

Intensive Level
Historical/Architectural
Survey
of
Enid Downtown

Prepared for
The City of Enid
by
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August 1, 1994

Table of Contents

Abstract of Report	1
Introduction	4
Research Design	5
Project Objectives	6
Areas Surveyed	7
Methodology . . . . .	.10
Results . . . . .	.11
Kinds of Historic Properties Present in Surveyed area. .	.15
Specific Properties Identified and Techniques of Information Collection . . . . .	.20
Individual Properties and Historic Districts that Meet the National Register Criteria for Eligibility and the Justification for that Evaluation . . . . .	.52
Areas Examined that do not meet the Eligibility Criteria and the Justification . . . . .	.58
Identification of the Properties and the Potential Districts that will Require Additional Research in Order to Assess National Register Eligibility. .	.59
Historic Context . . . . .	.60
Annotated Bibliography . . . . .	.73
Summary . . . . .	.78

List of Tables

Table 1: Contributing, Non-Contributing, Individually Eligible, and Recommended for Further Study . . . . .	.13
Table 2: Building Classification by Historic Use . . . . .	.16
Table 2: Building Classification By Current Use. . . . .	.17
Table 3: Style Classification. . . . .	.18
Table 4: Approximate Dates of Construction by Age Groups . . . . .	.19

List of Figures

Figure 1: Map Showing original Study Area. . . . .	.81
Figure 2: Sample Survey Form Used . . . . .	.83
Figure 3: Boundary Justification Map . . . . .	.86
Figure 4: Map Showing Enid Downtown Historic District. . .	.88
Figure 5: Map Showing Enid Warehouse Historic District . .	.90
Figure 6: Map Showing Age of Buildings by Group . . . . .	.92

ABSTRACT

The report for the "Architectural/Historic Intensive Level Survey of Enid Downtown" project contains 15 sections as listed below.

1. Abstract of Report
2. Introduction
3. Research Design
4. Project Objectives
5. Areas Surveyed
6. Methodology
7. Results
8. Kinds of Historic Properties Present in Surveyed area
9. Specific Properties Identified and Techniques of Information Collection
10. Individual Properties and Historic Districts that meet the National Register Criteria for Eligibility and the Justification for that Evaluation
11. Areas Examined that Do Not Meet the Eligibility Criteria and the Justification
12. Identification of the Properties and the Potential Districts that will Require Additional Research in Order to Assess National Register Eligibility
13. Historic Context
14. Annotated Bibliography
15. Summary

The report was completed as a part of the architectural and historic survey of Enid Downtown and gives an analysis of the information gathered in the field, and the historical research for the project. Details on the types of buildings found in the survey area are listed in Tables 1-5 in the text. The tables are:

Table 1: Contributing, Non-Contributing, Individually Eligible. This table gives the number of buildings by status within the districts and the whole area.

Table 2: Building Classification by Historical Use. This table gives the number of buildings by type of use for the study area.

Table 3: Building Classification By Current Use. This table gives the number of buildings by type of use for the study area.

Table 4: Style Classification. This table gives the number of buildings by style classification for the study area.

Table 5: Approximate Dates of Construction by Age Groups. This tables gives the number of buildings in age groups for the study area.

There were 352 buildings and 6 objects (sculptures) identified in this survey. While the survey was being conducted, 3 of the buildings were demolished, making the total of extant resources 355. There were two districts identified as a result of this survey. They are:

<u>Name of District</u>	<u>Number of Resources Included</u>
Enid Downtown Historic District	62
Enid Warehouse Historic District	15

INTRODUCTION

In accordance with the Oklahoma State Historic Preservation Office Comprehensive Historic Context Development, an "Architectural/Historic Intensive Level Survey of Downtown Enid" was conducted. The project was carried out under the Certified Local Government program, designed to promote a partnership between the State Historic Preservation Office and the local government. This project emphasized the recording of resources at a minimum level of documentation, and was designed to provide a cost-effective approach for increasing the number of recorded properties inventoried within the state, and enable the Certified Local Government to make decisions within its community about actions concerning the identified properties. The results provide information useful for making management decisions about properties and districts potentially eligible for the National Register of Historic Places.

RESEARCH DESIGN

An area chosen by the City of Enid, a Certified Local Government, and the SHPO was surveyed at an intensive level. The boundaries of the study area encompassed all of the early development of the business district of Enid, with a small percentage of original housing. Figure 1 is a map of the original surveyed area. This area had been surveyed at a reconnaissance level in 1991, but was recommended for study at an intensive level. The boundaries for the reconnaissance survey excluded a small number of buildings on the south end next to the railroad. At the consultant's suggestion, this area was added to the survey boundaries, because it was felt that the east boundary should be the railroad tracks and that there were a few buildings that needed assessment in this area. Also excluded from the original reconnaissance survey boundaries were two buildings associated with the Santa Fe Railway on the north edge of the district. These were also surveyed to assess their historical value. The chronological limits of the project were 1893, the year that Enid was officially opened to non-Indian settlement, and the cut-off date of fifty years from the present, which would be the latest year for inclusion on the National Register for any given property in the district. There were no buildings found in the study that warranted special exception of the 50 year cut off date.

PROJECT OBJECTIVES

The objectives of the project were as follows:

1. To identify, record, photograph, and evaluate through intensive level survey those individual properties and potential district(s) in the project area that, on the basis of age and integrity, meet the eligibility criteria for listing in the National Register of Historic Places and to substantiate such assessments.
2. To identify, record, and photograph those individual properties and potential district(s) in the project area that, on the basis of age and integrity, warrant further study to determine eligibility for listing in the National Register of Historic Places and substantiate such assessments.
3. To identify and annotate all reference material necessary for completing National Register nominations of properties and district(s) located in the study area.

AREA SURVEYED

The area surveyed (Figure 1), encompassed all of the original downtown areas. The area included in the survey was found in several platted additions of Enid as described below:

In the Jonesville Addition: all of blocks 4, 7, 13, 14, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28, and 29. East half of blocks 6, 15, 16 to include properties fronting on N. Independence Avenue

In the Kenwood Addition: all of blocks 45 and 46.

In the Original Townsite of Enid: all of blocks 8, 9, 11, 12, 13, 14, 30, 31, 32, 33, 34, 35, 36, 50, 53, 54, 55, 56, 57, 58, the Courthouse Block and the Federal Building Block.

In the Southside Addition: all of blocks 2, 3, and 4.

In Waverly's Second Addition: all of blocks 8 and 10.

In Weatherly's Third Addition: all of block 1.

In Weatherly's Sixth Addition: all of block 1

Six properties not in city plat maps along the original railroad easement in Enid.

The survey boundaries are as follows:

Beginning at the Initial Point: Starting at the Santa Fe Railway tracks on the north edge of the district on the west end of the Railroad Freight Station property. East along the railroad tracks to the southwest intersection of Grand and the railroad tracks. South along Grand Avenue to the northeast intersection of Oak Avenue and Grand Avenue. East along Oak Avenue to the southwest corner of the intersection at Second Street and Oak Avenue. South along Second Street to the southwest corner of the intersection on Elm Avenue and Second Street. East along Elm Avenue to the railroad tracks. Southwest along the railroad tracks to the intersection of State Street and the railroad tracks. West along State Street to the southwest corner of Washington Street and State Street. North on Washington Street to the northwest corner of the intersection of Oklahoma Avenue and Washington Street. West on Oklahoma Avenue to the northeast corner of the intersection of Adams Street and Oklahoma Avenue. North on Adams Street to the southeast intersection of Maple Avenue and Adams Street. East on Maple Avenue to the northeast corner of the intersection of Washington Street and Maple Avenue. North on Washington Street to the

southeast corner of Elm Avenue and Washington Street. East on Elm Avenue to the alleyway of block 16 of the Jonesville Addition. North along the alley across blocks 16, 15, and 6 in the Jonesville Addition to the street access in front of the Santa Fe Depot. West to initial point.

METHODOLOGY

All buildings, objects and structures within the study area were surveyed at an intensive level. The surveys were conducted in accordance with the Secretary of the Interior's "Standards and Guidelines for Planning, Identification, Evaluation, and Registration." Furthermore, the studies were compiled in accordance with the preservation planning process guidelines set by the Oklahoma State Historic Preservation Office and guidelines set for subgrantees of the CLG program.

As part of the survey effort, all resources were visited for the purpose of collecting information for the forms, and assessment of their architectural integrity. The information collected was compiled onto survey forms, designed in accordance with the requirements of the SHPO, and is a standard form found in State Historic Preservation Office guide entitled "Architectural/Historic Resource Survey: A Field Guide." These forms were computer generated on D-base IV, version 1.5. Figure Two is an example copy of the form generated. The dates of construction for the resources in the study area were confirmed by the use of Sanborn Maps, telephone directories, and the Polk Directories for Enid. Supplemental information also was collected for many of the potentially eligible buildings from the local newspapers and other various sources.

RESULTS

The study revealed two districts: one associated with the original townsite and one associated with the warehouse and wholesale district in Enid. The downtown historic district boundaries were extensively modified from the reconnaissance survey, because at the date of this study many of the buildings no longer had sufficient architectural integrity in order to be a contributor to a district.

All of the blocks were surveyed and rated for potential inclusion in the historic district on a block-by-block basis, since it is not generally advisable to draw district boundaries down the middle of a block or along lot lines. The percentage desired for contributing number of buildings in the district was 70%, slightly lower figures were still considered acceptable. The ratios for contributing buildings were figured for each block, resulting in the Boundary Justification Map found in the appendix. (See Figure 3). Only one block with under 50% contributing buildings was included in the Downtown Enid Historic District. Sixty-four percent of the buildings in the boundaries contribute to the district. Inside the district boundaries; one building was already listed on the National Register of Historic Places and two were individually eligible, but not listed.

The Enid Warehouse District is a cluster of buildings that are larger in size than the Enid downtown buildings and are along the railroad easement. Most of the buildings in this district were used for wholesale produce, poultry and meat processing, warehousing and lumber production. They relied on the railroad that passed on the south edge of the district for export of goods or raw materials produced in Enid. Sixty-six percent of the buildings in the boundaries contribute to the district.

Three significant buildings outside the district were the Santa Fe Depot, the Santa Fe Freight Building, and the Rock Island Depot. These buildings were part of the railway industry in Enid, which was a vital part of early Enid commercial economy. The Rock Island Depot is the only one of these resources already listed on the National Register of Historic Places.

The term "Enid" refers to the Enid Downtown Historic District, "Ware" refers to the Enid Warehouse Historic District, and "Out" refers to those buildings not found in a district.

TABLE 1

Contributing, Non-Contributing, Individually Significant
for the Historic Districts
and the Entire Study Area

	Enid	Ware	Out	Total
contributing	31	10	83	126
non-contributing	28	5	187	218
listed on the National Register	1	0	2	3
individually eligible, but not listed	2	0	5	7
recommended for further study	0	0	1	1
Total	62	15	278	355

There were also individually eligible buildings located within the district boundaries and outside the district boundaries. Two buildings were already listed on the National Register of Historic Places. One building was located inside the Enid Downtown Historic District and one was outside any district boundaries. The districts, individually eligible buildings, and those already listed are discussed in Section 10.

Only one object (sculpture) in the study area was considered contributing to the district. The object was placed on the site in 1928. The rest of the sculpture was considered non-contributing because they were under the age of 50 years. Most of the objects and structures were concentrated on the public areas surrounding the Garfield County Courthouse and the United States Post Office and Courthouse (114 and 115 W. Broadway Street) and the Enid Public Library (120 Maine Street). Two additional objects can be found in the Cherokee Strip Conference Center Plaza (123 Main Street). One of the objects was once a watering trough for horses that has been moved to its present location, it was considered non-contributing to the district because it had been moved.

KINDS OF HISTORIC PROPERTIES PRESENT IN SURVEY AREA

There were 349 buildings and 6 objects or structures found in the study area, not including the buildings that were demolished. The defining characteristic of the buildings in the study area were that they were mostly business buildings constructed in the Commercial Style between the years of 1895 to 1930. Most of the buildings were constructed of brick. The most significant numbers are found in the business and business related uses. The dwellings were found on the periphery of the survey area. There are two depots in the area surveyed which are now vacant. Many other buildings in downtown Enid are currently vacant also. Two significant buildings that seemed to be the "heart" of the Enid Downtown Historic District were the Garfield County Courthouse and U.S. Post Office. Since Enid is also the county seat of Garfield County, these two buildings dominated the Downtown area.

The following tables are breakdowns of historic use (Table 2) and current use (Table 3), as recorded on the survey form for the entire study area. Historic use, was not necessarily defined by its National Register eligibility, or by the age of the resource. Historic use, as defined by the guidelines for resource surveys, is the use for its period of significance. In other words, if the resource was constructed in more recent years (and not meeting age criterion for listing), the historic use reflected for what use the resource was first used.

TABLE 2
Resource Classification by Historic Use

Type of Use	Enid	Ware	Out	Total area
single dwelling	0	0	28	28
multiple dwelling	0	0	7	7
secondary structure	0	0	1	1
business/organizational	39	13	188	240
financial institution	1	0	3	4
specialty store	3	0	6	9
restaurant	0	0	1	1
warehouse	3	1	6	10
meeting hall	1	0	1	2
civic	1	0	0	1
city hall	1	0	0	1
post office	1	0	0	1
government	0	0	1	1
courthouse	1	0	0	1
library	1	0	0	1
religious building	0	0	1	1
recreation/theater	0	0	3	3
school/education	0	0	4	4
work of art	5	0	0	5
watering trough	1	0	0	1
processing/manufacturing	2	1	2	5
communication	0	0	1	1
clinic/medical office	0	0	3	3
rail related	0	0	3	3
road related	2	0	19	21
Total	62	15	278	355

Building Classification By Current Use

Type of Use	Enid	Ware	Out	Total area
single dwelling	0	0	21	21
multiple dwelling	0	0	9	9
business	25	8	117	150
professional	0	0	2	2
organizational	0	0	1	1
financial institution	1	0	3	4
specialty store	9	2	38	49
restaurant	1	0	10	11
warehouse	4	1	2	7
meeting hall/civic	3	0	3	6
government	0	0	1	1
post office	1	0	1	2
courthouse	1	0	0	1
education/school	0	0	5	5
library	1	0	0	1
theater	0	0	1	1
auditorium	1	0	0	1
museum	0	0	2	2
work of art	6	0	0	6
manufaturing	0	0	1	1
clinic/medical office	0	0	3	3
road related	0	0	10	10
vacant/not in use	10	4	48	61
Total	62	15	278	355

The dominate style of the area was the Commercial Style. There are very good examples of Art Deco Style, especially as applied to the early high rise buildings in Enid. There is also an excellent example of a Colonial Revival commercial building in the downtown area that is individually eligible.

TABLE 4
Style Classification

Style	Enid	Ware	Out	Total
No Distinctive Style	9	5	116	130
Romanesque Revival	1	2	0	3
Renaissance Revival	0	0	5	5
Colonial Revival	4	0	4	8
Classical Revival	2	0	3	5
Tudor Revival	0	0	2	2
Miss/Spanish Col. Revival	2	0	5	7
Prairie School	0	0	1	1
Commercial Style	32	6	87	123
Bungalow Craftsman	0	0	6	6
Modern Movement	6	2	15	23
Modern	0	0	2	2
Art Deco	2	0	8	8
Other	0	0	3	3
National Folk	0	0	17	17
Shotgun	0	0	1	1
Folk Victorian	0	0	3	3
Inapplicable	6	0	0	6
Total	62	15	278	355

Table 3 contains all the different style classifications found in the study area, and the number of buildings in each category. Sanborn Fire Insurance Maps are available for Enid as early as 1894. Many of the footprints for buildings in the study area appeared to match the buildings on the maps, this is especially true for some of the housing, and a few of the commercial buildings in the 100 block of South Grand Avenue, close to the courthouse (See Figure 6). There also were early redevelopment efforts in the mid 1920s, with the replacement of many buildings with newer ones. The breakdown for the buildings according to age is in Table 4 below.

TABLE 5

Approximate Dates of Construction by Age Groups

Age Group	Enid	Ware	Out	Total
1893-1919	32	4	96	132
1920-1929	13	3	58	74
1930-1945	5	3	48	57
1946-1950	3	3	34	39
after 1951	9	2	42	53
Total	62	15	278	355

SPECIFIC PROPERTIES IDENTIFIED AND TECHNIQUES OF INFORMATION COLLECTION

The properties within the study area had previously been identified as mostly commercial buildings by a 1991 reconnaissance survey report prepared by Meacham and Associates for the City of Enid. The area had been identified in the reconnaissance survey report as the original central business district of Enid. The original study boundary was believed to be the Downtown Enid Historic District boundaries according to this 1991 report. Located within the study area were a number of civic, commercial and warehouse buildings. It was also known that housing, such as single family and multiple family buildings may be in the study area.

The reconnaissance survey boundary originally did not include the buildings along the railway easement. The boundaries were extended to the easement to include railway properties, including depots, one flour mill, and storage buildings.

Since the undertaking was an intensive level survey, each property was identified and recorded. Most of the properties fell in the categories that follow. The criteria for listing of the properties are included in the description of the categories.

Commercial Properties

The largest group of buildings within the study area, the commercial buildings were characterized as mostly one and two-story. Most of the older commercial buildings were constructed with brick and shared party walls with neighboring buildings. Although Enid has a fair number of brick commercial buildings, many of the buildings had been demolished in favor of parking lots and newer commercial buildings that were set back from the street to allow for more off-street parking. A fair number of buildings, although still existing, did not meet National Register criteria for listing, because of alterations to the street-facing facade on the building. The common alterations that would cause the building to be not eligible were the removal and replacement of windows, covering of the original brick face of the building with some other material, or removal of decorative features on the building.

Commercial buildings could have been considered individually eligible (providing they had architectural integrity) if they were associated with a particular person or group that was significant locally or nationally. The buildings could also qualify for individual listing if they had local or national architectural significance. Most of the buildings, however, if they had physical integrity, were associated with the early history of Enid, and could potentially be part of a district.

Another commercial type of building found was the early version of the high-rise, built in the late 1920s and early 1930s. These buildings were taller than 12 stories, and were constructed with a steel skeleton with either brick or stone. One of the buildings, the Broadway Tower (114 E. Broadway St.), was listed on the National Register of Historic Places. The other buildings similar to the Broadway Tower were previously determined to be ineligible for individual listing because of alterations to the windows. If the high-rise building fell within district boundaries, the building was considered non-contributing, with the exception of the Broadway Tower.

The last commercial type were ones that were constructed after 1945. The buildings were found in a variety of modern styles and sizes. They were determined ineligible due the 50-year age requirement for listing. None of the buildings were deemed exceptional examples of post-1945 buildings for any reason, and did not meet the exceptions to the 50 year rule.

Warehouse Buildings

Warehouse buildings are typically larger than the commercial buildings and were closer to the railway easement. Many of the shapes of the buildings were determined by the railway track that passed (or once passed) along the sides of the buildings. A significant number of these warehouse buildings were used for processing agricultural goods and holding them for wholesale and

shipment along the railway lines in the early part of Enid's history. Since rail transportation of goods has declined in favor of trucking on highways, the wholesale businesses that once occupied the buildings have moved from the downtown area or disappeared altogether. Many of the buildings are now used for storage and other business activities. Also, many of these building are vacant. The original use of the warehouse building was not a consideration for meeting National Register criteria, as long as the building still conveyed the original use by its architectural design integrity. None of the buildings in the study area were found to be individually significant to Enid's history, but as a group, the remaining buildings that met National Register criteria for architectural integrity were considered as a potential district, illustrating the importance of the wholesale warehouse and railway distributing businesses that became an important component of Enid's early history.

Light Industrial Buildings

The light industrial buildings that were identified as part of the survey were scattered on the western and eastern edges of the study area. The older industrial buildings, built during the construction booms of the 1920s and 1930s were mostly located along the railway on the east side, making it possible to receive raw goods by rail. These buildings were generally made of brick or wood-framed tin construction.

The newer buildings (after 1945) were made of a variety of materials, including concrete block and brick. Many of these buildings appeared to be replacements of older housing stock or commercial buildings located within the study area.

In order to be eligible for listing the property had to have architectural integrity and meet age requirements for listing. Many of the properties did not meet either requirement. The few that had architectural integrity did not seem to fall inside any district boundaries.

Railway Depots and Freight Transfer Buildings

There were two railway depots in the area noteworthy of special mention. One of the major industries in Enid at the turn of the century was the railway industry. Enid became a hub for at least 2 railway companies that operated in the southwest region.

There were several depots in Enid. Two that still exist, the Rock Island Railway Depot, and the Santa Fe Railway Depot are no longer in use. Both Depots are excellent examples of the type of architectural styles that were prevalent for Railway Depots at the turn of the century, and both are individually eligible. The Freight building for the Santa Fe Railway Company currently houses the Railroad Museum of Oklahoma. This building is also individually eligible, because of its architectural style.

Government Properties

Since Enid is the county seat for Garfield County, one of the focal points of the downtown area was the Garfield County Courthouse. Enid also has a United States Post Office and Court House Building in the same area.

Other public buildings found were convention halls, and library buildings. In order to qualify for listing, the building had to meet the architectural integrity and age requirement set by the National Register for historical properties. Most of the properties were an important part of the civic history of Enid, or could potentially be part of it, given time. Most of the properties found individually eligible were located within the established boundaries of the Downtown Historic District.

Education Related buildings

The survey area originally had two of the earliest schools in Enid's history. One of the schools did not exist any longer. The other school, a high school, no longer had sufficient integrity to warrant listing. Two school administration buildings were also found. One was individually eligible for listing for its role in Enid's public education, the other did not meet age criteria.

Residential Properties

The survey area contained few examples of housing constructed

between 1903 and 1930. The detached housing (single family dwelling and multiple family dwelling) was mainly found on the periphery of the study area. Much of the housing in the study area that appeared on early versions of Sanborn Maps had long been replaced with commercial buildings. Many of the houses that were found were turn-of-the-century plains styles, such as National Folk, Folk Victorian, and Craftsman. The buildings were not included in any district in the study area, and could be part of other historic districts of housing that may have been adjacent to the surveyed area. In order to be determined eligible in this study they would need to be associated with a significant person or be excellent examples representing a style of housing. There were no houses within the surveyed area that were individually significant according to criteria for listing.

Flour Mills

There was one flour mill inside the survey area boundary. The mill was formerly used by the Enid Flour Mill Company. The flour mill was constructed of brick and concrete. The mill was determined to be possibly contributing to a historic district, if boundaries had extended to include the mill. The mill no longer possessed its grain elevators, which would have made it an exceptional example of an early grain storage and mill operation building, and made it individually eligible.

Works of Art

There were several works of art on the public grounds surrounding the Garfield County Courthouse and the United States Post Office and Courthouse. These works had been placed by different civic groups in Enid's History. Only one of these works, a memorial to World War I Veterans, met the criteria for listing as a contributor within the district of the Enid Downtown Historic District. All the other works of art were either not old enough to qualify for listing, or had been moved, thereby losing integrity of placement.

Specific Properties Identified

The information for the list of following resources was gathered through the use of several sources. Primary sources used were the Polk Directories and the Sanborn Fire Insurance maps for Enid. Information also was gathered in the vertical files at the Enid Public Library, which was a very extensive collection of documents and newspaper articles. A few of the buildings had stone insets with inscriptions and dates on the buildings which also were used. Some of the names for the buildings were on the Sanborn Maps, for example, the names of the city hall, the courthouse, and some businesses. In many instances, the type of use of the building was on the Sanborn Maps, and this was used to locate the name of the original business in the local newspapers. Another source used was promotional material published by the Enid Chamber of Commerce during the years that the businesses

were active.

Many of the names for the buildings are associated with the original businesses that were located within the building. The properties are first separated by district, and finally those properties surveyed that did not fall within district boundaries.

The listing also includes three buildings that were surveyed before they were demolished, but were not included in the analysis in the Tables 1-5 that appear in the preceding section. The survey information was compiled by use of a data base, and the list that appears on the following pages was generated by using the data base. It was felt, that even though the buildings were demolished by the end of the survey, the information gathered on the buildings still may be of use, so the files were not deleted. The specific buildings that were demolished are:

215-217 S. Grand	formerly inside Enid Downtown Historic District Boundaries
116-120 E. Park	formerly outside historic district boundaries
220 1/2 W. Park	formerly outside historic district boundaries

ENID DOWNTOWN HISTORIC DISTRICT

RANNEY DAVIS MERCANTILE COMPANY BUILDING
110-116 E CHEROKEE AVENUE

HACKNEY IRON AND STEEL COMPANY
117-121 E CHEROKEE AVENUE

COMMERCIAL BUILDING
120 E CHEROKEE AVENUE

HACKNEY IRON AND STEEL COMPANY
125 E CHEROKEE AVENUE

ENID CITY HALL
125 W CHEROKEE AVENUE

COMMERCIAL BUILDING
101 S GRAND AVENUE

COMMERCIAL BUILDING
105 S GRAND AVENUE

COMMERCIAL BUILDING
107 S GRAND AVENUE

SHIELDS BUILDING
109 S GRAND AVENUE

COMMERCIAL BUILDING
111 S GRAND AVENUE

COMMERCIAL BUILDING
113 S GRAND AVENUE

COMMERCIAL BUILDING
115-117 S GRAND AVENUE

COMMERCIAL BUILDING
119 S GRAND AVENUE

COMMERCIAL BUILDING
121 S GRAND AVENUE

COMMERCIAL BUILDING
123 S GRAND AVENUE

COMMERCIAL BUILDING
201 S GRAND AVENUE

ENID DOWNTOWN HISTORIC DISTRICT

COMMERCIAL BUILDING
203 S GRAND AVENUE

GRAND AVENUE HOTEL
205 S GRAND AVENUE

COMMERCIAL BUILDING
209-209 1/2 S GRAND AVENUE

COMMERCIAL BUILDING
211 S GRAND AVENUE

COMMERCIAL BUILDING
213 S GRAND AVENUE

COMMERCIAL BUILDING
215-217 S GRAND AVENUE

COMMERCIAL BUILDING
219 S GRAND AVENUE

COMMERCIAL BUILDING
221 S GRAND AVENUE

I.O.O.F. HALL
223-225 S GRAND AVENUE

CONRADY ELECTRIC BUILDING
323 S GRAND AVENUE

COMMERCIAL BUILDING
324 S GRAND AVENUE

COMMERCIAL BUILDING
108 S INDEPENDENCE AVENUE

NEWMAN'S DEPARTMENT STORE BUILDING
116 S INDEPENDENCE AVENUE

COMMERCIAL BUILDING
124 S INDEPENDENCE AVENUE

COMMERCIAL BUILDING
126 S INDEPENDENCE AVENUE

HORANY DISTRIBUTING COMPANY BUILDING
110 E OKLAHOMA AVENUE

ENID DOWNTOWN HISTORIC DISTRICT

COMMERCIAL BUILDING
119-121 E BROADWAY STREET

COMMERCIAL BUILDING
123 E BROADWAY STREET

COMMERCIAL BUILDING
125 E BROADWAY STREET

COMMERCIAL BUILDING
129 E BROADWAY STREET

MORRIS BUILDING
201 E BROADWAY STREET

COMMERCIAL BUILDING
205 E BROADWAY STREET

COMMERCIAL BUILDING
209 E BROADWAY STREET

COMMERCIAL BUILDING
211 E BROADWAY STREET

FILLING STATION
219 E BROADWAY STREET

GARFIELD COUNTY COURTHOUSE AND JAIL
114 W BROADWAY STREET

U.S. POST OFFICE AND COURTHOUSE
115 W BROADWAY STREET

SECURITY NATIONAL BANK
201 W BROADWAY STREET

COMMERCIAL BUILDING
111 E MAINE STREET

COMMERCIAL BUILDING
112 E MAINE STREET

COMMERCIAL BUILDING
115 E MAINE STREET

COMMERCIAL BUILDING
127 E MAINE STREET

ENID DOWNTOWN HISTORIC DISTRICT

COMMERCIAL BUILDING
130 E MAINE STREET

ENID GROCERY COMPANY BUILDING
131 E MAINE STREET

COMMERCIAL BUILDING
202 E MAINE STREET

COMMERCIAL BUILDING
208 E MAINE STREET

PUBLIC LIBRARY
120 W MAINE STREET

COMMERCIAL BUILDING
121 W MAINE STREET

CHEROKEE STRIP CONFERENCE CENTER
123 W MAINE STREET

KRESS BUILDING
129 W MAINE STREET

COMMERCIAL BUILDING
210-212 S SECOND STREET

FIGHTING SOLDIER SCUPTURE
ON 100BLK OF W MAINE STREET

"KEEPER OF THE PLAINS"
ON 100BLK OF N GRAND AVENUE

"TRI-STATE STATUE"
ON 100BLK OF W RANDOLPH AVENUE

HORSE WATERING TROUGH
ON 100BLK OF W MAINE STREET

"BOOMER"
ON 100BLK OF W MAINE STREET

GAZEBO
ON 100BLK OF W RANDOLPH AVENUE

ENID WAREHOUSE HISTORIC DISTRICT

ALTON MERCANTILE COMPANY BUILDING
201 E ELM AVENUE

COMMERCIAL BUILDING
207 E ELM AVENUE

COMMERCIAL BUILDING
213 E ELM AVENUE

COMMERCIAL BUILDING
229 E ELM AVENUE

ALTON MERCANTILE COMPANY BUILDING
200 E MAPLE AVENUE

ALTON MERCANTILE COMPANY BUILDING
208 E MAPLE AVENUE

ALTON MERCANTILE COMPANY BUILDING
210 E MAPLE AVENUE

COMMERCIAL BUILDING
218 E MAPLE AVENUE

COMMERCIAL BUILDING
222 E MAPLE AVENUE

COMMERCIAL BUILDING
226 E MAPLE AVENUE

ARMOUR AND COMPANY WHOLESALE POULTRY & MEATS
230 E MAPLE AVENUE

FILLING STATION
202 E RANDOLPH AVENUE

COMMERCIAL BUILDING
206 E RANDOLPH AVENUE

LONG BELL LUMBER COMPANY BUILDING
228 E RANDOLPH AVENUE

COMMERCIAL BUILDING
209 N SECOND STREET

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
223 W CHEROKEE AVENUE

SILVER'S BUILDING
221 W CHEROKEE AVENUE

RESIDENCE
305 W CHEROKEE AVENUE

COMMERCIAL BUILDING
112 E ELM AVENUE

BAKER MANUFACTURING COMPANY BUILDING
113 E ELM AVENUE

COMMERCIAL BUILDING
116 E ELM AVENUE

RESIDENCE
118D E ELM AVENUE

RESIDENCE
118G E ELM AVENUE

RESIDENCE
118H E ELM AVENUE

COMMERCIAL BUILDING
125 E ELM AVENUE

COMMERCIAL BUILDING
128 E ELM AVENUE

COMMERCIAL BUILDING
110 W ELM AVENUE

COMMERCIAL BUILDING
111 W ELM AVENUE

COMMERCIAL BUILDING
112 W ELM AVENUE

COMMERCIAL BUILDING
118 W ELM AVENUE

COMMERCIAL BUILDING
119 W ELM AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
125 W ELM AVENUE

RESIDENCE
223 W ELM AVENUE

STEVENSON BUILDING
101-103 N GRAND AVENUE

COMMERCIAL BUILDING
105 N GRAND AVENUE

COMMERCIAL BUILDING
109 N GRAND AVENUE

COMMERCIAL BUILDING
111 N GRAND AVENUE

COMMERCIAL BUILDING
113 N GRAND AVENUE

COMMERCIAL BUILDING
113-1/2 N GRAND AVENUE

COMMERCIAL BUILDING
117-119 N GRAND AVENUE

COMMERCIAL BUILDING
121 N GRAND AVENUE

CHAMBER OF COMMERCE BUILDING
123-125 N GRAND AVENUE

FIRST NATIONAL BANK
201 N GRAND AVENUE

CHEVROLET BUILDING
312 N GRAND AVENUE

SALVATION ARMY BUILDING
319 N GRAND AVENUE

COMMERCIAL BUILDING
319 1/2 N GRAND AVENUE

COMMERCIAL BUILDING
321 N GRAND AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
401 N GRAND AVENUE

COMMERCIAL BUILDING
404-406 N GRAND AVENUE

COMMERCIAL BUILDING
412 N GRAND AVENUE

COMMERCIAL BUILDING
415 N GRAND AVENUE

COMMERCIAL BUILDING
417 N GRAND AVENUE

COMMERCIAL BUILDING
420 N GRAND AVENUE

COMMERCIAL BUILDING
423 N GRAND AVENUE

COMMERCIAL BUILDING
425 N GRAND AVENUE

COMMERCIAL BUILDING
429 N GRAND AVENUE

COMMERCIAL BUILDING
502 N GRAND AVENUE

PALACE HOTEL
512 N GRAND AVENUE

COMMERCIAL BUILDING
516 N GRAND AVENUE

COMMERCIAL BUILDING
518 N GRAND AVENUE

RESIDENCE
521 N GRAND AVENUE

COMMERCIAL BUILDING
523-529 N GRAND AVENUE

FILLING STATION
528 N GRAND AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
602 N GRAND AVENUE

COMMERCIAL BUILDING
608-612 N GRAND AVENUE

RESIDENCE
618 N GRAND AVENUE

COMMERCIAL BUILDING
620 N GRAND AVENUE

RESIDENCE
622 N GRAND AVENUE

COMMERCIAL BUILDING
624 N GRAND AVENUE

COMMERCIAL BUILDING
401-403 S GRAND AVENUE

COMMERCIAL BUILDING
402 S GRAND AVENUE

COMMERCIAL BUILDING
407 S GRAND AVENUE

COMMERCIAL BUILDING
410 S GRAND AVENUE

COMMERCIAL BUILDING
412 S GRAND AVENUE

COMMERCIAL BUILDING
414 S GRAND AVENUE

COMMERCIAL BUILDING
416 S GRAND AVENUE

COMMERCIAL BUILDING
418 S GRAND AVENUE

COMMERCIAL BUILDING
420 S GRAND AVENUE

COMMERCIAL BUILDING
421-423 S GRAND AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
500 S GRAND AVENUE

COMMERCIAL BUILDING
502 S GRAND AVENUE

COMMERCIAL BUILDING
504 S GRAND AVENUE

COMMERCIAL BUILDING
507 S GRAND AVENUE

COCA COLA BOTTLING WORKS BUILDING
508 S GRAND AVENUE

GARAGE FOR 508
508-1/2 S GRAND AVENUE

COMMERCIAL BUILDING
521 S GRAND AVENUE

SANDERSON HOTEL
102-106 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
110 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
116 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
118 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
120 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
122-126 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
128 N INDEPENDENCE AVENUE

WADE BUILDING
203-209 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
211 N INDEPENDENCE AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
217 N INDEPENDENCE AVENUE

PIONEER TELEPHONE AND TELEGRAM CO.
218 N INDEPENDENCE AVENUE

CRITERION THEATER
219-223 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
220-222 N INDEPENDENCE AVENUE

BASS BUILDING
224 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
301 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
319 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
323 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
405 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
408 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
410 N INDEPENDENCE AVENUE

ART'S MACHINE SHOP
412 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
415 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
424 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
501 N INDEPENDENCE AVENUE

SALVATION ARMY BUILDING
516 N INDEPENDENCE AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
517 N INDEPENDENCE AVENUE

SALVATION ARMY THRIFT STORE BUILDING
520 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
601 N INDEPENDENCE AVENUE

MCCLELAND MOTOR SUPPLY COMPANY BUILDING
602 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
604 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
608 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
612 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
618 N INDEPENDENCE AVENUE

MEETING HALL
621 N INDEPENDENCE AVENUE

CHECKER TRANSIT COMPANY BUILDING
626 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
701 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
701 1/2 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
713 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
715 N INDEPENDENCE AVENUE

SANTA FE DEPOT
722 N INDEPENDENCE AVENUE

COMMERCIAL BUILDING
416 S INDEPENDENCE AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
424 S INDEPENDENCE AVENUE

BOARD OF EDUCATION BUILDING
500 S INDEPENDENCE AVENUE

EDUCATION TRANSPORTATION OFFICE
500 1/2 S INDEPENDENCE AVENUE

COMMERCIAL BUILDING
515 S INDEPENDENCE AVENUE

COMMERCIAL BUILDING
523 S INDEPENDENCE AVENUE

BOARD OF EDUCATION BUILDING
528 S INDEPENDENCE AVENUE

RESIDENCE
610 S INDEPENDENCE AVENUE

RESIDENCE
612 S INDEPENDENCE AVENUE

RESIDENCE
614 S INDEPENDENCE AVENUE

COMMERCIAL BUILDING
615 S INDEPENDENCE AVENUE

RESIDENCE
624 S INDEPENDENCE AVENUE

PARKING GARAGE
115-131 E MAPLE AVENUE

COMMERCIAL BUILDING
132 E MAPLE AVENUE

COMMERCIAL BUILDING
302 E MAPLE AVENUE

COMMERCIAL BUILDING
306 E MAPLE AVENUE

COMMERCIAL BUILDING
119-123 W MAPLE AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
125 W MAPLE AVENUE

YOUNGBLOOD HOTEL BUILDING
204 W MAPLE AVENUE

COMMERCIAL BUILDING
216 W MAPLE AVENUE

COMMERCIAL BUILDING
224 W MAPLE AVENUE

COMMERCIAL BUILDING
225-231 W MAPLE AVENUE

RESIDENCE
113 E OAK AVENUE

RESIDENCE
115 E OAK AVENUE

RESIDENCE
127 E OAK AVENUE

COMMERCIAL BUILDING
110 W OAK AVENUE

COMMERCIAL BUILDING
116 W OAK AVENUE

OKLAHOMA LAUNDRY COMPANY BUILDING
121 W OAK AVENUE

WAREHOUSE BUILDING
111 E OKLAHOMA AVENUE

ENID ELECTRIC AND GAS COMPANY BUILDING
129 E OKLAHOMA AVENUE

COMMERCIAL BUILDING
113 W OKLAHOMA AVENUE

COMMERCIAL BUILDING
115 W OKLAHOMA AVENUE

RESIDENCE
217 W OKLAHOMA AVENUE

OUTSIDE DISTRICT BOUNDARIES

RESIDENCE
223 W OKLAHOMA AVENUE

RESIDENCE
226 W OKLAHOMA AVENUE

ENID WHOLESALE GROCERIES
116-120 E PARK AVENUE

COMMERCIAL BUILDING
117 W PARK AVENUE

ENID WINELECTRIC COMPANY BUILDING
218 W PARK AVENUE

RESIDENCE
222 W PARK AVENUE

RESIDENCE
220-1/2 W PARK AVENUE

GARAGE
113 E PINE AVENUE

COMMERCIAL BUILDING
114 E PINE AVENUE

COMMERCIAL BUILDING
119 E PINE AVENUE

RESIDENCE
120-122 E PINE AVENUE

RESIDENCE
125-127 E PINE AVENUE

RESIDENCE
126 E PINE AVENUE

RESIDENCE
128 E PINE AVENUE

RESIDENCE
129 E PINE AVENUE

COMMERCIAL BUILDING
118 W PINE AVENUE

OUTSIDE DISTRICT BOUNDARIES

WAREHOUSE BUILDING
510 S RAILROAD AVENUE

ENID MILLING COMPANY BUILDING
511-513 S RAILROAD AVENUE

COMMERCIAL BUILDING
115 E RANDOLPH AVENUE

COMMERCIAL BUILDING
116 E RANDOLPH AVENUE

COMMERCIAL BUILDING
118 E RANDOLPH AVENUE

COMMERCIAL BUILDING
119 E RANDOLPH AVENUE

COMMERCIAL BUILDING
120-122 E RANDOLPH AVENUE

COMMERCIAL BUILDING
123 E RANDOLPH AVENUE

COMMERCIAL BUILDING
124 E RANDOLPH AVENUE

COMMERCIAL BUILDING
124 1/2 E RANDOLPH AVENUE

COMMERCIAL BUILDING
125 E RANDOLPH AVENUE

F.L. BLACKBURN BUILDING
126-130 E RANDOLPH AVENUE

COMMERCIAL BUILDING
127-131 E RANDOLPH AVENUE

COMMERCIAL BUILDING
215 E RANDOLPH AVENUE

COMMERCIAL BUILDING
217 E RANDOLPH AVENUE

COMMERCIAL BUILDING
219-221 E RANDOLPH AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
223 E RANDOLPH AVENUE

MONTGOMERY WARD BUILDING
102 W RANDOLPH AVENUE

COMMERCIAL BUILDING
106 W RANDOLPH AVENUE

COMMERCIAL BUILDING
108-112 W RANDOLPH AVENUE

COMMERCIAL BUILDING
116 W RANDOLPH AVENUE

COMMERCIAL BUILDING
120 W RANDOLPH AVENUE

COMMERCIAL BUILDING
122 W RANDOLPH AVENUE

COMMERCIAL BUILDING
124 W RANDOLPH AVENUE

COMMERCIAL BUILDING
128 W RANDOLPH AVENUE

COMMERCIAL BUILDING
130 W RANDOLPH AVENUE

COMMERCIAL BUILDING
132 W RANDOLPH AVENUE

COMMERCIAL BUILDING
204 W RANDOLPH AVENUE

COMMERCIAL BUILDING
206 W RANDOLPH AVENUE

COMMERCIAL BUILDING
208 W RANDOLPH AVENUE

COMMERCIAL BUILDING
212 W RANDOLPH AVENUE

COMMERCIAL BUILDING
210 W RANDOLPH AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
214 W RANDOLPH AVENUE

AZTEC THEATER
215 W RANDOLPH AVENUE

COMMERCIAL BUILDING
216 W RANDOLPH AVENUE

COMMERCIAL BUILDING
217 W RANDOLPH AVENUE

COMMERCIAL BUILDING
218 W RANDOLPH AVENUE

COMMERCIAL BUILDING
221 W RANDOLPH AVENUE

COMMERCIAL BUILDING
222 W RANDOLPH AVENUE

COMMERCIAL BUILDING
223 W RANDOLPH AVENUE

COMMERCIAL BUILDING
224 W RANDOLPH AVENUE

COMMERCIAL BUILDING
225 W RANDOLPH AVENUE

COMMERCIAL BUILDING
226 W RANDOLPH AVENUE

COMMERCIAL BUILDING
228 W RANDOLPH AVENUE

COMMERCIAL BUILDING
230 W RANDOLPH AVENUE

COMMERCIAL BUILDING
300 W RANDOLPH AVENUE

COMMERCIAL BUILDING
107 W WALNUT AVENUE

COMMERCIAL BUILDING
112 W WALNUT AVENUE

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
114 W WALNUT AVENUE

ROCK ISLAND DEPOT
125 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
210 KENWOOD BOULEVARD

OKLAHOMA STATE EMPLOYMENT SERVICE
215 KENWOOD BOULEVARD

COMMERCIAL BUILDING
224-226 KENWOOD BOULEVARD

COMMERCIAL BUILDING
228 KENWOOD BOULEVARD

COMMERCIAL BUILDING
101 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
103 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
105 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
108 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
122 E OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
101 W OWEN K. GARRIOTT ROAD

FAMILY DOLLAR STORE BUILDING
102 W OWEN K. GARRIOTT ROAD

INDEPENDENCE SQUARE
121-131 W OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
122 W OWEN K. GARRIOTT ROAD

JEFFERSON SCHOOL
200 W OWEN K. GARRIOTT ROAD

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
201 W OWEN K. GARRIOTT ROAD

RESIDENCE
209 W OWEN K. GARRIOTT ROAD

RESIDENCE
211 W OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
215 W OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
225 W OWEN K. GARRIOTT ROAD

COMMERCIAL BUILDING
115 S ADAMS STREET

BROADWAY TOWER
114 E BROADWAY STREET

COMMERCIAL BUILDING
120 E BROADWAY STREET

COMMERCIAL BUILDING
122-124 E BROADWAY STREET

COMMERCIAL BUILDING
126 E BROADWAY STREET

COMMERCIAL BUILDING
202 E BROADWAY STREET

COMMERCIAL BUILDING
206 E BROADWAY STREET

GANSLER BUILDING
210 E BROADWAY STREET

ANTRIM LUMBER COMPANY BUILDING
224 E BROADWAY STREET

ENID DAILY EAGLE BUILDING
213 W BROADWAY STREET

COMMERCIAL BUILDING
215 W BROADWAY STREET

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
215-1/2 W BROADWAY STREET

COMMERCIAL BUILDING
217 W BROADWAY STREET

COMMERCIAL BUILDING
220 W BROADWAY STREET

COMMERCIAL BUILDING
222 W BROADWAY STREET

COMMERCIAL BUILDING
224 W BROADWAY STREET

COMMERCIAL BUILDING
226 W BROADWAY STREET

ENID PUBLISHING COMPANY BUILDING
227 W BROADWAY STREET

COMMERCIAL BUILDING
228-230 W BROADWAY STREET

KNOX BUILDING/MASONIC TEMPLE BUILDING
301-303 W BROADWAY STREET

HUME MOTOR COMPANY BUILDING
323 W BROADWAY STREET

CENTRAL NATIONAL BANK
324 W BROADWAY STREET

COMMERCIAL BUILDING
201 E MAINE STREET

COMMERCIAL BUILDING
205 E MAINE STREET

WAREHOUSE BUILDING
205-1/2 E MAINE STREET

COMMERCIAL BUILDING
213 E MAINE STREET

COMMERCIAL BUILDING
215 E MAINE STREET

OUTSIDE DISTRICT BOUNDARIES

SECURITY NATIONAL BANK SERVICE CENTER
201 W MAINE STREET

COMMERCIAL BUILDING
320 W MAINE STREET

COMMERCIAL BUILDING
301 W MAINE STREET

TEXACO
302 W MAINE STREET

RESIDENCE
128 W STATE STREET

RESIDENCE
206 W STATE STREET

RESIDENCE
214 W STATE STREET

RESIDENCE
216 W STATE STREET

RESIDENCE
220 W STATE STREET

RESIDENCE
230 W STATE STREET

COMMERCIAL BUILDING
102-114 N WASHINGTON STREET

COMMERCIAL BUILDING
117 N WASHINGTON STREET

COMMERCIAL BUILDING
127 N WASHINGTON STREET

COMMERCIAL BUILDING
211 N WASHINGTON STREET

COMMERCIAL BUILDING
214 N WASHINGTON STREET

COMMERCIAL BUILDING
215 N WASHINGTON STREET

OUTSIDE DISTRICT BOUNDARIES

COMMERCIAL BUILDING
216 N WASHINGTON STREET

COMMERCIAL BUILDING
217 N WASHINGTON STREET

COMMERCIAL BUILDING
218 N WASHINGTON STREET

SANTA FE FREIGHT BUILDING
702 N WASHINGTON STREET

HOME DAIRY CREAMERY
100 S WASHINGTON STREET

B.F. GOODRICH STORE
101 S WASHINGTON STREET

RESIDENCE
403 S WASHINGTON STREET

GARAGE
615 S WASHINGTON STREET

INDIVIDUAL PROPERTIES AND HISTORIC DISTRICTS THAT MEET THE NATIONAL REGISTER CRITERIA FOR ELIGIBILITY

Two districts and 10 individually significant buildings were identified as a result of this study. The listing for the individually eligible properties inside district boundaries will follow the description of the district.

Enid Downtown Historic District

The Enid Downtown Historic District is significant for its association with the early development of business, government, and civic activities of Enid and Garfield County. Included in the district are the Garfield County Courthouse (NR listed 1984) and the U.S. Post Office and Courthouse, both built as Federal Works Projects in the mid to late 1930s. The blocks where they are located have always served governmental needs for Garfield County. Buildings appeared on the blocks surrounding the courthouse and U.S. Post Office and Courthouse as early as 1894. The original wood frame commercial buildings were replaced by brick construction. The boundaries for the Enid Downtown Historic District are as follows:

Starting at the initial point: The intersection of State Street and Grand Avenue. North along the east curbline of Grand Avenue to the northeast corner of the intersection of Oklahoma Avenue and Grand Avenue. West along the north curbline of Oklahoma Avenue to the northeast corner of the intersection of

Independence Avenue and Oklahoma Avenue. North along the east curblane of Independence Avenue to the southeast corner of the intersection of Randolph Avenue and Independence Avenue. East along the south curblane of Randolph Avenue to the southwest corner of the intersection of Grand Avenue and Randolph Avenue. South along the west curblane of Grand Avenue to the southeast corner of the intersection of Broadway Street and Grand Avenue. East along the south curblane of Broadway Street to the Railroad Tracks west of Block 14 of the Original Townsite Addition. South along the railroad tracks to Maine Street. West along the north curblane of Maine Street to the northwest corner of the intersection of Railroad Avenue and Maine Street. South along the west side of Railroad Avenue to the southeast corner of the intersection of Park Avenue and Railroad Avenue. East on Park Avenue to the railroad tracks south of block 58 of the Original Townsite Addition. Southeast along the railroad tracks to the initial point.

The individually eligible buildings in the Enid Downtown Historic District are as follows:

Garfield County Courthouse, 114 W. Broadway Street. Constructed during 1934 in the Art Deco style, this building is locally significant for its role in County Government, and as a significant P.W.A. building in Enid. Listed on the National Register of Historic Places, 1984.

U.S. Post Office and Courthouse, 115 W. Broadway Street.

Constructed during 1940 in a minimalist interpretation of the Classical Revival Style, this building is individually eligible as a focal point of federal activity in Enid, and for its association and as a significant Federal Works building in Enid.

Enid City Hall, 125 W. Cherokee.

Constructed in 1921 in the Mission/Spanish Colonial Revival Style, the building is individually eligible for its role in government and social history in Enid.

Enid Warehouse Historic District

The Enid Warehouse District is a cluster of buildings that are larger than the downtown buildings, and along the railroad easement. About half of the buildings were constructed before 1920. Most of the buildings in this district were used for produce wholesale, poultry and meat processing, warehousing and lumber production. They relied more on the railroad that passed on the south edge of the district for export of goods or raw materials produced in Enid. The boundaries for the district are as follows:

Starting at the initial point: The northeast corner of the intersection of Randolph Avenue and Second Street. North along the east curblin of Second Street to the southeast corner of the intersection of Elm Avenue and Second Street. East along the

southeast curbline to the southwest corner of the intersection at Third Street and Elm Avenue. South along the west curbline of Third Street to the north curbline of Maple Avenue. East along Maple Avenue to the railroad tracks south of Block 29 of the Jonesville Addition. Southwest along the railroad tracks to the south curbline of Randolph Avenue. West along the curbline of Randolph Avenue to the initial point.

There are no individually eligible buildings within the district boundaries.

Buildings Outside District Boundaries Already Listed on the
National Register of Historic Places

Rock Island Depot, 125 Owen K. Garriott Road. Built c. 1910, this building is significant for its role in transportation in Enid. It is constructed in the Mission/Spanish Colonial Revival Style.

Broadway Tower, 114 E. Broadway Street.

Built in 1931 by McMillan and Shelton in the Art Deco Style, this building is significant as the last remaining intact Art Deco high-rise in Enid. It is one of three similarly styled buildings. The other two buildings, the Bass Building, on 225 N. Independence, and the Youngblood Hotel Building, were determined

ineligible because of alterations to the windows. The Broadway Tower was listed on the National Register of Historic Places in 1985.

Buildings Outside District Boundaries that are Individually Eligible for Listing

Board of Education Building, 528 N. Independence

Built in 1926, it is individually significant for its role in the educational history of Enid. The building is constructed in the Italian Renaissance Revival Style.

Montgomery Ward Building, 100 W. Randolph Ave.

Built in 1921, it is individually significant for its architectural style. It is a commercial building with Colonial Revival and Classical Revival Details.

Santa Fe Depot, 722 N. Independence.

Built in 1926 in the Tudor Revival Style, this building is individually eligible for its association with the Santa Fe Railway Company, a major transportation carrier in the early history of Enid.

Santa Fe Freight Building, 702 N. Washington Street

Built in 1926 in the Commercial Style, this building is

individually eligible for its association with the Santa Fe Railway Company, a major transportation carrier in the early history of Enid.

Salvation Army Building, 319 N. Grand

Built in 1927 in the Mission/Spanish Colonial Revival Style, it is locally significant for its role in public welfare in Enid.

AREAS EXAMINED THAT DO NOT MEET THE ELIGIBILITY CRITERIA AND THE JUSTIFICATION

A large portion of the survey area was excluded from districts. These resources either did not meet the age criteria at the time of this report or they were severely altered. The common alteration in the downtown area was a false facade covering up all of the architectural details facing the street. The housing that was surveyed was eliminated from the district because of use, not because of integrity or age eligibility.

**IDENTIFICATION OF THE PROPERTIES AND THE POTENTIAL DISTRICTS THAT
WILL REQUIRE ADDITIONAL RESEARCH IN ORDER TO ASSESS NATIONAL
REGISTER ELIGIBILITY**

There were no commercial buildings inside the districts that are recommended for further study to assess their potential to contribute to a district. There were two buildings outside district boundaries that will need to be re-examined for their potential for individual nominations. They are the Enid Milling Company on 511-513 S. Railroad Avenue, which may or may not have sufficient architectural integrity to warrant individual listing and the Checker Transit Company Building on 626 N. Independence, which may have a significant role in the transportation history of Enid. The housing on the periphery of the study area will need to be re-examined for inclusion in potential residential districts that may lie beyond the boundaries of the business districts and beyond the scope of this study.

HISTORIC CONTEXT

The area in which Enid exists today was once known as the Cherokee Outlet, given in treaty by the United States government to the Cherokee Nation in 1828 in exchange for lands in Arkansas. The area was never occupied by the majority of the tribe, but became hunting grounds, and a source of salt from the Great Plains Region.

During the Civil War, some clans within the Cherokee Nation sided with the Southern Confederacy. When they lost the war, the United States treated all the Cherokee as a conquered nation, forcing additional treaties on them that would result in the cession of their lands in the Cherokee Outlet.¹ A provision for the government to settle "friendly tribes" in any part of the Cherokee Nation west of the 96 degree parallel, as long as the United States purchased the land from the Cherokee, was executed in 1866. This resulted in several tribes locating in the area, including the Osage, Kaw, Pawnee, Ponca, Otoe, Missouri and Tonkawa tribes.²

Starting as early as 1866, cattle drives across the strip were common, although the cattlemen had no legal right to be in the

¹Patterns of White Settlement in Oklahoma, 1889-1907
Resource Protection Planning Project, Region Seven. Text and Research prepared by Michael M. Smith and Rita Askew-Wilson.

²Milam, Joe B. "The Opening to the Cherokee Outlet." The Chronicles of Oklahoma, Vol. 9, September 1931, p. 268. Oklahoma City: Oklahoma Historical Society.

Cherokee Strip. The cattle would be raised in ranches in Texas and taken to market in Kansas City. The drives across the land eventually resulted in the leasing of the lands from the Cherokee by ranchers between the years of 1879 and 1893 by the Cherokee Livestock Association which was incorporated under Kansas laws. The function of the association was to settle disputes and arbitrate the lease with the Cherokee Council. In May 1883, a five-year lease was granted to the Cherokee Livestock Association for the sum of \$100,000 dollars a year, payable bi-annually in advance. The ranchers agreed to cut no timber, except for what was needed for temporary structures and fencing. Only members of the association were allowed to graze cattle in the Cherokee Outlet. The Association renewed the lease for another five years in 1888.

During the second lease, the first land run into Oklahoma occurred, making non-Indian settlement possible in 1889 in the area where present day Oklahoma City and Guthrie are located. Pressure from settlers going through the Cherokee Strip to the first run, and from settlers arriving in Kansas caused the United States to arrange for the purchase of the Cherokee Strip in 1893. This ended the right of the Cherokees to lease the land, and the Cherokee Livestock Association was disbanded.³

The Cherokee Outlet, which includes Enid, was opened for non-

³Milam, p. 273.

Indian settlement on September 16, 1893. The land was opened by run. People wishing to make the run were required to register at one of nine booths which were opened on the 11th of September. A strip of land surrounding the Cherokee Strip⁴ was temporarily used by the government for the participants, so that they would all have an equal chance to start. The first person to find the stake at the middle of the claim and write his or her name on it, was eligible to obtain legal title to the land. The land was divided into several counties, with each having a townsite designated as a county seat. The present City of Enid was the official county seat for the county known as O in the Enid district. The claimants filed for their homestead titles at the land office within their county.⁵

Enid was platted by the U.S. government as a townsite, with two blocks set aside in the north edge of the plat for the courthouse. The town lots were open to claim by individuals participating in the run. By 3:00 p.m. on September 16, 1893, the population of Enid was estimated at not less than 12,000. The people were scattered over the eighty acre site which had been staked off into town lots. Businesses were hastily opened

⁴The Cherokee Outlet was comprised on present day Woodward, Woods, Grant, Garfield, Kay and Noble counties. Participants in the run were allowed to stand in a strip of land, surrounding the Cherokee outlet on any side. The strip was approximately 100 feet wide and marked by government officials before the race.

⁵Milam, Joe, "The Opening of the Cherokee Outlet," (continuation of the September article) The Chronicles of Oklahoma. December, 1931. Vol. 9, pp. 457-459.

under tents around the blocks set aside for the courthouse. The land office was the only building in the town of Enid when it was opened to the run.

The government site of Enid was located near the Rock Island Railroad line. The railroad line passed on the east side of the townsite and ended 3 miles north of the government townsite at the Rock Island Railway Company townsite of "North Enid."

Because people were allowed to participate in the run by taking trains into the territory the day of the run, and the Rock Island Railway Company had a townsite that they were trying to populate with settlers, the railway company chose not to stop the train in the government townsite of Enid. People arriving by the Rock Island train would jump off of the moving train to stake a lot claim in the government townsite of Enid.⁶ The railroad townsite caused considerable trouble for Enid, because of the competition for population and businesses between the two towns. Even after the run, the Rock Island refused to stop the train at Enid, hoping to draw the population north to its townsite in which it had built a depot. Many fierce battles between Enid and the railway company were fought, resulting in ill feelings toward the company and violence by the settlers against the railroad and North Enid. On one occasion, settlers retaliated by destroying

⁶Milam, Joe. "The Opening of the Cherokee Outlet," The Chronicles of Oklahoma, Vol. 10, March 1932. p. 125.

the railway bridge near Enid, letting the train fall off the tracks.⁷ The conflict was finally won by Enid through an act of Congress, which passed a law requiring that a depot would have to be built in Enid.⁸

The plats in the survey area are early additions annexed by the City of Enid. The first plat to be annexed was the Jonesville Addition, which was a homestead settled by four men, William Coyle, B.F. Chapman, Walter M. Cook and Albert Hammer. There also were several people on the south end of the homestead that tried to claim lots because it faced the courthouse block and was a desirable place to have a business. Coyle was the first successful claimant to the homestead. The homestead was rapidly platted and occupied. On January 12, 1894, incorporation of the plat was granted and the new town was called Jonesville. The claim became an entirely separate town from Enid with its own town government.⁹ The town became part of Enid through annexation in March of 1895.

The owners of the homestead now known as the Kenwood Addition had similar aspirations as the people of Jonesville. Before they

⁷Milam, Joe. "The Opening of the Cherokee Outlet," p.133.

⁸Chapman, Berlin B. "The Enid Railroad War, An Archival Study," The Chronicles of Oklahoma, Vol 43., Summer 1965, pp. 126-197. Oklahoma City: Oklahoma Historical Society.

⁹"Garfield County, Oklahoma: Historical and Descriptive," supplement in The Enid Eagle, Vol. 9, No. 31, April 10, 1902.

could incorporate, however, Enid annexed the addition into the city limits in 1894. The Southside Addition and the Waverly Addition were annexed shortly after the Kenwood Addition. The Kenwood Addition became a residential addition, and the Southside Addition originally had a large proportion of milling and industry located on it, with some residential areas.¹⁰

The first brick commercial buildings in Enid were built close to the square, on present day Grand Avenue and Independence Avenue. As the commercial district expanded, arterial streets radiating from the courthouse became lined with brick Commercial Style buildings. Many of the original brick buildings were demolished and replaced as early as 1920, according to footprint analysis of the Sanborn Maps, and various sources found in newspapers.

The first courthouse was built in 1906 by the Garfield County Investment Company. It was rented to the county government for \$1,600 a year.¹¹ This building was the first of three buildings on the courthouse square. The present Courthouse building was built in 1934 as a federal Public Works Administration Project. Originally the grounds around the courthouse were used as a feed lot, and a place for merchants to gather to sell livestock. It

¹⁰Ibid.

¹¹Ibid.

was later developed into the park that exists today.¹²

Enid's early successes can be attributed to many factors. Enid was the county seat, which attracted many merchants and professional people to settle there. Enid also was surrounded by rich farming lands. Grain harvests were very successful, resulting in a steady economic growth from businesses related to the farming industry, including mills and elevators that were located near the railroad. One of the earliest grain mills was the Enid Mill and Elevator Company, built in 1907 by J.E. McCristy and Peter Trease.¹³ The mill is located inside the boundaries of the Enid Downtown Historic District.

Oil was discovered in the Tonkowa District, in the mid-to-late 1910s, 50 miles from Enid. The district produced 100,000,000 barrels of oil during its life. Closer to Enid, however, were the Billings Pool, Logan Field and the Garber Field, all discovered by 1928. The first refinery in Enid was built in 1917. The discovery of oil brought many industries and related oil businesses to the area, such as refineries, and buildings associated with the building and transportation of those refineries, such as lumber companies.¹⁴

¹²Architectural and Historical Resources of Enid. Report prepared by Debbie Randolph, 1982.

¹³The Enid Eagle. Supplementary Addition, April 10, 1902.

¹⁴Facts About Enid. Enid, Oklahoma: Enid Chamber of Commerce, 1928.

Another important reason Enid was so successful in its early history can be attributed to the railroad industry, which made it possible for Enid to become a distribution point for raw goods and manufactured products. By 1904, there were four separate railroad lines in Enid, according to the Sanborn Maps. They were the Rock Island Railway; the Atchison, Topeka, and Santa Fe Railway; Denver, Enid and Gulf Railway; and the Arkansas Valley and Western Railway. By the first of October in 1904, the Enid and Perry Railway Company had been organized at Perry. The railway was built between the two cities, providing an inexpensive and efficient means of transportation.¹⁵ Eventually, Enid boasted 10 separate railroad lines operated by the Frisco, Santa Fe and Rock Island.¹⁶ Many of the larger buildings in Enid are built close to the track and their shapes reflect the tracks that ran between them.

The wealth of the oil fields and related industries, agricultural products, and the various railroad companies, brought steady population growth to Enid, making it the third largest city in Oklahoma in 1928. Enid's population was as follows:

¹⁵ Milam, Joe B. "The Opening of the Cherokee Outlet, Chapter III," March 1932.

¹⁶ Facts About Enid. Enid, Oklahoma: Enid Chamber of Commerce. 1928.

<u>Year</u>	<u>Population</u>
1893	not available
1900	3,444
1907	10,087
1910	13,799
1920	16,576
1930	26,399
1940	28,081
1950	36,071

The buildings in Enid became larger as the city grew in wealth and prosperity, almost equal in scale to the development efforts in Tulsa and Oklahoma City. Four early versions of high-rises still exist in the downtown landscape of Enid. These were built between 1926 and 1934.

The downtown area started to decline after World War II, although it suffered somewhat during the Great Depression starting in 1929. The alternate transportation provided by highways and airplanes made travel and export by rail less attractive. Many of the routes were pulled up by the railroad companies, leaving the businesses located next to the railroad with no access to cheap transportation. Many of the oil fields became less productive, causing Enid to loose their refineries.

Many of the original buildings in the downtown area have been

removed by subsequent urban renewal programs. Today there exists many blocks that have been completely cleared of commercial buildings, or only a few remain where there was once a streetscape lined with buildings. This makes the remaining buildings more valuable as historic resources to the history of Enid.

Chronological limits of the Study Area

The period of significance for the purposes of this report begins in 1895, with the earliest extant building after the land run, until 1945, fifty years from the present date, reflecting the National Register cut-off date for eligibility of properties. No properties within the study area were found to have exceptional significance achieved in the last fifty years.

Appropriate Historical Themes Expressed in the Survey Area

Architecture

After the run in 1893, Enid was a promising, growing town with many commercial wood-framed buildings. The first business area to develop was along the streets facing the courthouse. All of the early wood framed buildings were replaced with brick and stone buildings. There are a few of the earliest brick

commercial buildings still existing in the study area. Most of the buildings that meet the criteria for listing within a district are located within the Enid Downtown Historic District.

Also located in the survey boundaries are several large warehouse and industrial buildings next to the railroad tracks. The largest cluster of buildings that still meet the criteria for listing are located in the Enid Warehouse District. The district includes one building, the Long Bell Lumber Company Building, which began operation on this site shortly after the turn of the century. As the business became more profitable, brick construction replaced frame construction, eventually enclosing all of the lumber production area.

A defining feature of the downtown area are the tall Art Deco buildings and the Classical Revival American Bank Building built after the discovery of oil near Enid. The Art Deco buildings are all constructed in buff colored brick and range from ten to fourteen stories high. The Classical Revival building is faced with brick and stone veneer. However, due to alterations, three of these buildings are not eligible for the National Register and the Broadway Tower, one of the Art Deco towers, is already listed. An excellent example of Commercial Architecture is the Montgomery Ward building, which is four stories tall, and has large windows with classical detailing.

Commerce

A wide range of business were located in Enid from its early founding. Enid remained a commercial center for the surrounding area, partly because it was the county seat. People doing business at the courthouse would shop in Enid stores. This created a steady growth of businesses in the downtown area. The remaining buildings in the downtown area are physical reminders of the commercial history of Enid.

Agriculture

A pre-oil industry that was important to the development of Enid was agriculture. Enid was an important point of sale and distribution for crops such as wheat, corn, and other types of wholesale produce, and attracted many farmers into town to sell their goods. These items could be shipped by rail for sale through one of the many railways located in Enid. There are several examples of agricultural-related buildings in Enid. One of the earliest examples is the Enid Milling Company, located next to the Rock Island Railway tracks. The boundaries for the Enid Warehouse Historic District includes many buildings that were used for wholesale produce and meat processing, such as the Alton Produce Company.

Transportation

The railroad was the first form of mechanical transportation in the area and was crucial to the development of Enid. Two

railroads that exist within the study area were operated by the Rock Island Railway and the Santa Fe Railway. At its peak of industrial and shipping production, Enid boasted of 10 separate lines operated by three major companies. Many of the buildings located in the study area derive their exterior configurations from the location of railroad tracks next to the buildings. Although much of the track has been removed, the configuration of the buildings still exist. The former configuration of the lines is easily read in the landscape surrounding the buildings, making these buildings an important resource to the City of Enid. Other buildings that are directly associated with the railroad, such as the Santa Fe and Rock Island depots and the Santa Fe Freight Building are important to the understanding of the history of Enid transportation.

Economics/Social History

Social programs, such as the Federal Public Works Administration played a role in architecture in Enid. Two prominent examples of the federal program are the Federal Building and the Garfield County Courthouse. These programs were designed to create employment in the time of the Great Depression during the New Deal era of F.D. Roosevelt's presidential administration.

ANNOTATED BIBLIOGRAPHY

Baird, W. David, "Cathedrals of the Plains." The Grain Elevators of Western Oklahoma. 70(Spring, 1992) 4-25.

This article is a good constructional history of the grain elevator and would be important to the understanding and typing of a grain elevator if it were eligible for listing. Also is a good source for the importance of agriculture to cities such as Enid.

Bass, Henry B. The First 75 Years: D.C. Bass and Sons Construction Company, 1893-1968. Oklahoma City, OK: Colorgraphics (Oklahoma City Publishing Company, 1969.

This book was written by Henry Bass of Bass Construction Company of Enid, who was an important civic leader and successful businessman of Enid. The history of his company has information on several building projects completed by his company. To give a sense of setting, Bass uses time references of world, national, and local historical facts he thought to be important mixed in with his company history. For example, he lists every mayoral election held in Enid during the time frame of this book. The book also has pictures of buildings that still exist in Enid completed by his company.

Canton, R. J. "A Social and Cultural History of Enid, Oklahoma." Unpublished master's thesis, University of Oklahoma, 1954.

Has history of topics of social importance to Enid, extracted from personal interviews, local newspaper sources and charters from local churches and clubs. The chapters are titled (1) Literary and Social, (2) Spending and Leisure, (3) Education, (4) Newspapers, (5) Religion.

Carney, George O. "Energy Development in Management Region Two. 1910-1930." Comprehensive Historic Preservation Planning Process and Historic Context Document, 1987. State Historic Preservation Office, OKC, OK.

This report gives an annotated history of oil, gas, and other forms of energy important to the State Historic Preservation Office designated Region Two, which includes Enid, and bibliographic information leading to further reading on the subject.

Chapman, Berlin B. "The Enid Railroad War, An Archival Study," The Chronicles of Oklahoma, Vol 43., Summer 1965, pp. 126-197. Oklahoma City: Oklahoma Historical Society.

This document is a highly detailed account of the problems between the Rock Island Railroad Depot and Enid that occurred as a result of a lack of a depot at Enid.

The Chronicles of Oklahoma, Vol 71, Summer, 1993. Entire issue.

This special issue of the quarterly journal has scholarly articles dealing with the early history of the Cherokee Outlet and the subsequent opening of for white settlement.

"Enid, Oklahoma: The Gem City." McMaster's Magazine 12 (August 1900): 1099.

Three page article with historical facts and promotional material on Enid. Has photograph of first business college.

"Enid: The Prairie Princess of Central Oklahoma." McMaster's Magazine. 11 (Jan 1900): 911.

This four page article gives general information on farming activities and describes the City of Enid in 1900. Gives specific information on public expenditures, values of farmland, population and school enrollment.

Enid, Headquarters for Western Oklahoma Activity Enid, Oklahoma: Enid Chamber of Commerce, c. 1939.

Gleason, J. Paul. Enid: Western Oklahoma's Largest City, Enid, Oklahoma: Enid Chamber of Commerce, September 15, 1939

Office in Enid, Enid, Oklahoma: Enid Chamber of Commerce, c. 1938.

These publications are part of a series of brochures and pamphlets used by the Enid Chamber of Commerce to promote the city and attract new businesses. These are a very good source for photographs of commercial buildings.

"Enid" Vertical Files, Oklahoma Historical Society, Oklahoma City Oklahoma.

The Enid Vertical files are a reliable source of information of civic events, people, and historical facts on Enid. Many original publication of civic groups, such as the Chamber of Commerce of Enid, can be found in these folders.

Facts About Enid. Enid, Oklahoma: Enid Chamber of Commerce, 1928.

Facts About Enid. Enid, Oklahoma: Enid Chamber of Commerce, 1939.

These documents are very similar in nature. The 1939 version appears to be an updated version of the 1928 version. It is very useful because it gives relevant information about different businesses and industries in Enid. Also, there are several buildings featured in the text that provide visual reference to the present downtown Enid.

Faulk, Odie, Phd. Dear Everybody: The Life of Henry B. Bass. Oklahoma City, OK: Oklahoma Heritage Association, 1987.

This book was a biography of Henry B. Bass, written more than 10 years after his death. The book was written with the cooperation of his family and contains excerpts from other writings of Henry Bass, including ones from books he had written and newsletter he published called "Dear Everybody." ("Dear Everybody" was a newsletter written in letter form and sent to a number of citizens in Enid, and mainly was concerned with topics of civic concern to Henry Bass.

Garfield County Historical Society. Garfield County, Oklahoma 1893-1982. Two Volumes. Topeka: Gastens Publications, 1982.

2 volume set of historical facts on pioneers and towns in the Garfield County. Has pictures of some of the more notable buildings in Garfield County, including the courthouse and some of Enid's downtown buildings. Has short biographies of pioneers that helped shape the history of Garfield County and Enid.

"Garfield County, Oklahoma: Historical and Descriptive," supplement in The Enid Eagle, Vol. 9, No. 31, April 10, 1902.

This is an excellent history of the early development of Enid. In it are detailed accounts and photographs of many businesses and people important to the downtown area.

McComas, W.G. "Enid, the Metropolis of Northern Oklahoma." Sturms Oklahoma Magazine. 5(October, 1907): 90-94.

Five page article promoting the City of Enid and predicting its future successes. Has pictures of buildings in the downtown area of Enid. Also has short lists of commercial building and costs of construction.

Mc Intire and Griffen, Managers. There's Money in It for You. Enid, Oklahoma: Eagle Press, N.D.

Originally produced as a promotional booklet, this publication has a list of business and more photos of business and civic buildings in Enid.

Milam, Joe B. "The Opening to the Cherokee Outlet, Chapter I" The Chronicles of Oklahoma, Vol. 9, September, pp.268-286. Oklahoma City: Oklahoma Historical Society.

Milam, Joe. "The Opening of the Cherokee Outlet, Chapter II" The Chronicles of Oklahoma. Vol 9, December 1931, pp. 268-286, 454-475. Oklahoma City: Oklahoma Historical Society.

Milam, Joe. "The Opening of the Cherokee Outlet, Chapter III" The Chronicles of Oklahoma. Vol 10, March 1932, pp. 115-137 Polk's Enid Directories, 1908-1946. New York; R.L. Polk & Company.

The "Opening of the Cherokee Outlet" is a series of articles, chronologically ordered. Although many of the claims are greatly detailed, they are inconsistent with facts found in other sources. However, it remained a good source for Cherokee Outlet land run history and early developmental history of Enid.

Morris, John W, Goins, Bob, and McReynolds, Edwin C. The Historical Atlas of Oklahoma. Third Edition. Norman, Oklahoma: University of Oklahoma Press; 1986.

The historical atlas is a visually arranged history of Oklahoma: the concepts are illustrated by the use of maps and tables. The atlas has specific historical information on the Cherokee Strip, and Garfield County, and groups important to the history of these areas.

Randolph, Debbie and Architectural and Historical Resources of Enid. Enid Oklahoma: Enid Preservation Commission, 1982.

Although this report is well researched, the parts that concerned the study area were very brief. The report had a useful bibliography that was used to locate some of the primary sources.

Sanborn Fire Insurance Maps, 1894-1930. New York: Sanborn Map Company.

The Community Development Department of the City of Enid had a complete set of Sanborn Maps spanning several years. The Sanborn Maps are very useful in regards to a variety of information, such development patterns, names of buildings, and types of business located in buildings.

Smith, Michael and Rita Askew-Wilson Patterns of White Settlement in Oklahoma, 1889-1907 Resource Protection Planning Project, Region Two. Oklahoma Historic Preservation Survey, Department of History, Oklahoma State University, Stillwater.

This report is an important resource for finding general and bibliographic information leading to sources that are specific. It is available at the State Historic Preservation Office in Oklahoma City.

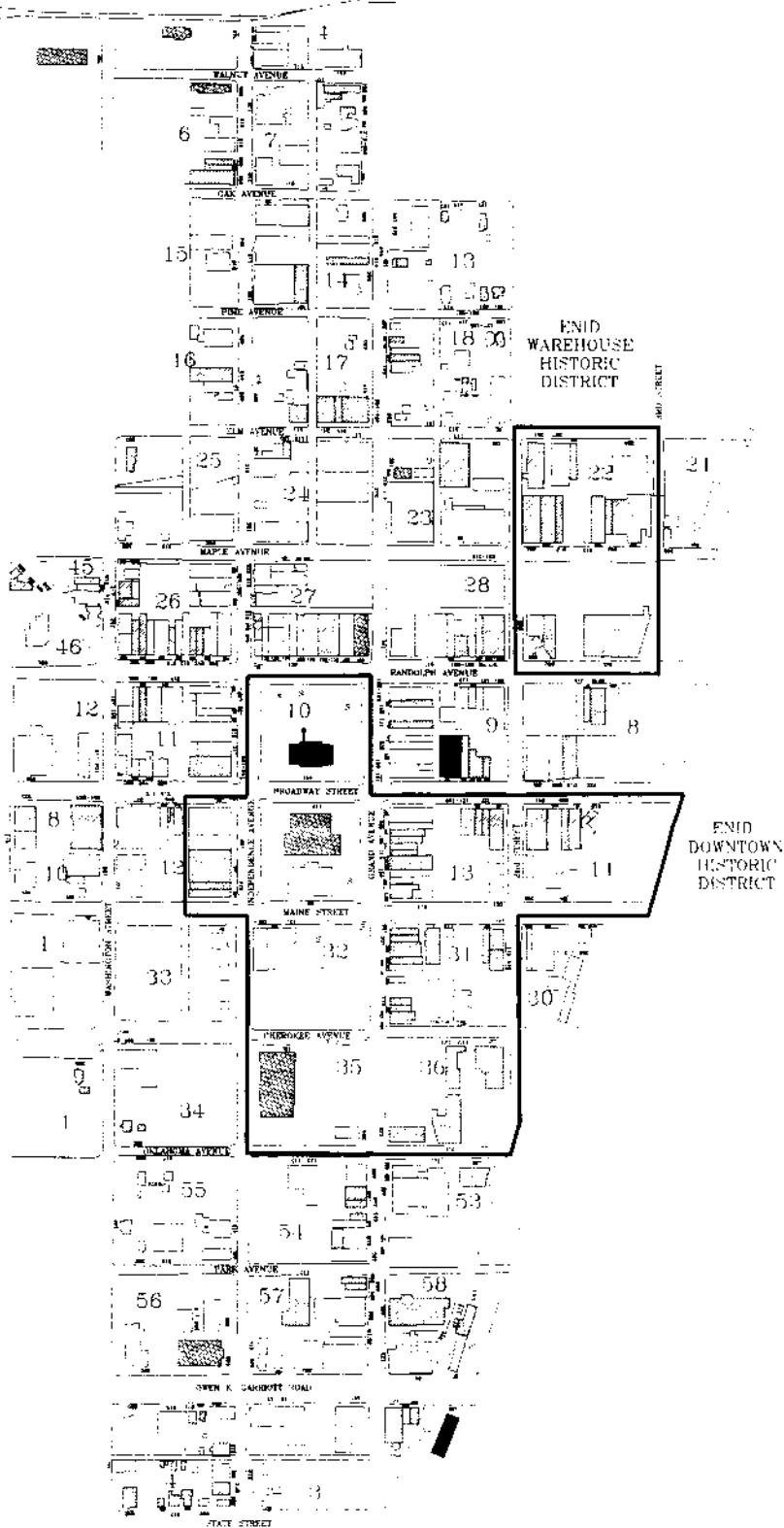
SUMMARY

The Enid Intensive Level Survey revealed that there were two potentially eligible historic districts associated with the development of the area. The period of significance begins at the settlement of Enid in 1900 to 1945, the fifty year cut-off date for inclusion in the National Register. Although the percentage of contributing buildings is low in one of the districts, the visual character of the area, feeling, setting and association is intact. The courthouse and federal building within the district are a dominate presence. Many of the buildings studied were not beyond reversing alterations that were made, for example; a frequent alteration was metal siding placed over the face of the building above the storefront. This alteration could be easily remedied, and the building would contribute to the district, or the district boundaries could possibly be expanded. For the purposes of this report, the number of blocks of buildings that met the architectural integrity requirement was very low, and no longer met guidelines as contributors to the historic district.

Figures

Figure 1

Map of Study Area



<p>INTENSIVE LEVEL HISTORIC ARCHITECTURAL SURVEY OF DOWNTOWN ENID</p> <p>CONTRIBUTING NON-CONTRIBUTING AND DISTRICT BOUNDARIES</p> <p>PREPARED BY GREAT PLAINS ARCHIVAL PRINTS</p>		<p>LEGEND</p> <p>LISTED ON THE NATIONAL REGISTER</p> <p>INDIVIDUALLY DESIGNATED</p> <p>CONTRIBUTING</p> <p>NON-CONTRIBUTING</p> <p>SCULPTURE OR STRUCTURE</p> <p>HISTORIC DISTRICT BOUNDARIES</p>	<p>NORTH</p> <p>DATE 12-19-94</p>
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Figure 2

Sample Survey Form

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES

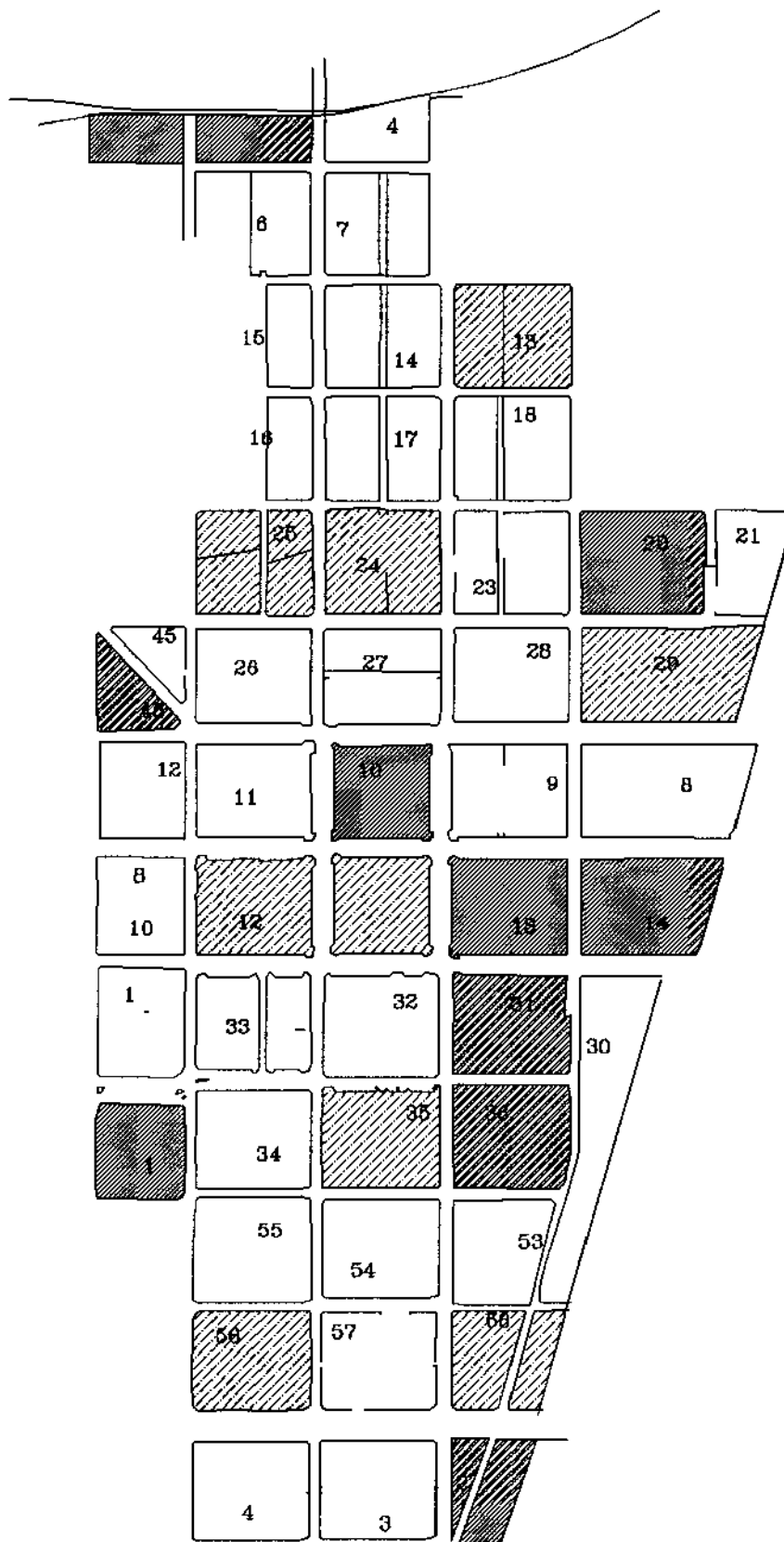
1. PROPERTY NAME: ENID DOWNTOWN HISTORIC DISTRICT
2. RESOURCE NAME: RANNEY DAVIS MERCANTILE COMPANY BUILDING
3. ADDRESS: 110-116 E CHEROKEE AVENUE
4. CITY: ENID
5. VICINITY:
6. COUNTY: GARFIELD
7. COUNTY CODE: 047
8. LOT: 22-25
9. BLOCK: 31
10. PLAT NAME: ORIGINAL TOWNSITE
11. SECTION: 7
12. TOWNSHIP: T22N
13. RANGE: R6W
- =====
14. RESOURCE TYPE: B BUILDING
15. HISTORIC FUNCTION: 02H WAREHOUSE
16. CURRENT FUNCTION: 02H WAREHOUSE
17. PRIMARY SIGNIFICANCE: 050 COMMERCE
18. SECONDARY SIGNIFICANCE: 030 ARCHITECTURE
19. DESCRIPTION OF SIGNIFICANCE: NON-CONTRIBUTING TO DISTRICT DUE TO ALTERATIONS
20. DOCUMENTATION SOURCES: SANBORN FIRE INSURANCE MAPS, 1894-1930; POLK DIRECTORIES, 1904-1946; ENID CITY DIRECTORIES, 1900-1946
- =====
21. NAME OF PREPARER: SUSAN ROTH AND ASSOCIATES
22. THEMATIC: YES
PROJECT NAME: INTENSIVE LEVEL SURVEY OF DOWNTOWN ENID
23. PREPARATION DATE: 7-04-94
24. PHOTOGRAPHS: YES YEAR: 1994

BUILDING CONSTRUCTION DESCRIPTION (110-116 E CHEROKEE AVENUE)

- 25. ARCHITECT/BUILDER: UNKNOWN
- 26. YEAR BUILT: C.1908
- 27. ORIGINAL SITE? YES DATE MOVED
FROM WHERE?
- 28. ACCESSIBLE? YES
- 29. ARCHITECTURAL STYLE: 01 NO DISTINCTIVE STYLE
- 30. FOUNDATION MATERIAL: 65 CONCRETE
- 31. ROOF TYPE: FLAT WITH PARAPET
- 32. ROOF MATERIAL: 63 ASPHALT
- 33. WALL MATERIAL, PRIMARY: 30 BRICK
- 34. WALL MATERIAL, SECONDARY: 50 METAL
- 35. WINDOW TYPE: FIXED
- 36. WINDOW MATERIAL: 20 WOOD
- 37. DOOR TYPE: FLUSH WITH GLAZING
- 38. DOOR MATERIAL: 20 WOOD
- 39. EXTERIOR FEATURES: METAL SIDING ON UPPER HALF OF FRONT FACADE, GARAGE
DOOR ON MIDDLE OF FACADE, WOOD STEPS TO FRONT ENTRY
- 40. INTERIOR FEATURES: 99 UNCOLLECTED
- 41. DECORATIVE DETAILS: NONE
- 42. CONDITION OF RESOURCE: 04 POOR
- 43. DESCRIPTION OF RESOURCE: TWO STORY COMMERCIAL BUILDING
- 44. COMMENTS: LARGE WAREHOUSE ADDITION ADDED TO EAST C. 1925, ADDITION
HAS LARGE GARAGE DOOR ON ONE SIDE AND WOOD STEPS TO ENTRY.
- 45. PLACEMENT: REFER TO MAP

Figure 3

**Map Showing Percentages of Contributing
Resources by Block in Survey Area**







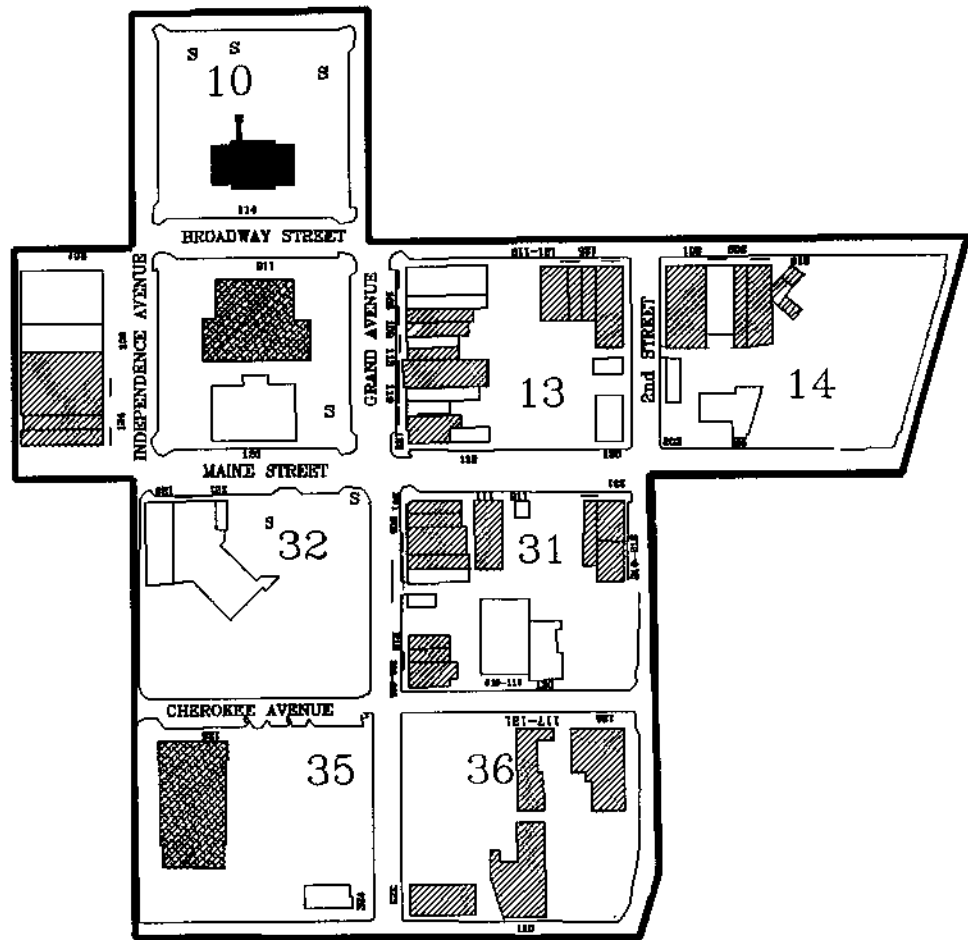
<p>INTENSIVE LEVEL HISTORIC/ARCHITECTURAL SURVEY OF DOWNTOWN END</p> <p>RATIO OF CONTRIBUTING/NON-CONTRIBUTING RESOURCES BY BLOCK</p> <p>PREPARED BY GREAT PLAINS ARCHIVAL PRINTS</p>	<p>LEGEND</p> <p> AT LEAST 70% CONTRIBUTING</p> <p> AT LEAST 50% CONTRIBUTING</p> <p> LESS THAN 50% CONTRIBUTING</p>	<p> NORTH</p> <p>DATE 12-15-84</p>
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Figure 4

Map of Enid Downtown Historic District



ENID DOWNTOWN HISTORIC DISTRICT
CONTRIBUTING/NON-CONTRIBUTING
AND
DISTRICT BOUNDARIES
PREPARED BY
GREAT PLAINS ARCHIVAL PRINTS

LEGEND

-  LISTED ON THE NATIONAL REGISTER
-  INDIVIDUALLY ELIGIBLE
-  CONTRIBUTING
-  NON-CONTRIBUTING
-  S=SCULPTURE OR STRUCTURE
-  HISTORIC DISTRICT BOUNDARIES



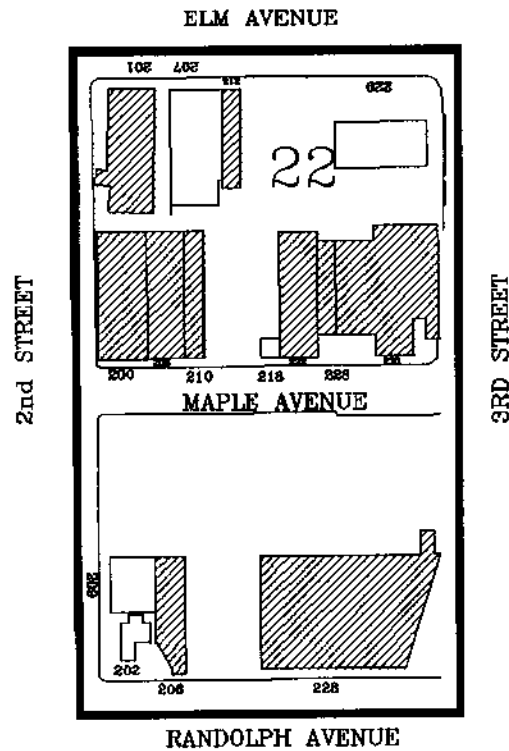
NORTH

DATE

12-19-94

Figure 5

Map of Enid Warehouse Historic District



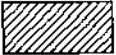
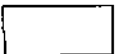

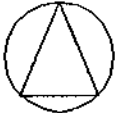
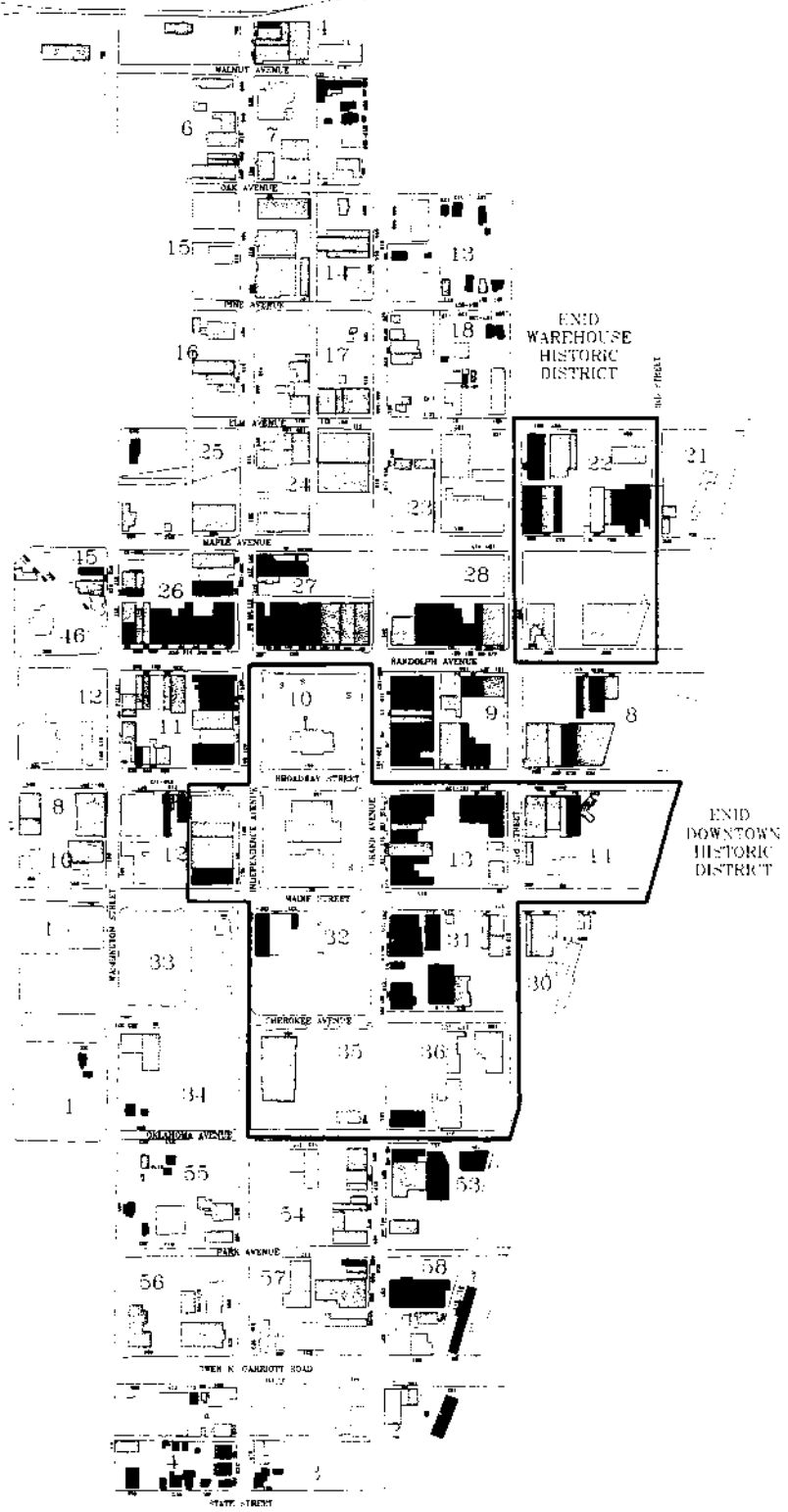
ENID WAREHOUSE HISTORIC DISTRICT CONTRIBUTING/NON-CONTRIBUTING AND DISTRICT BOUNDARIES	
LEGEND	
	CONTRIBUTING
	NON-CONTRIBUTING
	HISTORIC DISTRICT BOUNDARIES
 N	
prepared in 1994 by Great Plains Archival Prints	

Figure 6

Map Showing Building Age by Group



INTENSIVE LEVEL HISTORIC ARCHITECTURAL SURVEY OF DOWNTOWN END		LEGEND	
BUILDINGS CLASSIFIED BY AGE GROUP			1893 - 1919
			1920 - 1929
			1930 - 1945
			1946 - 1959
			AFTER 1960
PREPARED BY GREAT PLAINS ARCHIVAL PRINTS			LIPTINE OR STRUCTURE
			HISTORIC DISTRICT BOUNDARIES
		NORTH DATE 12-19-94	