime importance to the farmers of Canadian County who were able to bring their products to shipping and processing centers located along the railroads. From there, their products could be shipped virtually anywhere in the state or nation. Railroads even provided them access to foreign markets. Railroads also attracted other industries and commercial activities to a town as they provided for the importation and exportation of goods. Towns such as El Reno, which was the headquarters of the Southern Division, also provided other economic benefits as the Rock Island employed hundreds of people. These jobs varied from porters, to brakemen, to executives working at the division office. Lines such as the Rock Island also had passenger service, allowing for the ease of personal travel,

making them socially significant as well.

The significance of interurbans is primarily social and economic. Interurbans made it possible for people to commute to their places of employment from a considerable distance. As a result, interurbans contributed to the growth of suburbs.

Automobile traffic also brought economic benefits to towns, especially those with highway connections. Whether automobile travel was leisure or business oriented, it required its own special commercial activities to meet the needs of the automobile user. Automobile transportation also has social significance, as it too provided greater personal freedom and mobility. The rise of the automobile has historic significance as it was primarily responsible for the collapse of the interurban system, as motorists preferred to travel by car instead of mass transportation. The automobile is also responsible for the decline in railroad traffic, as many shippers found it more convenient and less expensive to handle freight with trucks and trailers. Passenger traffic on railroads has also declined, as people chose to travel by personal automobiles rather than by train.

Eligibility: Railroad and interurban buildings such as depots, stations, car barns, train sheds, roundhouses, power plants, and the various maintenance buildings should retain their integrity of location, as well as design and

materials. Their historic association with these modes of transportation should be clearly defined. District offices should also have their historic function documented. Structures such as bridges and rail lines should also retain their integrity of design, setting, and materials. Buildings and structures associated with automobile transportation should possess historic significance such as association with a major highway or symbolic connections with the rise of the automobile as the dominant form of transportation in the United States. They, too, should retain their integrity of design, setting, and materials.

HEALTH CARE PROPERTIES

Description:

A. Hospitals and Clinics

Early medical providers in the fledgling towns often practiced their profession in their homes or from an upper story of a commercial building. As demand might warrant, doctors, either individually or in partnership with others, established hospital or clinic facilities. The El Reno Sanitarium was one such example. Dr. John A. Hatchett, together with Dr. Henry C. Shuttee, built the hospital in 1902. Institutions such as this one typically provided health care for their communities and surrounding areas, and even attracted clients from more distant towns lacking physicians of their own.

As the demand for health care grew, one might expect to find expanding medical facilities and the appearance of other health care providers to meet the community's needs. These providers might construct new facilities or in some instances move into former residences. This was the case for both the El Reno Sanitarium and the Catto Hospital, also of El Reno. In 1908, the Sanitarium built an addition to its facility and over the next few years acquired several nearby houses. The latter were used as a maternity ward, a contagious diseases building, as well as laundry and maintenance facilities. The Catto Hospital started out as a small hospital in an upper floor of a downtown store in 1918. In 1923, Dr. William Bruce Catto moved the hospital to a house at 421 S. Williams Avenue, just a block away from the Sanitarium.

B. Other facilities

Along with the hospitals, one might find other health care facilities. Among these are residences for nurses, particularly if the institution had a nurses' training school or if the nurses were associated with a particular religious order. The El Reno Sanitarium had the first nurses' training school in Oklahoma. It used several former residences as living quarters for the students. Health related facilities also include drug stores. These usually were found in the commercial core of the town and housed in Early Commercial Style buildings. Some of these stores

occupied a lower floor and a doctor occupied the second floor.

The architectural style of these buildings could vary greatly. This was particularly true if the institutions acquired previously owned residences. If the institution constructed its own facility, these buildings were often of brick and had two or more floors. They may be of a functional design or have Classical Revival detailing.

It is difficult to find intact examples of early health care facilities in El Reno and elsewhere. Early hospitals often were torn down to make way for new facilities or incorporated into later additions. Homes which once served as clinics or hospitals have a better chance of survival as they can be easily adapted back to residential use. Drug stores may survive in the commercial core, but they, too, are prone to alterations of their exterior and interior.

Significance: The significance of health care facilities is predominantly historical. Like the appearance of schools and churches, communities welcomed the arrival of hospitals and other medical facilities. They represented the maturation of a town and its desire to provide accessible medical attention for its citizens.

Eligibility: To be eligible for listing on the National Register of Historic Places, health care buildings should retain their integrity of design, location, and materials. They should be associated with those institutions which

provided health care services to their communities. They should also possess some historical importance such as being the first hospital in a community or being renowned for providing a specialized service. Drug stores, because of their usual association with the commercial core, should retain their architectural integrity. Allowances are made for alterations of the first floor window area as these buildings rarely survive without modifications.

EDUCATIONAL PROPERTIES

Description: Education was typically a high priority for the settlers of early Oklahoma towns. Each town, however small, constructed a school house a short distance from the commercial area. These schools served the rural areas as well. In Canadian County, many of the school districts consolidated in the 1920s and merged their resources to construct larger, better equipped facilities. Some of the larger towns, such as El Reno, were able to build impressive structures for their schools much earlier. Additional facilities were often built in the 1930s, many with WPA (Works Progress Administration) assistance.

It is common for towns like El Reno to have a Carnegie Library. Literary guilds and various ladies' clubs were often responsible for initiating contact with Andrew Carnegie and soliciting his assistance in the establishment of a public library for their town. Making books available

to the general public was an important step in furthering education in the territory.

A. Schools

Small wood frame school houses usually served as the educational facilities in a newly established town. They were later replaced with more permanent brick structures. In El Reno, three frame buildings housed the school in the late nineteenth century. They were replaced with the Central School which is no longer extant. In 1911, a three story brick high school was constructed which still serves in its original capacity. It is a late Gothic Style building designed by architect Solomon Layton. The high school is located a short distance south of the commercial area.

A junior high school was constructed south of the El Reno High School in 1936-37 without outside funding. It is also still in use, but its original two story brick structure has been altered in subsequent years. Four schools were built or received additions through the WPA program. Most of the schools remain extant and are used as educational facilities.

B. Libraries

The Carnegie Library is the most common type of public library in towns the size of El Reno. They were usually designed in the Classical Revival Style and constructed of brick with stone details. The Carnegie Library in El Reno,

built in 1903, is a good example of this type of library. It is still in use as a library and is listed on the National Register of Historic Places.

Significance: The significance of education related properties lies in a long tradition of the importance of schooling not only to individuals but for the community. The establishment of large, well equipped schools is indicative of the communities' interest in the education of their youth. The construction of a public library shows an interest in making information available to the community as a whole and illustrates the effectiveness of some of the ladies' clubs in establishing public facilities.

Eligibility: To be eligible for listing on the National Register of Historic Places, educational properties in El Reno must retain integrity of design, setting, and materials. Schools and libraries are often altered to allow for increased attendance and changes in curricula or methodology. It is, therefore, difficult to find historically pristine examples of these properties. They must, however, retain their association with the city's provision of educational opportunities for its citizens.

RELIGIOUS PROPERTIES

Description: Rightly or wrongly, lawlessness and immorality often were associated with the new prairie towns. Communities welcomed the organization of religious

congregations as symbols of the people's desire for social and moral order. The first clergy were typically circuit preachers who ministered to several communities. Each congregation might be composed of people from different denominations until the town could support several clergy of its own and no longer rely on the itinerant clergy.

Within just a few years of their birth, most towns could boast of various congregations. Among the earliest arrivals to the new Oklahoma towns were Methodist, Presbyterian, Catholic, Congregational, and Baptist churches. If a town had a sizable ethnic population, then one could expect to find denominations closely associated with that particular group.

A. Churches

The early congregations typically met in the backrooms of stores, in individual homes, depots, meeting halls, or other public buildings until they could secure land and build their own churches. The first churches were usually one story, front gabled, wood framed buildings with a bell tower or steeple. As the congregation grew and prospered, more substantial churches of wood, brick, or stone with Late Gothic or Classical Revival influences replaced the more modest churches. An example of a Classical Revival church is the two story brick Wesley United Methodist Church at 101 S. Barker Avenue, although it does have alterations. Examples of Late Gothic Revival churches in El Reno are the

wood framed First United Evangelical Church (now the Ellison Avenue United Methodist Church) built in 1908 and located at 600 S. Ellison Avenue, and the brick First Presbyterian Church built in 1937, at 221 S. Barker Avenue.

B. Related Buildings

Along with the churches, one might find other related buildings. These would include parsonages, rectories, and other church-related buildings. Some congregations were also large enough to support their own schools. These buildings could be of various architecture styles and building materials.

Significance: The significance of most churches is religious. They represent the spiritual beliefs and faith of the congregation. Churches and related buildings can also display architectural significance if they are illustrative examples of an architectural style or have artistic merit. They may also have historical importance if they are associated with a significant event or person.

Eligibility: Normally, most church properties are not eligible for listing on the National Register of Historic Places because of the exclusion of religious properties. However, a religious building is eligible if it derives its significance from architectural, or artistic distinction, or historical importance. To be eligible, a religious property must meet the above qualification and retain its integrity of design, setting, and materials. An example of an

architecturally significant church in Canadian County is Okarche's St. John's Lutheran Church. It was built c. 1920 and has English Gothic influences.

SOCIAL PROPERTIES

Description: Social organizations were usually established very early in the development of a town. Although they were often housed in downtown commercial buildings, sharing space with banks or retail stores, these organizations were sometimes prosperous enough to construct their own buildings. As with many other aspects of life, the blacks had separate facilities. The property types constructed by both groups fall into three categories; the meeting hall, the clubhouse, and the civic building.

A. Meeting halls

Meeting halls were built by fraternal, political, and patriotic organizations. Some were elaborate stone Classical Revival buildings and others were Early Commercial brick structures with minimal detailing. It is common to find more than one facility for some of the larger groups such as the Masons. Many banks built in the first decades of the twentieth century have the masonic symbol on a stone cartouche on the front facade because of the lodge or hall located on the second floor.

B. Clubhouses

Clubs were often organized for social and literary

purposes. In towns the size of El Reno these clubs did not usually build separate facilities for their meetings. Those that did usually kept to simple wood frame construction. These clubs often contributed to the construction of a public library such as those assisted by the Carnegie Foundation.

C. Civic buildings

Civic buildings usually housed some sort of service oriented organization such as the Red Cross. This group was especially important in El Reno because of the proximity to Fort Reno and the movement of troops by troop train through the town. These buildings were usually functional with little decoration. The Red Cross Canteen in El Reno, for example, was built in 1918 of simple log construction.

Significance: The significance of these properties is primarily social. The organizations were integral to the formation of the town's social structure. The buildings they constructed are indicative of the extent of the group's commitment to becoming a permanent part of their society.

Service organizations such as Red Cross and the buildings they used are evidence of volunteer work supported by the city, and civilian contribution to war efforts. These aspects of civil organization were also very important to the social structure of towns like El Reno.

Eligibility: To be eligible for listing on the National Register of Historic Places, properties associated with the

social history of El Reno must retain integrity of design, setting, and materials. Exceptions may be made for properties with uncommon associational values. The El Reno Red Cross Canteen is a good example of this type of property; it has been moved to an architectural park near the Canadian County Historical Society.

RECREATIONAL AND CULTURAL PROPERTIES

Description: Properties associated with recreation and culture were often constructed only after other aspects of the social structure were already established. Once the town had achieved a sense of permanence and the residents had a feeling of security, more time was available for leisure. The types of properties usually associated with recreation and culture vary widely from theaters and concert halls to swimming pools, campgrounds, and works of art. In a town the size of El Reno, it is likely to find relatively small facilities for these types of activities. Many buildings and structures that were historically used for these purposes have been altered or destroyed to make way for other development. Because Oklahoma City is so close to El Reno, residents patronize the cinemas, concert halls, and amusement parks of the capitol city instead of building or maintaining their own. For this reason, it is unlikely that many of these properties in El Reno have retained sufficient historic integrity to be considered eligible for the

National Register of Historic Places.

A. Theater

Theaters were usually built in the midst of the commercial core. In the first few decades of the twentieth century, the theaters were either elaborate opera houses or small playhouses and auditoriums that were often in the same building as a small restaurant or retail shop. In El Reno, the large opera house built in the late nineteenth century is no longer extant. Another theater was housed in the Kerfoot/I. Jalonick Building early in the twentieth century. The building was an iron clad store front with Italian Renaissance detailing built in 1898 for retail use. There is a theater which was built later in the twentieth century, but it has been altered substantially and no longer retains its historic integrity.

B. Sports facility

Towns such as El Reno often have sports facilities that were built with assistance from the WPA. These usually include stone or concrete gymnasiums, tennis courts, and swimming pools. The El Reno city pool bathhouse is the only sports facility which has survived with sufficient integrity from the specified time period. The bathhouse was built with city funds in 1935 but closely resembles the style used by the WPA. It is constructed mostly of concrete block with some brick details in the monumental style of the 1930s, borrowing heavily from the Mission Style.

Significance: Properties associated with recreation and culture serve as testimony to the growing amounts of leisure time that people were able to enjoy as the struggle to attain the basic requirements of life became easier. They are also important artifacts of culture. While government, social, and commercial properties contributed to the social structure of a community, the properties constructed for recreational and cultural activities added to its style and texture.

Eligibility: To be eligible for listing on the National Register of Historic Places, properties associated with recreation and culture in El Reno must retain integrity of design, setting, and materials. Because theaters were often housed within other buildings, the interior would be important in determining eligibility as well.

ANNOTATED LISTING OF KNOWN PROPERTIES

What follows is an annotated listing of known historic resources existing within the seven study areas, including those identified in this survey. Those which are already on the National Register of Historic Places are indicated by the abbreviation "NRHP," while those on the Oklahoma Landmarks Inventory are indicated by "OLI." The annotation includes the name of the property as well as its address, legal location, date of construction (if known), and a brief description of the resource. Those for the six smaller study areas, which were also part of the survey, precede the El Reno entries.

CALUMET

NAME: **Bldg. Name:** Residence

Address: Todd St. and N. 2nd Ave. (SW corner)

LOCATION: **Lot:** 1, 2, 3

Block: 2

Plat: Calumet Original Town

DATE: Unk.

DESCRIPTION: This house is a one-story, moderate pitched roof, front gable craftsman/bungalow. It has a small dropped roof addition to the rear (south) elevation.

NAME: **Bldg. Name:** Carnott's Grocery and Cafe

Address: 100 Block E. Main St. (E. Main St. and N. Central Ave. - NE corner)

LOCATION: **Lot:** 13

Block: 2

Plat: Calumet Original Town

DATE: 1910

DESCRIPTION: This building is an example of a Plains Commercial property which has had its second story removed. The lower floor has two brick pilasters with stone capitals and concrete bases. It was significant to the commercial development of Calumet and served as a grocery store during its early years.

NAME: **Bldg. Name:** Carnott's Grocery and Cafe

Address: 100 Block East Main St. (North side, 2nd building from corner)

LOCATION: **Lot:** 14

Block: 2

Plat: Calumet Original Town

DATE: Unk.

DESCRIPTION: This property is an example of a one-story, brick Commercial Plains building which features three brick pilasters and four inlaid stone diamonds. The roofline features a simple castellation. It once served as Calumet's post office. The interior west wall has been removed.

NAME: **Bldg. Name:** Hobson Hardware

Address: 109 E. Main St.

LOCATION: **Lot:** 17-21 (includes addition to the west)

Block: 2

Plat: Calumet Original Town

DATE: c. 1900

DESCRIPTION: This building is a one-story Plains Commercial building with a metal cornice across the front elevation. It is one of the oldest commercial buildings in Calumet and served as a hardware and furniture store in the early 1900s. The front elevation has been extensively altered.

NAME: **Bldg. Name:** Residence

Address: E. Main St. (S. side between S. 2nd Ave. and S. Lewis Ave.; house nearest Lewis Ave.)

LOCATION: **Lot:** 3, 4, 5

Block: 4

Plat: Calumet Original Town

DATE: Unk.

DESCRIPTION: This house is an example of a one-story, front gabled craftsman with concrete block, brick, wood, and stone used on the exterior walls. These materials may not be original. The house also features a gable porch roof and a gabled room addition to the rear.

NAME: **Bldg. Name:** Storage building

Address: S. 2nd Ave. and E. Sherk St. (NE corner)

LOCATION: **Lot:** 8-10

Block: 4

Plat: Calumet Original Town

DATE: Unk.

DESCRIPTION: This building is a surviving structure associated with a lumber yard no longer in existence. It is a wood frame building used as a storage building for lumber. The north elevation is completely open with interior brackets for holding the lumber.

NAME: **Bldg. Name:** Moberly Grocery and Market

Address: SH 270, S. side between N. Central Ave. and N. Flynn Ave.

LOCATION: **Lot:** Pt. Lots 17, 18, all Lot 19

Block: 1

Plat: Frass Addition to Calumet

DATE: c. 1950

DESCRIPTION: This building is an example of a commercial property which has undergone extensive alteration over the last 35 years. It is cross gabled, one story, and covered with a red stone. It has an attached carport for patrons using the gas pumps.

NAME: **Bldg. Name:** First Christian Church

Address: N. Flynn Ave. and W. Todd St. (NW corner)

LOCATION: **Lot:** 1-3

Block: 2

Plat: Frass Addition

DATE: 1920

DESCRIPTION: This brick church shows Spanish/Mission Revival influence in its architecture. Its bell tower, exposed rafters, and hipped roof make it unique to Calumet. It is two story with a one-story concrete block addition to the rear.

NAME: **Bldg. Name:** Residence

Address: 216 N. Flynn Ave. (SW corner of Flynn Ave. and SH 270)

LOCATION: **Lot:** All Lots 13, 14, 15, 16; part Lots 17-18

Block: 2
Plat: Frass Addition

DATE: Unk.

DESCRIPTION: This is an example of a one-story, wood frame Craftsman with triangular knee brackets, stick work in front gable and false beams under gables and above porch roof (cross-gable roof). Possibly the best example of a one-story Craftsman in Calumet.

NAME: **Bldg. Name:** Lyon Gin (warehouse)

Address: North Taft Ave. and SH 270 (east side)

LOCATION: **Lot:** n/a

Block: n/a

Plat: Frass Addition (The gin is in the northern corner of the plat. This area was not platted into blocks or lots.)

DATE: Unk.

DESCRIPTION: This building is one story, side gabled and wood framed. Its west elevation has five bays and an elevated freight room. It has no windows and all the doors have been removed. It is the largest surviving wood frame structure associated with the gin.

NAME: **Bldg. Name:** Calumet First National Bank

Address: N. Central Ave. and W. Main St. (NW corner)

LOCATION: **Lot:** 1

Block: 5

Plat: Todd's First Addition

DATE: c. 1910

DESCRIPTION: This building is a one-story, rectangular, Plains Commercial building which served as a bank until the present bank was constructed in the late 1970s. It features a brick exterior with "I" shaped dentils and staggered courses near the roofline.

NAME: **Bldg. Name:** G. T. Wilson Building

Address: 100 block N. Central Ave. (west side, 3rd building from south corner)

LOCATION: **Lot:** 4-5

Block: 5

Plat: Todd's First Addition

DATE: 1916

DESCRIPTION: This building is a large, two-story, brick, Plains Commercial property significant to the commercial development of Calumet. The lower floor of the front elevation has been altered. Near the roofline of the front elevation, the building bears the inscription "1916/G.T. Wilson."

NAME: **Bldg. Name:** Residence

Address: 220 N. Flynn Ave. (NW corner of West Main St. and N. Flynn Ave.)

LOCATION: **Lot:** 1-3

Block: 6

Plat: Todd's First Addition

DATE: Unk.

DESCRIPTION: A one and one-half story wood frame pyramidal with a flat rop roof and center placed chimney. It is a good example of the style with alterations which are easily reversible.

NAME: **Bldg. Name:** Snyder's EZ Stop

Address: S. Central Ave., west side, 1st building north of W. 2nd St.

LOCATION: **Lot:** 1-5, pt. 6

Block: 7

Plat: Todd's Second Addition

DATE: Unk.

DESCRIPTION: This property is an example of a one-story, brick building with a shaped parapet. Significant to the commercial development of Calumet, it has an extensively altered front elevation with a wood shingle awning.

NAME: **Bldg. Name:** Zeigler Drug

Address: S. Central Ave., west side, 1st building south of W. Main St.

LOCATION: **Lot:** Pt. Lot 6

Block: 7

Plat: Todd's Second Addition

DATE: Unk.

DESCRIPTION: This building is a two-story brick, Early

Commercial property. Significant to the early commercial development of Calumet. The front elevation features two double hung windows on the second floor and dentils near the roofline. A wood shingle awning extends over the first floor windows.

NAME: **Bldg. Name:** Residence

Address: S. Flynn Ave., west side between W. Main St. and W. 2nd St., second house from north corner

LOCATION: **Lot:** 7-9

Block: 8

Plat: Todd's Second Addition

DATE: 1909

DESCRIPTION: This house is an example of a fairly intact two-story, cross-gable, Folk National. It is of wood and features a flat roofed porch on the front elevation between the gables. Original foundation is of limestone.

NAME: **Bldg. Name:** Residence

Address: W. Main St. and S. Freehome Ave. (SE corner)

LOCATION: **Lot:** 13-18

Block: 8

Plat: Todd's Second Addition

DATE: c. 1910

DESCRIPTION: This home is a large, asbestos covered, two-story Folk National with cross gables. It features a wrap-around porch with a pediment on the porch roof above the central entrance. The porch roof is supported by 8 wood columns with capitals. It is the largest example of this style in Calumet.

NAME: **Bldg. Name:** Garage

Address: S. McKinley Ave., east side, between W. Main St. and W. 2nd St. (N. of the house on the S. corner)

LOCATION: **Lot:** 19-24

Block: 9

Plat: Todd's Second Addition

DATE: Unk.

DESCRIPTION: This building is a small, flat roofed garage. The roof is a concrete slab with concrete globes on each corner (NW globe missing). It is unusual for its architectural style and material. The walls are made of gypsum tiles with the inscription: "Pyrobar/Trademark/USG Co."

NAME: **Bldg. Name:** Calumet High School

Address: N. Freehome Ave. and W. Main St. (NW corner)

LOCATION: **Lot:** 1-12

Block: 10

Plat: Todd's Second Addition

DATE: 1920

DESCRIPTION: Building with parapetted auditorium and flat roofed classroom wing. It has Spanish/Mission Revival influences with brick exterior walls. This one-story structure is significant to the educational history of Calumet.

NAME: **Bldg. Name:** Crum Residence

Address: S. Central Ave., west side between W. 3rd St. and W. 2nd St., second house from north corner

LOCATION: **Lot:** 1-8, S2 Lot 9

Block: 13

Plat: Todd's Second Addition

DATE: 1919 or 1924-25

DESCRIPTION: This house is a good example of a two-story Craftsman but it does have recent alterations such as steel

siding, and the north side of the porte cochere has been walled in. The first floor of the house is cross gabled and the second floor is hipped.

NAME: **Bldg. Name:** Spear Home

Address: S. Central Ave. and W. 2nd St. (SW corner)

LOCATION: **Lot:** N2 Lot 9-12

Block: 13

Plat: Todd's Second Addition

DATE: Unk.

DESCRIPTION: This house is a good example of a Colonial Revival influenced one-story, wood framed home. It currently is covered with vinyl siding. The front elevation features a large, hipped roof attic dormer. The house has a side gabled roof and wrap-around porch on the east and north elevations.

NAME: **Bldg. Name:** Residence

Address: N. Taft Ave. and W. Todd St. (SW corner)

LOCATION: **Lot:** 1-4

Block: 5

Plat: Todd's Third Addition

DATE: Unk.

DESCRIPTION: This house is an example of a two-story wood frame Folk National with embellished gables and dormer with the same sunburst design repeated on the southeast and northeast corners of the vergeboards.

NAME: **Bldg. Name:** Residence

Address: W. Third St. and S. Flynn Ave. (SE corner)

LOCATION: **Lot:** 13-16

Block: 1

Plat: Woody Addition

DATE: Unk.

DESCRIPTION: This property is an example of a post-World War II home which does not meet the age criterion. It is one-story, stone, with two front gables connected by a side gable. It has a slate roof and courtyard-type patio. It has Spanish eclectic influences.

MUSTANG

NAME: **Bldg. Name:** Residence

Address: 707 S. Lewis Lane

LOCATION: **Lot:** N 1/2 Lot 1 and N 1/2 E 45' Lot 2

Block: 5

Plat: Mohr Addition

DATE: c. 1985

DESCRIPTION: One story residence with multiple wall surface materials including cedar siding, brick, and painted horizontal wood boards. Good recent example of the Modern Movement in study area.

NAME: **Bldg. Name:** Residence

Address: 133 E. Forster Lane

LOCATION: **Lot:** 7-8

Block: 5

Plat: Mohr Addition

DATE: 1923

DESCRIPTION: One story wood frame National Folk residence with asbestos siding. Originally two rooms wide and one room deep with centered front door. Room with shed roof has been added to the rear. Example of substantially altered folk residence in Mustang study area.

NAME: **Bldg. Name:** Residence

Address: 719 S. Lewis Lane

LOCATION: **Lot:** 11-12

Block: 5

Plat: Mohr Addition

DATE: 1973

DESCRIPTION: One story brick Ranch Style residence with

recessed porch and two car garage. Good example of contemporary housing in Mustang study area.

NAME: **Bldg. Name:** Residence

Address: 207 E. Perry Lane

LOCATION: **Lot:** 9-10

Block: 1

Plat: Mustang Original Town

DATE: 1931

DESCRIPTION: One and one-half story wood frame National Folk Style residence with dropboard siding. Building has been added on to twice on the rear. Good example of altered folk buildings in the area.

NAME: **Bldg. Name:** Residence

Address: 139 E. Perry Lane

LOCATION: **Lot:** 17-19

Block: 2

Plat: Mustang Original Town

DATE: 1940

DESCRIPTION: Two story Folk Victorian residence with hip roof, drop board siding, and classical details. Good example of this style in Mustang study area.

NAME: **Bldg. Name:** Christ Lutheran Church

Address: 1021 S. Snyder Lane

LOCATION: **Lot:** 10-18

Block: 6

Plat: Mustang Original Town

DATE: 1929

DESCRIPTION: Two story wood frame church with one story

addition built to replace one destroyed by tornado in 1928. Indicative of persistence of religious community in maintaining a meeting place.

NAME: **Bldg. Name:** Residence

Address: 115 E. Dowden Lane

LOCATION: **Lot:** 18-19

Block: 8

Plat: Mustang Original Town

DATE: 1982

DESCRIPTION: Two story side gable wood frame residence with gable dormers and a wrap around porch. Representative of contemporary revival of colonial styles.

NAME: **Bldg. Name:** Residence

Address: E. Perry Ln. (S. side; east of Lewis Ln.)

LOCATION: **Lot:** 5-8

Block: 10

Plat: Mustang Original Town

DATE: 1928

DESCRIPTION: One story Colonial Revival residence with pyramidal roof and classical details. This example of this style has been altered substantially.

NAME: **Bldg. Name:** Residence

Address: 1028 S. Jones Lane

LOCATION: **Lot:** 13-14

Block: 12

Plat: Mustang Original Town

DATE: 1954

DESCRIPTION: One story wood frame example of the Modern

Movement in Mustang. Residence has cross gable roof with boxed eaves and is covered with a wide horizontal wood siding.

NAME: **Bldg. Name:** Commercial building

Address: 1008 S. Mustang Road

LOCATION: **Lot:** 8-11

Block: 13

Plat: Mustang Original Town

DATE: 1918

DESCRIPTION: One story wood frame structure covered with imitation brick asphalt siding. Commercial building in a predominately residential area. Dates back to when Mustang Rd. was Main St. Only extant commercial building from that period in study area.

NAME: **Bldg. Name:** AF & AM Wesley Lodge No. 407

Address: S. Mustang Rd. and W. Carson Ln. (NW corner)

LOCATION: **Lot:** 8-10

Block: 14

Plat: Mustang Original Town

DATE: 1978

DESCRIPTION: L-shaped concrete block building with flat roof. Representative of recent non-residential construction in study area. The Wesley Lodge organization has been a part of the community since the early 20th century.

NAME: **Bldg. Name:** Residence

Address: 115 W. Carson Ln.

LOCATION: **Lot:** 11-12

Block: 14

Plat: Mustang Original Town

DATE: 1925

DESCRIPTION: One and one-half story National Folk Style residence with porch. Good example of the style in Mustang.

NAME: **Bldg. Name:** Residence

Address: 124 W. Dowden Lane

LOCATION: **Lot:** N 90' of W 20' of Lot 14 & N 90' of 15, 16, 17

Block: 14

Plat: Mustang Original Town

DATE: 1930

DESCRIPTION: One and one-half story wood frame residence with asbestos siding. Representative of the extent of alterations common on National Folk Style residences in the study area.

NAME: **Bldg. Name:** Residence

Address: 1116 S. Snyder Lane

LOCATION: **Lot:** S 50' of W 20' of lot 14 and S 50' of lots 15-17

Block: 14

Plat: Mustang Original Town

DATE: 1938

DESCRIPTION: One story vernacular variation on the Craftsman Style. Residence has front gable and a raised concrete porch. Good example of this type of architecture in Mustang.

NAME: **Bldg. Name:** Residence

Address: S. Mustang Rd. (W. side; 1st house S of Dolton Ln.)

LOCATION: **Section:** NE 1/4, SE 1/4, NE 1/4 Section 33

Township: 11N

Range: 5W

DATE: c. 1935

DESCRIPTION: One story wood frame minimal traditional residence with clapboard siding. Carport on front elevation to the left of the entrance. Good example of the early Modern Movement in Mustang.