

Final Report

Reconnaissance Level Architectural/Historical Survey of the Original Mile

Midwest City, Oklahoma

Submitted to:

City of Midwest City

Prepared by:

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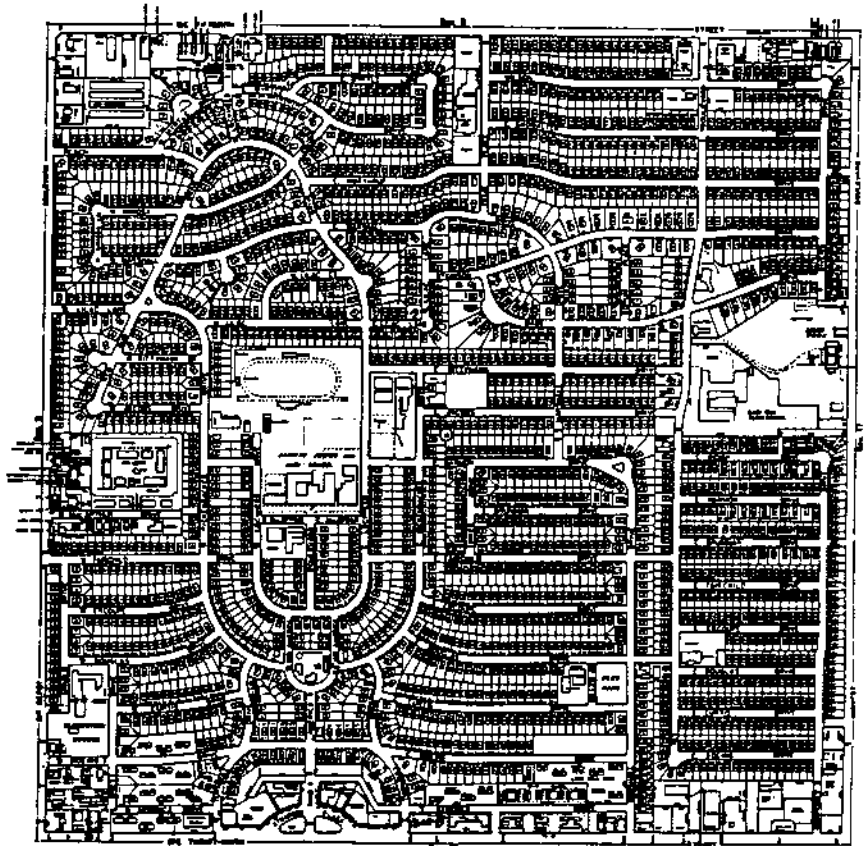


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Introduction

In accordance with the Oklahoma State Historic Preservation Office Comprehensive Historic Preservation Planning Process and Historic Context Development, an Architectural/Historical Reconnaissance-Level Survey of the Original Mile in Midwest City was conducted for compliance with Section 106 of the National Historic Preservation Act. The National Historic Preservation Act requires a review of federally assisted projects for effects on properties, 50 years and older, and listed or eligible for listing on the National Register of Historic Preservation. The project was conducted by the firm of Meacham & Associates.

The primary goal of the project was to survey representative houses and structures located within the first square mile of residential development in Midwest City. The period of significance of the area spans the years from 1942 until 1952. The neighborhood was developed by W. P. "Bill" Atkinson and is the nucleus of the city of Midwest City. It is significant as the first neighborhood constructed in Midwest City and is also significant for its association with housing developments constructed during World War II and the years immediately preceding the war. Atkinson worked with Seward H. Mott, a nationally known planner who was the director of the land-planning division of the Federal Housing Administration when the Original Mile was built. Mott is credited for its design.

The survey was conducted in accordance with the Secretary of Interior's Standards and Guidelines for Identification and Evaluation and the guidelines established by the Oklahoma State Historic Preservation Office.

Research was conducted to establish the dates the additions were platted, the dates of construction of properties in the area, and the history of Midwest City. A brief history of Tinker Air Force Base and a historical review of housing of the period is included. Records from the Midwest City and Oklahoma City libraries, local museums, and the Oklahoma County Courthouse were used during the research.

As a result of the survey, it has been determined that the Original Mile is eligible for listing in the National Register of Historic Places as a historic district. The boundaries of the district include almost the entire square mile, with the exception of some properties which are located on the edge of the district and were built after 1952 or have been significantly altered. These areas are clearly delineated on the accompanying map. A windshield survey of the city revealed that this is the only neighborhood in Midwest City that is eligible for the National Register. One individual building, located at 7024 N.E. 23d Street, was determined eligible for the register in 1988. Recommendations for the neighborhood include the preparation of a nomination of the Original Mile Historic District to the National Register of Historic Places.

Project Objectives

The survey focused on the following objectives:

1. Through a reconnaissance-level survey, the identification of properties representative of the types of housing in the area known as the Original Mile.
2. The photographic documentation of each property selected as a representative example of the housing from the Original Mile.
3. The preparation of files for each property identified by the field surveyors.
4. The preparation of a photograph index to accompany the negatives.
5. The preparation of a historic context which identifies the historical themes of the area, the geographical limits, the chronological period, and provides a perspective to evaluate the property's significance.
6. The identification and annotation of all reference material associated with the Original Mile.
7. The preparation of a Final Report.
8. The preparation of a map to identify each property surveyed.
9. The inclusion of all data from the individual files to be incorporated within the Oklahoma State Preservation Office computer system.

Description of the Survey Area

The area surveyed for the Reconnaissance-Level Architectural/Historical Survey of the Original Mile includes one square mile which is bounded on the north by S.E. 15th Street, on the west by Air Depot Boulevard, on the east by Midwest City Boulevard, and on the south by S.E. 29th Street. Tinker Air Force Base is located directly south of the Original Mile and shares SE. 29th Street as its northern boundary.

Research Design and Methodology

A reconnaissance survey of the Original Mile was conducted in accordance to the guidelines set forth by the federal government and by the State Historic Preservation Office. All forms used in the survey are approved by the SHPO. The information on these forms has been submitted as requested by the City of Midwest City.

Each property surveyed was identified by address and information concerning the property was also included on the form. Two photographs of each property were taken. These photographs are 35 mm, glossy, black and white and are included within each file.

During the project, the research team of Meacham & Associates took the following steps:

1. Archival research was conducted to establish the dates the additions were platted, the dates of construction of properties in the area and the history of Midwest City. A brief history of the city is included. Research was conducted in Midwest City, at local libraries, museums, and the courthouse. Additional research was conducted at the Oklahoma Historical Society and the Western History Collection at the University of Oklahoma.

The methodology used for obtaining information concerning the survey included a combination of archival research and field surveys. The following procedures were followed:

1. Plat maps and land use maps were obtained.
2. Existing survey materials at the local and state level were reviewed, including:
 - a. Vertical files at the Oklahoma Historical Society
 - b. Vertical files at the Midwest City Public Library
 - c. Vertical files of the Midwest City Planning Department
 - d. Records from the Oklahoma County Courthouse
3. Research was conducted to locate material on the history of Midwest City.
4. A reconnaissance-level survey of the area was conducted.
5. Minimum-level documentation was completed on one-hundred and three (103) properties within the survey boundaries.
6. A map of the surveyed area depicting the location of individual properties is also included.

Results

One-hundred and three (103) properties located within the boundaries of the designated survey area have been surveyed and photographed. The physical characteristics, style, and date of construction were taken into consideration, in order to have a true representation of the neighborhood.

Types of Properties Identified

Property types sought in the survey area included:

1. Residences
2. Schools
3. Neighborhood stores
4. Churches
5. Commercial Buildings

The following types of properties were identified in the Architectural/Historical Reconnaissance-Level Survey of the Original Mile:

Domestic Dwellings

Single Dwellings

Ninety-five single dwellings are included in the reconnaissance survey. Most the residences are small, side-gabled frame or brick dwellings. A few split-level houses are included. These are similar in construction to the one-story Minimal Traditional dwellings, however, there is a second story over the attached garage. There were also several Cape Cod residences located in the survey area and representatives of this style are also included. These houses are one-and-one-half-stories with a side gabled roof and two, front-facing gabled dormers.

Multiple Family Dwellings

Four multiple family dwellings are included in the survey. A large number of duplexes is located within the survey area. Many of these are one story with brick sheathing. There are a few four plexes in the study area and one is included in the reconnaissance survey. No apartment houses were surveyed. A few frame apartments remain in the southern half of the study area. The Fleetwood Apartments were demolished. A few of the two-story, frame buildings included in the Longview Apartment complex, located in the 300 block of East Aeronca Drive and East Boeing Drive, remain extant.

Educational Facilities

Three schools are located in the study area: Jarman Junior High (formerly the Midwest City High School), the East Side Elementary School and the West Side Elementary School. The survey includes the West Side Elementary School.

Landscape (Parks)

The Lions Park is located adjacent to the north side of the East Side Elementary School. Elks Park, located in the 300 block of North Marshall Drive, is also located in the study area.

Commercial

The southern boundary of the study area, S.E. 29th, has a combination of strip shopping centers, small office buildings, and car lots. Atkinson Plaza is located half-way between Air Depot and Midwest Boulevard. It is included in the survey.

The northwest corner of the study area (the southeast corner of Air Depot and S.E. 15th Street) was platted for commercial use and was developed after 1952 (the period of significance for the Original Mile).

The northern boundary, Northeast 15th Street, also has a number of commercial enterprises. None appears to have been constructed before 1952, however, an intensive survey of 15th Street should be conducted before a final determination of eligibility can be made.

Churches

Several churches were built shortly after the initial development of Midwest City and many remain. One church was included in the survey.

Summary and Recommendations

The Reconnaissance-Level survey of the Original Mile neighborhood in Midwest City revealed that most of the entire square mile, except the northwest corner and come of the peripheral commercial constrictions, is potentially eligible for listing in the National Register of Historic Places as part of a historic district for both its architecture and its historical significance to the community. According to the federal guidelines, a property or historic district, must be significant and represent a significant part of the history, architecture, archeology, engineering, or culture of an area. It must also have the characteristics that make it a good representative of properties associated with that aspect of the past. The association of the Original Mile neighborhood with the history of Midwest City and its war housing and post war housing clearly qualifies the square mile for listing in the National Register.

Built between 1942 and 1952, the Original Mile illustrates the first ten years of Midwest City's development. While other additions were platted during these ten years, none continue to possess the visual integrity and the historical significance of the Original Mile neighborhood. While the reconnaissance survey does not include examples from outside the Original Mile neighborhood, the research indicates that it will be ten more years until another historic district becomes potentially eligible for listing in the National Register. Then the Ridgecrest County Estates addition, which was developed in 1952, will possibly become eligible as a second historic district.

A windshield survey of the city did not reveal any individual properties potentially eligible for listing in the National Register.

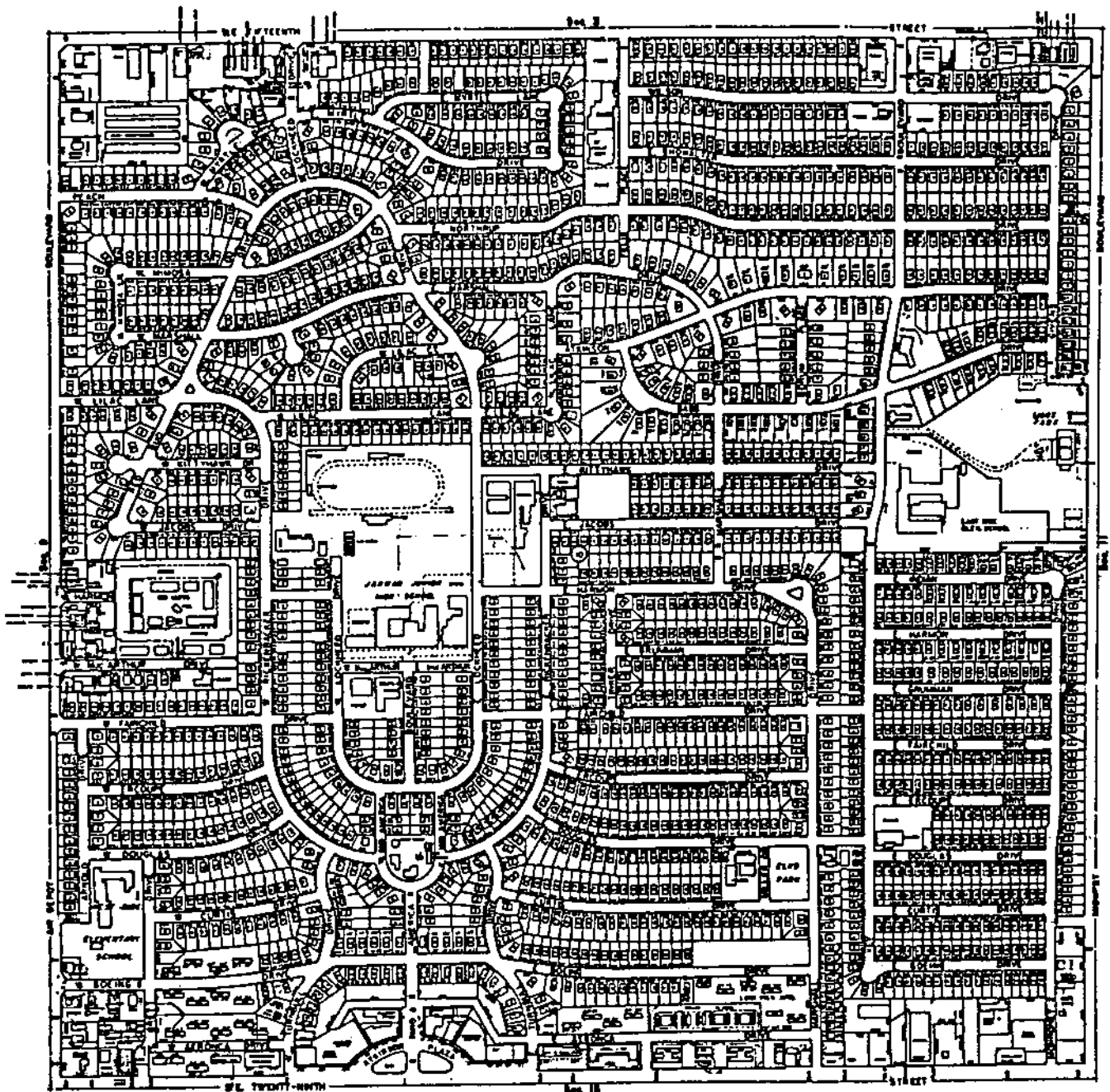
Recommendations

It is recommended that the City nominate the Original Mile Historic District to the National Register of Historic Places. Much of the necessary information for a nomination is in this report. The benefits of being listing on the National Register include the opportunity for income-generating properties, commercial and rental units, to receive a 20% tax credit for certified rehabilitation. The rehabilitation plan must be approved by the State Historic Preservation Office and the National Parks Service to receive certification.

Listing in the National Register is also important as a method to create added value to areas by being recognized by the federal government as historically and architecturally significant. This recommendation is extremely timely because Midwest City's 50th birthday is 1992.

Other recommendations include using the historic context to evaluate other neighborhoods in Midwest City. The survey of the Original Mile and the research conducted on other neighborhoods built between 1942 and 1952 would suggest that it will not be until the year 2002 when the Ridgecrest Country Estates addition will become eligible for listing in the National Register. However, by using the historic context to evaluate other areas which surround the Original Mile, it will be possible to determine the potential of those neighborhoods for National Register eligibility.

The Original Mile Historic District is the first residential neighborhood in Oklahoma which was built in the 1940s, to be identified as a historic district and recommended for listing in the National Register of Historic Places. The neighborhood's association with Tinker Air Force Base, World War II, and the continued residential development after the war is certainly unique. Seward Mott's involvement in the actual design of the Original Mile is also of great importance. It is with this in mind that the recommendations have been made. The City of Midwest City has a historic resource that should be recognized and preserved.



Original Mile Historic District

SEC. 15, T.11N., R.2W.
MIDWEST CITY, OKLAHOMA
APR. 1908

Historic Context

The Original Mile is significant as an excellent example of war housing and post war housing, and an example of neighborhood planning. The Original Mile contains Midwest City's first residential and commercial properties and the entire area, which was built to serve the newly established Tinker Air Force Base, was designed by Seward Mott. At the time of its development, Mott was serving as the director of the land planning division of the Federal Housing Administration. The development of the neighborhood began in 1942, which establishes the beginning date of the period of significance. Housing continued to be constructed through the end of the forties until approximately 1952. In 1952, the establishment of a large neighborhood directly north of the Original Mile represents a second phase in the development of Midwest City - Ranch style housing.

Historical Background

A band of mammoth hunters, who were quite possibly the first humans in North America in prehistoric times, inhabited central Oklahoma including what is now Midwest City. Several thousand years later, before occupation of the whiteman, the land was known as the Osage Plains. These plains were abundant with buffalo that possibly produced a 10-foot-wide wallow in the Midwest City area.

As part of the Trail of Tears removal, the Seminole tribe agreed to move from Florida into Oklahoma's Indian territory, more specifically the site of the Creek lands in central Oklahoma. The Seminoles, in 1845, were allowed to occupy what is present Oklahoma and includes Midwest City. In 1866, the Native Americans who resided in Indian Territory and fought in the Civil War on behalf of the Confederate Army were forced to surrender their lands as part of the reconstruction treaty. Many tribes, including the Five Civilized Tribes and several others throughout the United States, relocated a second time in smaller sections of lands or reservations throughout Oklahoma. The federal government required the Seminoles in central Oklahoma to sell their lands to the government for fifteen cents an acre and then relocate to a new, smaller nation. The land in central Oklahoma, unoccupied by the Native Americans, became known as the Unassigned Territory. Present day Midwest City was part of this territory.

Railroad construction began in Oklahoma in 1866 and grew rapidly until the early 1900's. Railroads in Midwest City began in 1882 and were completed in 1904 when tracks were built by the Missouri, Kansas and Texas Railroad (KATY). Oklahoma, Ada, Atoka Railroad (OC-A-A) later purchased the tracks. An article on early Midwest City history in

the December 24, 1981, issue of the Midwest City Sun states that President Grant signed a paper giving the company its right-of-way across Indian Territory, but any extra land on either side of the tracks had to be purchased from whichever Indian tribe inherited the area. The Native Americans disliked the railroads on their lands for fear of losing them. The Marion Station, erected in present day eastern Midwest City, was named after a local man, Marion Cunningham.

The railroads pressured the government to open frontier Oklahoma's Unassigned Lands. President Benjamin Harrison declared the Unassigned Lands, which included 2 million acres including Midwest City, open to settlers by a land run at noon on April 22, 1889.

Many settlers from Germany, Czechoslovakia, Slovak, Moravia, and Bohemia via Nebraska, Kansas, Iowa and Texas staked claims in the rural area that would become Midwest City a half century later. Although encountering adversities such as drought in the new lands of Oklahoma, these first and second generation Europeans chose to come to America and overcome any obstacle for the abundant lands.

The community formed from the Germans and Czechoslovakians south and east of present day Midwest City became known as the Mishak Community. Mishak had a church, a cemetery, two stores, a barn, a cotton gin, a blacksmith shop, two dance halls, a post office, and later, a gas station. This community was a thriving place and was credited with holding the first adult education classes. The community eventually was bought by the government with the arrival of Midwest Depot.

A leading settler who moved into the Midwest City area in 1893 from Nebraska and owned a farm consisting of 220 acres at Reno and Air Depot was Robert Peebly, a charter member of the State Fair of Oklahoma. He raised Jersey cattle and peaches on his land for several years. Another settler arriving from Texas, James P. Harrison, bought the quarter-section of land at Midwest Boulevard and SE 15th in 1901. In the words of another early, young settler, Mary Reynolds-Broadman, who arrived in the present site of Midwest City in the fall of 1889, and recalled in an article in The Midwest News on December 28, 1945 that upon arriving in the area from Nebraska, there were flocks of turkey, abundant deer, prairie chickens, and on the south side of Soldier Creek, abandoned Indian teepees.

The area including and surrounding Midwest City was used solely for agricultural purposes until the land for the Midwest Air Depot (Tinker Air Force Base) was purchased. It was within months that the land adjacent to the north side of the depot was purchased from several farmers by W.P. Atkinson and Midwest City was born.

Urban Development

William P. "Bill" Atkinson

Midwest City, conceived by William P. "Bill" Atkinson and created out of anticipation of the United States involvement in World War II, developed at an unprecedented rate. Bill Atkinson, born on November 6, 1906, in Carthage, Texas, grew up as the oldest of four children in a competitive family environment. His father was a carpenter and his mother was a seamstress who died of pneumonia when Bill was nine years old. At age eleven, Bill started his first job with a newspaper company and upon graduation from high school, was experienced in the profession, and a seasoned tennis player. Mr. Atkinson's formal education began in Jacksonville, Texas, at a junior college, then continued at Texas Christian University, Fort Worth, Texas, where he graduated magna cum laude. At TCU, he studied journalism and was editor of the local college paper, *The Skiff*. Upon graduation, he returned to Carthage and married his high school love, Rubye Beauchamp on July 18, 1928.

Bill Atkinson took a job with Douglas Tomlinson, who published weekly non-denominational church papers at a profit, at the All Church Press. Mr. Tomlinson sent Mr. Atkinson to Oklahoma City in 1928 to develop the market for the papers. After arriving in the city, he established the *Oklahoma City Star* that served 22 churches. Atkinson edited this paper for two years, then decided to settle down in Oklahoma City and took a job as the Chairman of Oklahoma City University's Department of Journalism.

By 1936, Mr. Atkinson slowly began to shift his interest from newspapers and journalism to home-building with the construction of his own home. Atkinson and his wife started collecting architectural designs from magazines. In the evening, Mr. Atkinson took real estate courses and became acquainted with E.C. Stanfield, a prominent Oklahoma City builder. Atkinson hired him to construct the family's new home. Stanfield became ill during the construction, so Atkinson oversaw the completion. Seeing Atkinson's ability for real estate and construction, Stanfield hired Atkinson to sell houses for \$50.00 per referral. Atkinson sold Stanfield's houses at the rate of four per week. Mr. Atkinson then opened an office in his home and hired Elmer Hedge Jr. as a draftsman.

Unlike other builders, Atkinson believed that Federal Housing Administration (FHA) homes were a good value because they had good specifications; they were guaranteed by the government; and they held a low interest rate. When city developers bought acreages for development, Mr. Atkinson, an inventive businessman, would buy adjoining property, construct FHA homes for approximately \$2,000 less, and then sell them quickly. Atkinson's first construction project was at 2801 N.W. 25th Street in Oklahoma City. Atkinson had another sure way to sell homes. He would interview a family about their home needs and then draw rough drafts of homes that met their needs. After securing vacant lots and constructing the specified designs, Atkinson then sold the houses to the families. When Stanfield decided to retire, he sold the business to Mr. Atkinson who bought it on credit. Mr. Atkinson continued at a rate of pre-selling six to seven homes a week, which prompted him to purchase billboards saying "Bill Atkinson Builds Good

Homes." According to court records, Atkinson sold more houses in his first year of business in 1941, than any other Oklahoma City builder and entitled Atkinson to call himself "Oklahoma's leading builder and developer."

During this time, Mr. Atkinson belonged to the Oklahoma City Chamber of Commerce and sat on several committees. Atkinson realized that no matter the committee or members, E. K. Gaylord, publisher of the Daily Oklahoman, made the final decision. Atkinson and Gaylord found themselves at odds on several community aspects. In 1941, with the United States War Department contacting the Oklahoma City Chamber of Commerce about a possible location for a depot, the Chamber dealt with the government and the issues in silence. Keeping all information to himself, Gaylord and his inner circle decided the locations to present for the site.

A sensible Mr. Atkinson drew a map of the only locations that fit the strict criteria in the metropolitan area. After deliberations, he selected the east side of Oklahoma City and began his investigation into the area. He took Southeast 29th Street east and found the perfect location in a flat wheat field, at a distance from the city, and on a railroad line. Without hesitation, Mr. Atkinson began stopping at the farm homes and inquiring about the possibility of selling. To his surprise, he found suspicious farmers on the south side were unwilling to sell their farms, while others to the north, were eager to sell. The investigation had gone better than Mr. Atkinson had hoped and after returning to the office, he hastily prepared to make an offer on the farms that were for sale. The first secret purchase he made was for \$150.00 an acre, with a total of 160 acres, belonging to Frank Trosper, a farmer who had been part of the land run of 1889. A subsequent purchase of the Jesse Chesser farm gave Atkinson a total of 310 acres across from the future depot site. The ten missing acres were recently purchased by another person. Atkinson wanted these acres for a shopping center, finally found the person, and bought it for a fair price.

The Chamber began trying to purchase the area surrounding the future depot after the official announcement had been made that the depot would be located east of Oklahoma City. To the Chamber's amazement, the land recently had been sold to an unknown buyer. Gaylord, among others, tried in vain to identify the recent buyer. During this time, Mr. Atkinson traveled to Washington D.C. for a meeting with officials at the Pentagon concerning the future of the land surrounding the depot. Mr. Atkinson speculated that the War Department would want to buy the land, but instead strongly suggested that he build a city. As stated in The Oklahoma Journal on October 27, 1967, Tinker Air Force Base and Midwest City began a hand-in-hand march which was to bring dual acclaim as the world's largest air depot and America's Model City.

Seward Hamilton Mott

After receiving instruction on the land use adjacent to the depot, Mr. Atkinson retained Seward Mott, director of the land planning division of the FHA in Washington D.C. and later the director of the Urban Land Institute, for help in planning the city. Mr. Mott was regarded as one of the nation's master land planners, with planned communities being his specialty. In a silver anniversary edition of The Oklahoma Journal on October 27, 1967,

the paper recounted, "If this thing develops," Mott told Atkinson, "it will be the first in my long career in planning that I have had the opportunity to take a large piece of raw ground, with no obstructions, and plan a complete city, the way one should be planned." In 1944, with the realized accomplishment, Mott was quoted in an address to the National Association of Real Estate Boards at the annual convention in Chicago, Illinois, as saying "Midwest City, a successful experiment in co-operative community building...I think Midwest City is the answer for home builders and also for the city planner in securing the development of self-contained neighborhoods, rather than the construction of isolated little groups of homes."

Along with Seward Mott, the planning consultants of Hare & Hare of Kansas City, and Gabriel Harmon from Denver, Colorado, were contacted. Elmer Hedge Jr. and Tommy Thomas, a St. Louis, Missouri, land planner, drew and surveyed the original city layout. Midwest City's architect-engineer, Bruce W. Barry, and Raymond R. Carter, industrial designer, both came from Oklahoma City to work on America's Model City. The Christian Science Monitor noted on September 5, 1944 that Midwest City was one the first towns in America to be completely blueprinted before construction was begun.

The planned concept of Midwest City, through Seward Mott, was an indirect influence of Thomas Jefferson, the third President of the United States of America, from 1801-1809. Jefferson, an architect in his own right, was solely responsible for "Jefferson Classicism," according to Marcus Whiffen the author of American Architecture Since 1780: A Guide to Architectural Styles. The relationship between the Original Mile of Midwest City and Jefferson can be found in the design of the streets. Jefferson assisted with the task of street planning in Washington D.C. and Mott in Midwest City. Obviously, Mott used some same concepts with the winding streets and cul-de-sacs in Midwest City. After planning the streets, local Midwest City builders agreed that the unusual plan would accommodate different size lots and allowed each architect to put the best suitable house on the lot. Motorists were encouraged to drive slower on the curved streets, making them safer for children to play in the yards.

Several streets in the original mile of Midwest City are named for the aviation industry including, Aeronica, Boeing, Curtis, Douglas, Kittyhawk and Lockheed. Others are named for Midwest City's civic leaders at its founding. No matter the origination of the street names, all were paved by 1944 in the east-west mile, and north-south half mile, and are in alphabetical order starting at 29th Street in the Atkinson Heights Addition, Atkinson Heights First and Second Addition, Fleetwood Subdivision, Chesser Park Addition, and Pine Addition.

The following street names were given to the streets from Oklahoma City into Midwest City to avoid any confusion, ranging east to west on the mile mark: Eastern, Browning, Sunny Lane, Sooner, Air Depot, Midwest, and Douglas Boulevard. Origins of names include Sunny Lane, known as State in early days. It often was confused with State in Oklahoma City and so changed its name to Sunny Lane in honor of the community church located on the street. Browning, now Bryant, was named in honor of Jenny Browning, an

early settler. Sooner was named in honor of the community located on the road and the remaining streets are obviously designated.

City Growth

In Atkinson's first meeting with city officials, the decision for building a complete city which would include shopping, schools, churches and other necessary amenities was made. The first duty Mr. Atkinson deemed necessary was the establishment of several building-related firms needed in the beginning of Midwest City's construction. Among his firms were a lumber yard, nursery, and house fabricating companies. Envisioning the large project, Atkinson thought that the first step would be the construction of apartments within walking distance of the depot (possibly the Fleetwood and Longview Apartments).

Atkinson originally owned and installed the water system. He sold it to the city at a cost of \$188,000 on May 1, 1944. A contract was let on a brick pump house in September for the well behind city hall. The sewage system, also once owned by Mr. Atkinson, cost \$121,000 for installation and \$89,000 for annual operation costs. Oklahoma City provided the electrical, gas and telephone service.

The Midwest City Post Office was in a temporary location for the first eight months of existence. The generosity of Mr. Atkinson allowed a modern new building to be constructed. The building met standard Post Office codes and had several conveniences, such as a 24-hour accessible area for boxes. With mail arriving and departing twice a day for Oklahoma City, the office tripled its receipts in the first year of business.

Bill Atkinson broke ground for the first Midwest City home on April 5, 1942, at the corner of East Turnbull and East Boeing. This five-room residence was of frame construction. Within one year, on March 11, 1943, the City of Midwest City was incorporated.

The fifteen most prominent men that purchased lots from Atkinson and built their own architecturally designed homes that influenced the built-sections of the first additions in Midwest City; Atkinson Heights, First and Second Additions, Fleetwood, Pine and Chesser Additions, included:

1) **Ben C. Wileman** who constructed 153 single-family frame homes in the early additions. 2) **Cord B. Wilson**, head of the Wilson Building Company, who constructed 50 five-room, single-family frame homes. 3) **N.D. Woods**, a native of Oklahoma City, who constructed six brick veneer, single-family homes in the early additions. 4) **C.E. Duffner**, one of the first builders in the Midwest City area, who constructed eight-unit frame and asbestos siding apartment houses. These apartment buildings were thought to be among the first buildings in the city. Two of the apartment buildings, were located conveniently to Tinker Field and Douglas Plant workers. 5) **Steve Pennington**, a well-known builder, who constructed 34 eight and twelve unit apartment buildings and 10 two-story brick veneer duplexes located on Marshall Drive. Mr. Pennington also constructed a business building off 29th Street for his personal use. 6) **John W. Lyons**, a native of Macon, Georgia, and the pioneer apartment builder for Midwest City, who completed and

claimed full occupancy on 8 eight-unit apartments by June 15, 1942. Other accomplishments in the city included 29 duplexes of brick veneer on East and West Boeing and Turnbull. 7) **Manly M. Moore**, who arrived from Pryor, Oklahoma, and claimed the title as second builder in Atkinson's Midwest City, built 100 assorted masonry single-family homes with adjacent garages and built brick veneer homes. He was co-owner of the \$30,000 electrical appliance building. 8) **Joe B. Scoggins** who was responsible for 46 brick veneer and all masonry homes and several brick veneer single-family homes in the Pine Addition. 9) **Russell C. Showalter**, who was best-known for his story and one-half floor plan with the second bedroom above the garage, built 65 frame and brick single-family homes. 10) **Charles Stanford**, who arrived from Oklahoma City in early 1942, constructed 45 brick and frame single-family homes. 11) **H. B. Atkinson**, brother of Bill Atkinson, built 123 homes, frame single-family units and later, brick veneer, single-family units in the Pine and Chesser Additions. 12) **Amos Bous**, who was the builder of 53 brick veneer and frame six-room, single-family units with more in the Pine Addition. 13) **D.D. Daugherty** who was responsible for 13 single-family, frame units with a large porch and living room and an adjacent garage. 14) **Melvin Dotson**, who constructed 37 frame, side-entrance, single-family units with adjacent garages, boasted that his style eliminated the draft of a front entrance. 15) **George Epperly**, who built seven brick and frame homes on West Curtis and East Boeing. He quits construction in Midwest City by Fall of 1942 to seek the development of Del City.

Builders and contractors had to get approval for their architectural plans from Mr. Berry; who held the overall plan for the city before construction. Forty percent of the Midwest City homes were family owned in 1944 and the average rented unit cost was from \$35 to \$50 a month.

By the end of Midwest City's second year, approximately 1,466 single-family units were complete, including five churches, a shopping center, a grade school, a junior and senior high school, and a municipal building. The city in its second year grew by two houses per day; all sold before construction. This phenomenon, in a wartime economy, intrigued several architectural engineers. The per capita income for the 1,466 homes was \$200 in 1944. This figure was \$125 greater than the national average of a city of the same size.

Midwest City, the totally planned community, was on the international scene in August of 1944 when Australia's Captain C. Butler, a housing representative, visited the city, first hand, to view the model city. Butler visited Midwest City and was impressed with the community.

The shopping center, designed by Bruce W. Barry, a local architect-engineer, and contracted by a Mr. Beasley, a local contractor. It was constructed in buff brick with a specific architectural design, consisting of a semi-circular arrangement. In the center's second year, it housed 18 businesses, including a Humpty Dumpty grocery store, variety store, bakery, barber and beauty shop, drug store, bus station, taxicab stand, gift shop, dress shop, dry cleaners, post office, bank, cafe, super-service station. Some of the offices in the shopping center were occupied a doctor, an insurance agent, and a real estate agent. The center also included a 1,100 seat theater. An automobile showroom was

planned for future construction. The center was constructed in two phases, with Plaza A, on the west side, completed first. Both sides contained air-conditioned fittings and plans of machine installation at the close of the war. Another feature was the use of strategically angled plate glass windows to minimize the glare. The signs above each shop were flush with the rest of the building. A bulletin board was placed on the Southwest Corner of Plaza B in 1944. Parking in the shopping center area could accommodate approximately 6,000 cars with designated areas for the shopping center workers, theater patrons and shopping patrons. Extensions to the original shopping center were added in the early 1950s.

As early as October of 1944, many predicted no post-war unemployment in Midwest City. The general thought was, with the men returning from combat, women would be needed less in the work force and more at home.

The Allied Home Builders, a group of 16 local Midwest City developers, announced an expansion to double the size of the city in 1944. The head office for this development was located in Atkinson Plaza and many people were wondering what this modern addition would bring. The addition consisted of 565 acres and by mid-1945, the plat was filed, streets were paved in the Country Estates Addition and many were awaiting the beginning construction of the projected 175 ranch-style homes at a cost of \$8,000,000. Plans from the beginning, were for the city to supply water and sewer disposal. The typical Country Estates house was located 50 feet from the street on a 100 x 175 foot lot. Frost-free glass was used and many shrubs and trees were planted to "bring the outdoors indoors." Other features included cabinet space and well planned grounds. The homes ranged in price from \$6000 to \$12000, with the average price being \$8000.

The ranch-style house was to be the most commonly constructed type in the Country Estates area. This style included space for domestics and other activities. The Allied Builders planned on selling the homes to veterans, Oklahoma City employees, and local industrial plant workers.

With the development of the Country Estates Addition, the Allied Builders donated 7 acres to the Lions Club of Midwest City for a park to be used by the entire community. Lions Park, adjacent to Midwest Boulevard, eventually was equipped with swings, sliding boards, tennis courts, croquet courts and Midwest City's first swimming pool.

Early in 1946, the county commissioner announced an entrance from Douglas Boulevard into Midwest City. That same year, Air Depot, also known as Highway 16, was paved from 29th Street to Ash, present day 15th Street.

As early as 1945, plans were under way to develop the northwest area of the original mile. Local builders visited Louisiana to arrange prefabrication of 500 houses for delivery to Midwest City at a later date. In January of 1946, Mr. Atkinson and the Allied Home Builders began the task of surveying, drawing and planning the Veterans' Village Addition, also known as Speckman Heights.

According to the January 25, 1946, edition of the Midwest City News, Mr. Atkinson resorted back to the original plan of selling houses designed specifically for each family's needs. Mr. Atkinson sent a team to the completed area of Midwest City and conducted interviews with 719 out of 1008 home owners to ascertain: Who lives in Midwest City? Where are they employed? What do they think of Midwest City? The results of the interviews resulted in a finding of less than half of the head of families were employed at Tinker. Eight hundred and three Midwest City homes were family owned and 205 were rented by January of 1946.

On November 23, 1946, the city decided to annex Veterans Village including the 571 homes that were under construction. The delay of materials resulting from the war efforts caused interruptions in the construction of Vets Village. The average house in the addition cost from \$4,500 to \$6,000, averaged in size of approximately 900 square feet, and featured oak flooring, sheet rock and window shades. Over 10 homes were finished weekly and quickly sold, partly because they were approved for G.I. loans with monthly payments averaging \$36.00 a month.

Another area of low cost homes (destroyed) on 80 acres in Midwest City was the Tinker Town Addition. This addition was located across from Lions Park on the east side of Midwest Boulevard and was developed by C. A. Ratts and Fred C. Rauff of the Southwestern Construction and Investment Company. The homes ranged in price from \$2000 to \$2500 and the returning veteran was the targeted home buyer for this addition. The intent of the developers was to turn these houses averaging three rooms and one bedroom on lots 100 x 145 feet into garages or service quarters later, after construction of a larger, primary building. Water was supplied to the area once it was annexed into the city and graveled streets and septic tanks helped keep the houses in the area economical.

Another addition, Aviation Acres was in the far northwest of Midwest City and located in the Sooner grade school area. This area could be built without restrictions.

By 1952, many people wanted a functional house with adequate space. According to the January 5, 1953, edition of Life, a good-looking, skillfully engineered "trade secret" house would cost \$15,000. This combination of top builder trade secrets would lead to a 1,310 square feet of living space, three bedrooms, one and a half baths, a big fireplace, and a flexible floor plan for easy family living.

The enterprising Mr. Atkinson realized that America's Model City, a designation it was awarded at the 1951 National Home Builders Convention, would need an addition of these innovative "Homes of Distinction." He selected an area north of Midwest City and began work. The area became known as Ridgcrest Country Estates and was constructed at an estimated cost of \$7,500,000. Mr. Atkinson employed James L. "Jim" Parent, a graduate from the Art Institute of Chicago and an associate of Mendel Glickman, Frank Lloyd Wright's engineer. Also employed by Atkinson for the project was Otto J. Olsson, a structural engineer, and Elmer Hedge Jr.

Atkinson wanted 500 homes in the new addition to be low rambling, ranch-style with recreation and hobby areas and costing between \$12,000 and \$35,000. These accommodations would house a flower bench, a work bench, storage, a shuffleboard on the floor, a dart board on the wall and a barbecue pit in back. Other unprecedented features according to the Midwest City Leader and the Midwest City News of July 18, 1952, included horizontal siding, sliding aluminum windows, large glass area, woods in interior, advanced bathroom planning, double-wood burning fireplaces, jumbo-sized garages, cathedral ceilings, indirect cove lighting, storage closets and tile and wood floors. Another aspect of the Ridgecrest area is the 10 acre pony park. Mr. Atkinson saw the need for this park because he gave away a Shetland pony to the families that purchased the first 100 houses sold in the area.

Schools

The Midwest City school system was originally housed in prefabricated hutments in a field of mud with five teachers and 125 students. Besides the Jr/Sr High School, the school system had a city grade school, a Sooner grade school and a Soldier Creek grade school. Midwest City school's enrollment had reached 1,250 by the second year and a new \$180,000 brick building had been constructed and a staff of 38 teachers were present. The increased enrollment in the Midwest City Junior and Senior High caused the school day had to be lengthened to accommodate all the students.

Adjacent to the Midwest City Junior and Senior High School was a Recreation and Child Care Building which was dedicated on June 15, 1945. The building was planned and built with the needs of a growing community in mind at a cost of \$140,000. A public library also was located in the building.

Midwest City passed a \$95,000 bond issue for the construction of two grade schools in 1945. The locations selected for the schools were in areas originally designated West Park and East Park. Although there was discussion on the East Park location, eventually the school was located there. By April of 1946, the two new, six-room grade schools, were acquiring trees, shrubbery, swings and play equipment.

The superiority of the Midwest City school system was caused by of two men--Oscar Rose and J. E. Sutton.

Churches

Five churches were established in Midwest City the first year. Several of these churches had plans for expansion. The churches which were constructed by 1944 and located in the original square mile include the First Methodist Church (417 Mid America), for which Mr. Atkinson donated the lots, the Church of Christ (916 S. Douglas), the, First Baptist Church (705 Rickenbecker, original church destroyed), and First Christian Church (400 N. Key). A fifth church was also constructed on Miller Drive.

World War II and Tinker Air Force Base

Prior to the United State's involvement in World War II, the military conducted many training programs in Oklahoma because the flat terrain and cooperative flying weather made the area desirable. The United States needed more prewar plants and depots beginning by the mid-1940s and more servicemen in the Navy and Army Air Corps. Because the United States War Department already used part of Oklahoma City's airport as a prewar bomber base, Oklahoma City courted the War Department to build an entire military facility adjacent to the city.

The Oklahoma City Chamber ascertained in 1940, through the Army Air Corps Chief of Buildings and Grounds Division, that an air depot was under consideration in the Midwest. The department earlier had thought that turning existing manufacturing plants into war-production plants would be sufficient, but this plan proved wrong. The United States War Department formally announced plans early in 1941 for a supply depot in the central United States to enhance the war efforts. The government considered several locations and set specific criteria. The criteria included that the depot be situated within ten miles of a downtown area, close to a rail line, within three miles from an oil field, and contain 640 acres of level ground.

Oklahoma City proposed several locations meeting the criteria in the area. The War Department later announced Oklahoma City; Muskogee, Oklahoma; and Wichita, Kansas, as locations under consideration for the Midwest depot. Only Oklahoma City had the expendable work force the depot required. Oklahoma City selected a site near Norman and another east of the city on Southeast 29th Street as possible locations for the War Department's inspection. After several official Oklahoma City visits by Washington brass, President Roosevelt signed the bill to allow a depot, and on April 8, 1941, Robert Patterson, the Assistant Secretary of War, signed the work order, but without specifics on the plants location. The depot plans expanded during this time and the War Department requested its completion 120 days after contract. In October of 1941, Colonel William Turnbull of the San Antonio Air Depot in Texas, and the first commander of the Midwest Air Depot declared the sparsely populated area south of 29th Street to be the depot's location.

The depot's original name was the Oklahoma City Air Depot, but was changed on May 21, 1941, to the Midwest Air Depot. Upon the insistence of E.K. Gaylord, the head of the Oklahoma City Chamber of Commerce, the name was changed again on October 14, 1942. Tinker Field was named after Major-General Clarence Tinker. Major Tinker, a part Osage Indian from Pawhuska, Oklahoma, was killed in action on June 7, 1942, in the Pacific Wake Islands. The name was changed to Tinker Air Force Base in 1948 after the Air Force became a separate branch from the Army.

Midwest Air Depot, a self-contained unit, officially started April 8, 1941, on a 2,400 acre wheat field. A bull-dozer replaced the traditional spade at the July 30, 1941, official ground breaking ceremony. Project Manager for the construction on the depot was Major T.M. Osborne, Corps of Engineers. The Charles M. Dunning Company and Guy H.

James of Oklahoma City and the Patterson Steel Company of Tulsa served as local contractors. The E.G. Turnbull Firm of Cleveland, Ohio, was the depot's architectural engineer and the OC-A-A Railroad started building its spur-line two days after the awarded contract.

The first year's construction saw seventy-five percent of the depot complete, and by 1943, the depot had over 300 buildings and a massive, twelve-acre repair hanger. Although the hanger was a large combination of structures, the largest buildings included the depot supply. Upon total completion, the depot averaged approximately 13,000 employees, but during late 1943, the depot employed over 15,000 which represented the highest employment number throughout the war. The depot's importance was illustrated by being no more than 60 hours from any point in the world. During World War II, Tinker Field's main responsibility was repairing B-17s, B-24s, and B-29s for the Army Air Corps. Tinker Field also prepared the plane that dropped the atomic bomb on Hiroshima and Nagasaki.

The War Department turned again to Oklahoma City in the Spring of 1942 when considering a Midwestern aircraft factory. The three sites Oklahoma City selected were north of the Will Roger's Airport, east of the depot and adjacent to the new Bethany Airport. Before Oklahoma City could be considered a finalist, the department required the city to secure a contract with Douglas, Vultee and Lockheed for construction of the aircraft.

First, the selection process for the plant location was slower and somewhat more difficult than the depot, but three days after the bombing of Pearl Harbor, the United States War Department began plans to inspect Oklahoma City's three sites. The Will Roger's site and the Bethany site quickly were eliminated because of engineering problems, only leaving the depot site. The selection of this site depended upon securing 480 acres of land, water, and a railroad spur, and moving all pipelines recently located underground from the depot. The depot was selected after meeting these requirements and the Austin Company contracted to build the plant's structures in nine months. The Douglas Aircraft Plant not only assembled cargo planes as originally planned, but also fabricated aircraft. The plant primarily manufactured the C-47 Cargo Plane, also known as the "Cinderella." Knowing that the Douglas Aircraft Plant was a temporary war-time solution, the government's post-war plan included acquiring the plant as a military installation for the depot.

The Midwest Depot housed buildings and structures necessary for military operations and provided many amenities for the servicemen stationed there. A few of these extras included two 2,000 seat war department theaters, baseball diamonds, handball and basketball courts, a library, and a chapel. A service club was constructed in 1945 for the black servicemen, and Midwest City citizens were asked to donate furniture and such for the comfort of the men and their guests.

The Midwest News wrote on April 6, 1945 that Midwest City was the First American City to be founded on the future of the air industry... (Midwest City) located opposite a great repair depot of the Army Air Service command and the cargo plane of Douglas Aircraft Company. The relationship of the depot and Midwest City was a dependent one from the

beginning, with Tinker Field furnishing the wartime jobs and Midwest City furnishing the housing. According to the September 5, 1944, edition of the Christian Science Monitor, Midwest City is believed to be the first war-housing project completed without government aid.

Although Midwest City was born in response to immediate war-time housing needs, the city was planned as a permanent community ready to survive the post-war.

Architecture and Neighborhood Planning:

War Housing, Postwar Housing, and Neighborhood Development 1942-1952

The depression of the early 1930s and the years preceding World War II mark the end of the traditional architectural styles which were present in America since the 1600s. It was not until after the 1900s that American architects began searching for a style which could be uniquely identified with the United States and was not based on European precedents. Construction methods after World War I began to change as technology advanced and new materials also called for new designs. The Great Depression and changes in life styles, such as women in the work force and automobiles, forced Americans to adopt to those changes. The architecture of the war years and the postwar years links residential housing constructed before the depression to today's designs.

Architectural Styles from 1900-1935

Trends in housing design in America changed from decade to decade after the turn of the century. The Victorian period ended in the early 1900s and the Queen Anne style of architecture disappeared. Revival styles, particularly Colonial Revival, became popular. America's working man and family demanded affordable housing and the response was the Bungalow.

The Bungalow spread from California where it was made popular by Greene and Greene soon after the turn of the century. Soon rows of small, one-story Bungalows, and even neighborhoods filled with Bungalows, were found from coast to coast. Characteristically a small house for a middle-income family, the Bungalow was inexpensive to build. The Prairie style (popular between 1900 and 1920), a uniquely American architectural style derived from the designs of Frank Lloyd Wright and other Chicago architects; and the Craftsman style (1905-1930), similar to the Bungalow with an emphasis on nature and craftsmanship; also played an important role in residential housing between 1905 and 1930. An emphasis on horizontality, low-pitched roofs, exposed structural members, the use of native and natural materials, open-floor plans, and simple lines were shared characteristics of all three styles. The identifying exterior feature is a large front porch with massive brick, stone, or stucco piers capped with tapered, wooden columns.

The demands of World War I put a halt to much of America's residential construction. However, the decade which followed the war can be considered one of the building booms of the twentieth century. Neighborhoods began to extend from the inner city as street car lines were built. While newer housing was quickly built and purchased by the growing middle-class, the small Bungalows surrounding America's downtowns were filled with blue collar workers.

A record amount of houses were constructed during the 1920s and the price of housing was at an all time high. Men and women that had gone overseas during World War I were influenced by English architecture and one style specifically became very popular--Tudor Revival. Other revival styles had been popular since the turn of the century, a trend established with the Chicago Colombian Exposition of 1893. Anglo-American, English, French, and Italian houses, including Colonial Revival, Neoclassical, French Eclectic, and Italian Renaissance were designed by architects and built by the wealthy, later to be interpreted in style books and built by the middle-class. California, Florida, and the southwest also borrowed from the architectural styles of their ancestors and the Spanish Revival style and Mission style dominated many neighborhoods in these locales.

The Tudor Revival style, however, most typified the 1920s. A steeply-pitched roof with multiple gables; a massive, front-facing chimney; arched doorways and windows; and narrow, multi-paned windows characterized this style. Noted in popular magazines for its hominess and charm, the Tudor quickly found favor with developers and as a custom-designed home. Changes in construction methods, particularly the advancement of masonry veneering techniques, allowed this style to be easily constructed for any income level.

America's construction boom ended with the Stock Market crash in 1929 and during the first half of the 1930s, construction was suspended. The elaborately detailed design of the Tudor Revival style quickly fell from favor and the simplistic lines of the Colonial Revival style carried through the early 1930s. The demise of the live-in servant and the popularity of the automobile both changed the size and appearance of the home. While some architectural details from almost all the revival styles were used on the few homes constructed before 1935, the American house was beginning to make obvious changes.

While the population of America was growing, the amount of housing was shrinking. Few houses were constructed during the early 1930s and families often were forced to double up. It was not until 1934, when President Roosevelt established the Federal Housing Administration (FHA) to bring relief to the construction industry that funds were available for new housing. In fact, the years preceding World War II were boom years for building. This government involvement had a definite affect on the design of the "modern" American house and residential neighborhood.

Federal Housing Administration

Between 1929 and 1933 was the greatest wave of urban home foreclosures in the history of the United States. Hence, the federal government stepped in and in 1934, the National Housing Act was passed. This act established the Federal Housing Administration, which more than any other law during the depression, was a response to the immediate housing dilemma and addressed long-range objectives. The insurance of housing loans was designed to stimulate the production and installation of building materials and equipment. Interest rates were lowered, appraisal methods improved, city planning and rehabilitation

strategies were developed, and standards for construction and land subdividing were implemented.

Originally, home buyers could borrow up to 80 percent of the cost of a house and could repay the note in twenty years. This policy was later changed and home buyers could borrow up to 90 percent with a thirty-year repayment plan. FHA's Insured Mortgage Plan was well-thought out and each home buyer, home, and neighborhood were carefully scrutinized before the loan was approved. Seward H. Mott, Chief of the Land Planning Technical Section of FHA, outlined seven requirements and discussed several recommended, desirable standards for FHA homes and neighborhoods in the 1936 April issue of Architectural Record. The minimum requirements included:

- 1 a demand for the type and cost of the proposed housing;
- 2 a suitable site;
- 3 easy access by public transportation and adequate highways to work, schools, and shopping;
- 4 adequate utilities and street improvements;
- 5 compliance with local regulations;
- 6 additional deed restrictions, if necessary; and
- 7 a sound financial set-up.

Although each of the desirable standards did not have to be in place, it was suggested that subdivisions should be carefully adapted to the topography and natural features, sharp corners and dangerous intersections avoided, and longer blocks used to eliminate unnecessary streets. The standards also suggested that lot plans be large and well-shaped, parks and playgrounds be included, a property owner's association be encouraged, and other features added, which could enhance the privacy and attractiveness of the neighborhood.

FHA examined each house for durability, functional features, and "architectural attractiveness." Durability and functional features received 80 of the required 100 points with "architectural attractiveness" receiving the remaining 20. The neighborhood where the house was to be built was similarly evaluated and up to 40 of the 100 points for the location of the site was given to the stability of the area. Besides the house and the neighborhood, the ability of the buyer to afford the home also was in the final report. The Federal Housing Administration could have an answer back to the potential home buyer and to the bank within 10 days of the original application.

Low-cost, high-standard housing was in demand. Developers took advantage of the opportunities offered to them by FHA; most importantly the ability to borrow government money to build housing developments. Encouraged and often regulated by FHA, a new style of neighborhood began to emerge in the United States. The residential neighborhood was organized with the elementary school as the nucleus. Ample parks and playgrounds were in subdivision plans. Streets were designed to exclude through traffic, were often curvilinear in design, and cul-de-sacs were often included. The old subdivision, with its short blocks and straight streets, was abandoned.

Prewar Housing Design

The limitations of size and cost surely had an affect on the actual design of a house. The quaint Tudor, with its many nooks and crannies, brick and stone walls, elaborate brickwork and massive chimneys, was forsaken. In its place, the simple lines of the Colonial Revival survived. For the smaller house, the side gabled roof, the center entrance with Colonial detailing, clapboard siding, and the inevitable shutters became the model home for middle America.

The International style, which arrived on the European scene as early as 1928 and was touted as the modern style of the future, did not adapt well to these new demands. In 1931 Philip Johnson stated in an article in the October issue of House Beautiful that only one "thoroughly modern" house existed in America. Designed by Richard Neutra, the house was located in Los Angeles. Only in Europe were the leaders of this movement, including Le Corbusier, Walter Gropius and Mies van der Rohe, successfully designing and building modern houses. By 1934 the public was well aware of the "modern movement," however, few examples of the style had been constructed. In the 1934 May issue of House Beautiful five houses designed by Harvey Stevenson and Eastman Studds; Edwin B. Goodell, Jr., Eleanor Raymond; Evans, Moore, and Woodbridge; and Holden, McLaughlin and Associates were spotlighted. All shared similar characteristics, including simplicity of design, open plans, and an attempt to merge the design with the surrounding natural environment. Each had flat roofs, large windows, flat exterior surfaces. Little, if any, exterior or interior decoration was employed. House and Garden, in 1938, selected a modern design, by Perry M. Duncan, as the ideal house. The practical plan, with no wasted space, was applauded. The exterior characteristics were identical to those featured in the 1931 and 1934 issues of House Beautiful. The interior finishes were quite plain, however, contemporary design did not extend to the interior decorating. For example, the living room was declared a "blend of Empire, Chinese and Modern" while the bedrooms were completed with period revival furnishings.

The International style had too little time to become well-established when World War II began. America turned its attention to supporting the Allies and in December of 1941, when the United States declared war on Japan, all emphasis was placed on the war. There was no time for debating architectural styles.

War Housing

The United States government had seven years of experience with housing, when it entered the war in December of 1941. The Federal Housing Administration was in place and its regulations firmly established. However, the strict and high standards used for the prewar housing of the late 1930s had to be set aside to accommodate wartime demands, including a necessity for speed of construction, even lower-cost, nearness to defense plants, and the possibility of moving the unit to another location, if necessary. This well-established program made the difficult job of supplying war housing much easier.

The need to house, so many in such a short time also made the government turn to prefabricated companies. Some of these companies, such as Sears and Roebuck, had been in business since the early 1900s. Others were recently established and were experimenting with new materials which were developed during the 1920s and 1930s. And some, such as the Southern Mill and Manufacturing Company in Tulsa, Oklahoma, had been created to serve the oil business and other industries which always needed temporary and transportable worker housing. During the war, prefabricated units were used to build entire towns in a matter of months. Prefabricated units, however, did not monopolize war housing and traditional building methods accounted for most houses constructed.

In 1942, however, war housing shortages were on the rise. An article in the May 1942 issue of Architectural Forum, stated that although housing meant many things to many people, it should only be viewed as a war tool. Based on those grounds, the following criteria was suggested:

- 1 It must stretch the available materials and manpower to cover as many units as possible.
- 2 It must be designed for rapid construction.
- 3 It must be within walking distance of plants, stores and other essential facilities.
- 4 It must satisfy minimum requirements for health and safety.
- 5 It must be designed to put women and men into the war industry.

Articles in Better Homes and Gardens during the war years, feature houses which range in size from 572 square feet to approximately 840 square feet. Many were designed with only two bedrooms. The Cape Cod style, a derivative of the Colonial Revival style, was quite popular because the attic space could be left unfinished and later remodeled into additional bedrooms. As heating technology improved and electric washers and dryers became available to the general public, basements were often constructed as half-basements or completely done away with. Garages, a popular addition before the war, were left off to be constructed after the war was over.

Colonial Revival detailing remained dominant. Clapboard siding was the primary exterior finish. Instead of the traditional full or partial front porch, small stoops with flat or triangular pediments or gable hoods were added. Shutters were often the single, exterior decoration. Traditional interior designs were challenged. The living room and dining room were combined into one space to be used for several different activities; and less doors were recommended and large windows were advocated. The ability to add space in the future was considered an asset to the starter home. The trend of cutting back on overhanging eaves, particularly on the gable end, was championed. These prewar design issues were condensed and used as the model for war housing.

War housing was basic. Most houses constructed had a footprint of approximately 28 by 24 feet. The roofs were low-pitched, side-gabled, and without any eave overhang. The front door was centered or offset with two, single, double-hung windows sharing the front facade. The side elevations had two windows each and the rear elevation was identical to the front, except a smaller window was generally used for the bathroom. Exterior treatments varied slightly. Some type of clapboard siding was the most common, however, some siding was installed in panels, instead of as single boards. Brick exteriors are found in regions where it could be manufactured locally and was not a restricted item. Stock items, including doors, windows, cabinets, and closets, were used extensively.

Plans did vary on occasion, and when the plan called for a perfectly square footprint, the roof followed suit and was hipped, instead of gabled. Limiting the design to only four exterior corners was an economy measure and almost all prefabricated housing followed this pattern. The exterior design of the war house did not go totally unnoticed. In order for the housing to continue to have some value after the war, the government did all that it could to encourage the best overall design and construction that the contractor could provide.

The small house had been an important design issue since the beginning of the depression and almost all popular magazines contained articles directed to helping mainstream Americans design the perfect starter home. As early as 1930, Better Homes and Gardens was advocating the "simple plan" as the basic requirement for good architectural character in a small house. A simple exterior, a minimum number of materials used on the exterior, and a harmonized interior and exterior were the other qualities mentioned.

World War II and war housing played an important role in the development of America's residential design. It certainly puts a stop to the International style as an option for housing design. It offered the opportunity for a coordinated effort by the government, both nationally and locally, to control how and where housing was constructed. It gave planners an opportunity to experiment with new subdivision design and to use war housing and the neighborhoods to establish zoning laws. And, it also incorporated new social mores, such as the working woman and the loss of the live-in servant. By the end of the World War II, small tract housing was a part of the urban landscape and postwar housing followed suit.

Most housing constructed between 1935 and 1945, which references the revival styles of the 1910s and 1920s, is called Minimal Traditional. This term was coined by Virginia and Lee McAlester and is in their book, A Field Guide to American Houses.

Postwar Housing

Postwar housing was thoroughly discussed in popular magazines even before the end of the war. The typical prewar house was described as the Cape Cod, a two-story starter home with an unfinished second floor, inadequate for the average growing family. In the prewar house to keep costs down very little space was allocated for storage, third bedrooms were practically nonexistent, and kitchens were too small. The overall design

was generally displeasing. Forced saving during the war, resulting from lack of goods, war bonds, and tax rebates would open the housing market and people were interested in something new. And, manufacturers were going to be able to offer a range of new products.

In 1944, Architectural Forum showcased a series of articles in their January, February, and March issues highlighting postwar housing. The magazine predicted that the postwar house would be one-story, with three bedrooms or room for a third, and have two baths. The roof would be pitched, there would be adequate storage, and more glass would be used. Basements would disappear. It would not follow the Colonial style of architecture. It was also predicated that the postwar house would use prefabricated closets and cabinets. Better built and designed stoves and refrigerators would be included, and a deep freeze and washer-dryer combinations. Most people would want controlled ventilation for a dustless interior.

A basement was debated in these same articles. With the absence of hand-fired coal furnaces, large laundries, and a need to store home-canned goods, the basement could be eliminated. Radiant furnaces, compact washers and dryers, and deep freezers were available. The kitchen, however, had to be expanded to include these same features and the connecting utility room was to be expected in the post war house. The need for more than one bathroom was also debated, with the high costs of bathrooms listed as the prohibiting factor. And, lastly, it was announced that the living-dining room plus kitchen was the ideal situation, with the alternative of a kitchen-living room an idea that could catch on eventually.

Architectural Forum's prediction came true. The demand for postwar housing offered developers the opportunity to continue in the tradition which had been established during the war. As production lines switched from manufacturing defense products to the manufacturing of goods and articles for domestic consumption, housing styles and materials changed little. Starter homes for GI's almost were similar in every respect to war housing, including size. Within several years, however, changes became evident.

The Ranch style house, which had also been featured as early as 1931 in House Beautiful, emerged as the postwar choice. In March of 1931 an article in House Beautiful featured a Ranch style house which had a linear footprint with an informal plan. The exterior of the house was covered with rough, vertical, cedar siding and the roof was sheathed in cedar shingles. Wide eaves were used with exposed rafters prominently protruding under the eaves. The pitch of the roof was low and the house was designed to blend with the surrounding landscape. It is this design, instead of the International style of the 1930s, which American home builders and buyers turned to after World War II.

According to McAlester and McAlester in The Field Guide to American Houses, the Ranch style was "loosely based on early Spanish Colonial precedents of the American southwest and modified by influences borrowed from Craftsman and Prairie modernism of the early twentieth century." Characteristics of the style include a low-pitched, hipped, cross-gabled, or side-gabled roof with moderate or wide overhanging eaves. The rafters are

sometimes exposed, like the Craftsman style. Materials are combined and many homes are a mixture of brick and wood. Decorative wrought iron columns or wooden porch supports are common. The front facade includes an incorporated two-car garage and a ribbon of windows or a large picture window. Outdoor activities were moved to the rear of the house and the large front porch and side porches, which were popular during the late nineteenth and twentieth centuries, disappear. The Ranch style house is synonymous with postwar construction and the style remained popular through the early 1970s.

Architecture and Neighborhood Design of the Original Mile Historic District

The Original Mile Historic District, located nine miles east of Oklahoma city in Midwest City, Oklahoma, is significant as a "new town" developed to serve the needs of the Midwest City Air Depot (Tinker Air Base) at the beginning of World War II. It is bounded by S.E. 15th Street on the north, Air Depot Boulevard on the west, and Midwest Boulevard on the east. The southern boundary is S.E. 29th which divides Midwest City from Tinker Air Force Base. The original layout was developed by Seward H. Mott, a prominent American planner, and serves as an excellent example of the type of neighborhood which was supported by the Federal Housing Administration. The architecture, which includes war housing and postwar housing, is also significant as an excellent example of the period. The Original Mile Historic District contains a variety of property types including single and multiple family residences, schools, churches, and commercial architecture. The period of significance begins in 1942, when the first subdivision was platted, and extends until 1952, when the next significant subdivision was platted outside the original mile development.

History of the Original Mile

The residential architectural styles and the neighborhood design of the Original Mile Historic District in Midwest City, Oklahoma, is a case study for war housing and post war housing between 1942 and 1952. Developed to serve the newly established Midwest City Air Depot (Tinker Air Force Base), Midwest City's original neighborhood exhibits each characteristic typical of the period. The overall design of the neighborhood clearly illustrates the influence of the Federal Housing Administration with a school and city hall serving as the nucleus for the community, designated parks, curvilinear streets, and cul-de-sacs. The housing examples further symbolize that period in American history when defense plants were America's first priority and its second priority was housing defense workers. The development of the neighborhood does not stop after the war; several subdivisions were consequently platted and building continued in the Original Mile Historic District until approximately 1952.

Developed by W.P. Atkinson, a local businessman, the first subdivision in Midwest City was platted in 1942. But more important, the Original Mile was designed by Seward H. Mott. Mott, a civil engineer, joined the Federal Housing Administration the year it was established--1934 and served as the national director of its land-planning division from 1936 until 1944. He was responsible for subdivision and land-planning standards throughout the country. Although it has not been established that Mott ever visited the site, he is credited for the overall layout of the Original Mile development. Atkinson went to Washington D.C. shortly after buying the original 160 acres and discussed the development

of the acreage with Air Force offices at the Pentagon. The unanimous agreement was that Atkinson should build a city. It is likely that he first met Mott during this trip and acquired the plan.

Referred to as "one of the first towns to be completely blueprinted before construction was begun" by the Christian Science Monitor, Midwest City was also reported to have the interest of architectural engineers throughout the world. The curved streets were noted for their ability to create a wide variety of lot sizes and for slowing down the motorist, in turn making it safer for children. Besides the residential layout, Mott also designed the location for the commercial buildings and architects responded to his curvilinear front streets with a curved design for the shopping center.

In 1944 Midwest City received national recognition when Atkinson was asked by Mott to speak in Chicago to the National Association of Real Estate Boards. His topic was "Midwest City, a Successful Experiment in Co-operative Community Building." Mott told Atkinson that he thought "Midwest City was the answer for home buildings and for the city planning in securing the development of self-contained neighborhoods, instead of the construction of isolated little groups of homes."

Architectural Significance

The residential architecture of the Original Mile Historic District consists of two types: war housing and postwar housing. The first addition, Atkinson Heights, was platted on April 18, 1942, and was followed by Atkinson Heights First and Second Additions in 1943. Other subdivisions platted during World War II include the Fleetwood Subdivision (1943), Chesser Park Addition (1943), and Pine Addition (1943). After the war several additions continued to be developed including Speckman Heights Addition (1946), McCorkle Park Addition (1947), Country Estates Addition (1947), and Country Estates Second Addition (1948).

Although W. P. Atkinson bought and developed the land, he actually recruited many contractors to build most of the houses. Many of these houses were built by Ben C. Wileman (Pine Addition), Cord B. Wilson, and N.D. Woods. Apartment houses were constructed by C.E. Duffner, Steve Pennington, and John W. Lyon. Other builders included Manly Moore, Joe B. Scroggins, Russell C. Showalter, and Charles Stanford. H. B. Atkinson, W. P.'s brother, held the record number and by 1944 had completed over 123 homes.

Each of the builders independently selected the designs however, the majority were financed by FHA and those standards were strictly adhered to. Similar to the designs which were being used across the nation, the average home was less than 900 square feet and had a living room, kitchen, bath, and two bedrooms. Most were one-story, with side-gabled roofs. A small stoop and simplified hood generally served as a porch. Several split-level houses were also constructed. These homes had an attached one-car garage with one bedroom located above the garage. No true two-story houses were constructed,

however, several Cape Cod houses are located throughout the district. These homes are one-and-one-half stories with two, front-facing, gabled dormers.

The exterior of the homes were originally sheathed with clapboards, brick, or a combination of the two materials. Frequently the gable ends of the brick homes were sheathed with clapboards. A few postwar houses were originally covered with stone. Some apartments were originally sheathed with asbestos siding, and some single-family houses might have been similarly covered. In all cases, asbestos shingles were used to cover the roof.

There are three types of garages present in the Original Mile Historic District. These include the detached garage, the attached garage, and the incorporated garage. It is possible that many detached garages were built after the war, however, the Midwest News reported in 1944 that some war housing was built with attached garages. Incorporated garages are more commonly found in Ranch style houses, a style popular after the war was over.

It is difficult to visually determine which houses were constructed as war housing and which were built after the war. Postwar housing tends to have wider eaves, incorporated garages, and is slightly larger than war housing. Most of the housing in the south half of the district is war housing and the north half is primarily postwar housing.

Atkinson Plaza Shopping Center

The Atkinson Plaza Shopping Center was built shortly after the development began in 1942 and in 1944 the Skytrain Theater opened. The shopping center is located dead center on S.E. 29th Street, the southern boundary of the neighborhood, directly across from the base. It is divided into two separate, semi-circular buildings which conform to the curvilinear streets. They are divided by Mid America Boulevard, the main entrance into the development. This street originally terminated at the Midwest City City Hall and Fire Station. The entire shopping center is one-story, sheathed with buff brick, with glass and aluminum storefronts.

Churches

Several sites were designated for the construction of churches. The First Christian Church, designed in the Tudor Revival style, was completed in 1943. It was noted in the Midwest News that an educational building would be constructed adjacent to the sanctuary when the war was over. In 1944 the Church of Christ, at the corner of Marshall Drive and East Douglas, was dedicated. That same year the First Methodist Church was completed. It was described in the local newspaper as a "modern red brick building." Plans for an additional educational facility were also to be completed after the war. And, also that same year, the Midwest Church of Christ, another red brick building, was finished. The remaining churches, except for the First Christian Church, were front-gabled with

triangular pediments and tall, classical columns. Several other churches, including a Catholic church, are located in the Original Mile Historic District.

Schools

The three schools located within the Original Mile Historic District were partially financed by the Federal Works Agency and are examples of school construction during the war years and the postwar period. Midwest City was forced to hold classes for elementary and secondary students in temporary buildings for the first two years. In the spring of 1944, however, the first permanent building was dedicated. Constructed with two wings, it originally housed all grades. The first school was constructed at a cost of \$314,000 and was paid for with funds created by the Lanham Act which were administered by the Federal Works Agency. Originally the school had a day child care center for working mothers which was maintained all year round. Eventually this school was used as the high school and is now Jarmon Junior High School.

In 1946 contracts were let for a six-room grade school, later designated West Side Elementary School, and plans for an east side school were also in the making. Again, these buildings were paid for by the Federal Works Agency.

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Appendix

Reconnaissance Level Survey of the Original Mile Historic District, Midwest City
List of Properties

<u>ADDRESS</u>			<u>YEAR BUILT</u>
312 ARNOLD DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
319 ARNOLD DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
410 ATKINSON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
425 ATKINSON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
545 ATKINSON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1948
332-334 BABB DRIVE	01B MULTIPLE DWELLING	CONTRIBUTING TO	CA. 1947
427 BABB DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
208 E. BOEING DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
301 E. BOEING DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
529 E. BOEING DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
203 W. BOEING DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
306 BRETT DRIVE	05A SCHOOL	CONTRIBUTING TO	Ca. 1946
300 E. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
302 E. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
312 E. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
520 E. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
206 W. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
221 W. CURTIS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
222 W. CURTIS DRIVE	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1942
223 W. CURTIS DRIVE	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1942
505 E. DOUGLAS DRIVE	06A RELIGIOUS STRUCTURE	CONTRIBUTING TO	1943
506 E. DOUGLAS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
531 E. DOUGLAS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
219 W. DOUGLAS	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
324 E. ERCOUCPE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
514 E. ERCOUCPE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
205 W. ERCOUCPE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
211 W. ERCOUCPE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
307 E. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
510 E. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
529 E. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
208 W. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
219 W. FAIRCHILD	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1942
223 W. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
224 W. FAIRCHILD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
1312 GIVENS DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1948
327 E. GRUMMAN	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943

Reconnaissance Level Survey of the Original Mile Historic District, Midwest City
List of Properties

<u>ADDRESS</u>			<u>YEAR BUILT</u>
512 E. GRUMMAN	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
532 E. GRUMMAN	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
206 E. HARMON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
507 E. HARMON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
508 E. INDIAN DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
535-537 E. INDIAN	01B MULTIPLE DWELLING	CONTRIBUTING TO	CA. 1943
222 W. JACOB DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
419 KEY BOULEVARD	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
207 E. KITTYHAWK	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
220 E. KITTYHAWK	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
206 W. KITTYHAWK	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
107 W. LILAC COURT	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
900 N. LILAC LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
118 W. LILAC LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
303 W. LILAC LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
102 E. LOCKHEED	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
512 E. LOCKHEED	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
912 E. LOCKHEED	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
510 W. LOCKHEED	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
200-200 1/2 MARSHALL	01B MULTIPLE DWELLING	CONTRIBUTING TO	CA. 1943
113 E. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
118 E. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
207 E. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
302 E. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
204 W. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
209 W. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
307 W. MARSHALL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
204 MID AMERICAN	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
414 MID AMERICA	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
306 W. MIMOSA DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
1010 N. MIMOSA LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
408 MONRONEY DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
215 E. MYRTLE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
1100 N. MYRTLE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
1107 N. MYRTLE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
207 E. MYRTLE LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
222 E. MYRTLE LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946

Reconnaissance Level Survey of the Original Mile Historic District, Midwest City
List of Properties

<u>ADDRESS</u>			<u>YEAR BUILT</u>
225 E. MYRTLE LANE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
107 W. MYRTLE DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
107 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
118 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
203 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
204 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
308 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
309 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
421 E. NORTHRUP	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
540 E. NORTHRUP	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1948
307 PEACH	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
708 RED BUD DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
1111 RED BUD DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1946
103 E. RICKENBECKER	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1942
100 W. RICKENBECKER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
203 W. RICKENBECKER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
307 W. RICKENBECKER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
519 W. RICKENBECKER	01A SINGLE DWELLING	NONCONTRIBUTING	CA. 1942
303 E. SHOWALTER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
407 E. SHOWALTER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
540 E. SHOWALTER	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
505 N. TINKER DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
517 N. TINKER DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1943
113-115 W. TURNBULL	01B MULTIPLE DWELLING	CONTRIBUTING TO	CA. 1943
206 W. TURNBULL	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1942
311 WILSON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1947
520 WILSON DRIVE	01A SINGLE DWELLING	CONTRIBUTING TO	CA. 1948
201-205-207-221 E. SE	02 COMMERCE/TRADE	CONTRIBUTING TO	CA. 1943
105-145 W. AND 101-139	02 COMMERCE/TRADE	CONTRIBUTING TO	CA. 1942

Midwest City Additions**Date Platted**

Original Square Mile:

1	Atkinson Heights	April 18, 1942
2	Atkinson Heights (re-plat)	Second Addition, March 8, 1943
3	Atkinson Heights (re-plat)	First Addition, March 19, 1943
4	Fleetwood Sub-Division	October 25, 1943
5	Chesser Park Addition (re-plat)	November 18, 1943
6	Pine Addition	December 3, 1943
7	Speckman Heights Addition	June 14, 1946
8	McCorkle Park Addition	January 18, 1947
9	Country Estates Addition	April 30, 1947
10	Country Estates, Second Addition	February 3, 1948
11	Speckman Heights, Third Addition	June 20, 1978

Addition	Date of Plat	Notes
Amends Amended	non-residential	
Ash	1948	
Ashford Heights	1954	
Atkinson Heights (A Re-Plat)	1942	
Atkinson Heights First	1943	
Atkinson Heights Second	1943	
Atkinson Park Addition	1954	
Atkinson Park Second Addition	1955	
Atkinson Park Third Addition	1963	
Aviation Acres	1944	
B & D Addition	1981	
Beach Acres	1949	
Bill Atkinson Ranchets	1949	
Bill Atkinson Ranchets Second	1959	
Bill Atkinson Ranchets Third	1960	
Bill Atkinson Ranchets Re-Plat		Essentially no change
Bill Atkinson Ranchets Re-Plat of Re-Plat	1961	
Bizzell Addition	non-residential	
Blake's NE Gardens	1950	
Bountiful Acres	1946	Never constructed
Bountiful Acres No. 2	1951	
Bountiful Acres No. 3	1952	
Bristow Addition	1954	
Broadview	1957	
Brown Heights	1959	
Cardinal Addition	1972	
Cardinal Addition Sec. 2	1972	
Chesser Park Addition	1943	
Christensen Addition	non-residential	
Christie Heights Addition	1982	Re-plat Aviation Acres
Clearman's First Addition	1966	
Clearman's Second Addition	1970	
Clearman's Third Addition		
Continental Square	non-residential	
Couch Heights	1946	
Country Club Terrace	1973	
Country Estates	1947	
Country Estates Second	1948	
Country Estates Third	1949	
Country Estates Fourth	1950	
Country Estates Fifth	1951	
Country Estates Sixth	1951	
Country Estates Seventh	1952	
Country Estates Eighth	1955	
Country Estates Ninth	1962	
Country Place Estates	1977	
Country Place Estates Sec. 2	1980	

Addition	Date of Plat	Notes
Crosby-Richland Hills Addition	1955	Estimated date
Crucho Gardens	1946	
Crucho Park	1952	
Crucho Park Amended		
Cullen's Third Addition	1959	
Cullen's Seventh Addition	1969	
Daco Addition	1944	
Davis Heights Addition	1964	
Del Arbole Addition	1972	
Desert Oaks	1983	
Dickson Heights	1925	
Douglas Heights	1946	
East Haven	1984	
East Highland Acres	1946	
Easton Addition	1950	
East Oaks Addition	1978	
Eastridge Addition	1983	
Eastwood Section 1	1971	
Eastwood Section 2	1973	
Eastwood Section 3	1978	
Eastwood Section 4	1978	
Eastwood Section 5	1983	
Eastwood Section 6	1983	
Fairfield Greens	1979	
Finley's Meadow Garden	1947	
Fisher Heights	1955	
Fleetwood Subdivision	1943	Apartments
Forest Creek	1983	
Fox & Howard Addition	1949	
Frank Smith's Subdivision	1949	
Friendly Acres	1937	
Frolich Village	1978	
Fitch	1948	
Gamble Addition	1951	
Gilkison Addition	1954	Carl Albert school Houses removed Houses removed Houses removed Houses removed Houses removed Houses removed
Gladish Addition	pre-1960's	
Glenwood Addition		
Glenwood Second Addition		
Glenwood Third Addition		
Glenwood Fourth Addition		
Glenwood Fifth Addition		
Glenwood Sixth Addition		
Goldsborough Estates	1981	
Gonder's First Addition	1964	

Addition	Date of Plat	Notes
Grandview Heights	1983	
Harper Addition	1933	
Harr-Julian Addition	1950	
Harr-Julian Addition Re-Plat	1955	
Heritage Park Mall		
Holman Addition	1951	
Holman Second Addition	1952	
Holman Third Addition	1954	
Holman Fourth A	1954	
Holman Fifth Addition	1955	
Holman Sixth Addition	1955	
Howard Acres	1946	
Howard Acres Second Addition	1959	
Howard Acres Correction Plat		
Hudiberg Industrial Park		
High Meadows	1984	
Homeland Addition	1952	
J. Wiley Richardson's Sleepy Hollow	1963	
Kanaly's Douglas Boulevard Addition	1950	
Kanaly's Second Douglas Boulevard Addition	1951	
Kanaly's East Reno A (Block 1, 2, 3)	1949	
Kanaly's East Reno Addition (Block 4)	1949	
Kanaly's Homeland Addition	1952	
Kanaly's Second Homeland Addition	1955	See Homeland
Kanaly's East 10th Street Addition	1949	
Kanaly's Second East 10th Street Addition	1949	
Kanaly's NE 23rd Street Addition (Block 1)	1949	
Kanaly's NE 23rd Street Addition	1950	
Kanaly's Second NE 23rd Street Addition	1950	
Kuhlman's Commercial District		
L.S. White Addition		
Leavitt-Meadors (Unrecorded)		
Leavitt's SE 15th Street Acres	1949	
Leavitt-Webster (Unrecorded)		
Leisure Living Estates	1980	
Loftin Acres	1952	
Lumberman's Addition	1959	
M.C. Trimble	1954	
McBeth Addition	1984	
McCorkle Park	1947	
McCorkle Park Re-Plat	1967	
McGregor Heights	1961	Not built Apartments

Addition	Date of Plat	Notes
Mappes Addition	1946	
Marion Addition		
Marshall Heights		
Marydale Acres	1949	
Meadow Oak Addition	1984	
Meadowood Addition	1959	
Meadowood Second Addition	1961	
Meadowood Third Addition	1963	
Meadowood Fourth Addition	1976	
Meadowood Fourth Addition, Phase II	1978	
Meadowood Fifth Addition	1977	
Methvin Heights	1984	
Midwest City Industrial Park	non-residential	
Minton's Orchard park	1921	
Miracle Mile Addition	1966	
Misty Hollow	1984	Mobile homes
Moon Addition	non-residential	
Mooney's Recreational Acres	1961	
Myers Addition (Unrecorded)		
Newey's Industrial Park	non-residential	
North Oak	1979	
North Oaks Section 2	1980	
Nottoway	1986	
Oakwood East	1984	
Oakridge Addition	1971	
Oaktree North Addition	1981	
Oakwood Manor	1961	
Olde Town	1980	
Orchard Addition	1984	
Outpost Estates	1928	
Park Addition Re-Plat	1948	
Parklawn Addition	non-residential	
Park Village Section 1	1965	Mobile homes
Park Village Section 2	1965	Mobile homes
Parkwoods Addition	1960	
Parkwoods Addition Section 2	1962	
Parkwoods Addition Section 3	1965	
Pepper Tree Addition	1983	Duplexes
Phylis Addition	1951	
Pine Addition	1943	
Pointon City Addition	1948	
Pointon City Second Addition	1956	
Pointon Glendale Addition	1951	
Pointon Oakdale Park Addition	1956	
Poling Addition	1951	
Post Oak Addition	1980	

Addition	Date of Plat	Notes
Quail View Addition	1980	
Radford Addition	1954	
Regecy Park Addition	1978	
Rhapsody Heights	1958	
Rhapsody Heights Section 2	1958	
Rhapsody Heights Section 3	1961	
Rhapsody Heights Section 4	1962	
Ridgecrest Country Club	1956	
Ridgecrest Country Club Second	1959	
Ridgecrest Country Club Third	1963	
Ridgecrest Country Estates	1952	
Ridgecrest Country Estates Section 2	1955	
Ridgecrest Heights	1956	
Ridgecrest Heights Second	1958	
Ridgecrest Heights Third	1964	
Ridgecrest Heights Fourth	1965	
Ridgecrest Heights Fifth	1967	
Ridgecrest Manor	1960	
Ridgecrest Manor Section 2	1965	
Ridgeview Heights	1966	
Ridgeview Heights Section 2	1964	
Ridgeview Heights Section 3	1972	
R & M Oak Creek	1982	
Rolling Heights	1962	
Rolling Heights Second	1963	
Rolling Heights Third	1966	
Rolling Heights Third (Re-Plat Blocks 6 & 8)	1967	
Rolling Meadow	1965	
Rolling Meadow Section 2	1970	
Rolling Meadow Section 3	1971	
Royal Meadows	1971	
Royal Meadows Section 2	1972	
Ruby Del Addition	1983	
Santa Fe Crossing	1984	
Santa Fe Crossing Section 2	1984	
Sherwell Estates	1970	
Soldier Creek Estates	1971	Partial Re-Plat
Somerset Park	1952	
Somerset Park Re-Plat	1960	
Sooner Heights	1956	
Southside Addition		Date unknown
Speckman Heights	1946	
Speckman Heights Second	1949	
Speckman Heights Third	non-residential	
Star Heights	1952	
Star Heights Second	1956	

Addition	Date of Plat	Notes
Star View Heights	1954	
Star View Heights Second	1959	
Sun Country	1980	
Sun Ray Addition (Unrecorded)		
Sunny Meadows	1946	
Tall Oaks Addition	1977	
Tall Oaks South Addition	1980	
Thomas Acres	1957	
Three Oaks Addition	1973	
Three Oaks Second	1979	
Three Oaks Third	1979	
Three Oaks North	1977	
Three Oaks North Second	1978	
Three Oaks North Third	1980	
Three Oaks West	1982	
Timber Addition	non-residential	
Tinker Village	1946	
Traub Addition	1950	
Traub Second Addition	1948	
Traub Third Addition	1951	
Village Oaks Addition	non-residential	
Watts Office Park	non-residential	
Westminster Addition	1946	
Westminster Addition (Re-Plat Lots 19-21)	1958	
Westminster Addition (Re-Plat Lots 20-23)	1958	
Westminster Estates	1973	
Whitker's Addition	1983	
White Addition	1951	
Wilkin's Tract (Unrecorded)		
Willow Ridge Estates	1982	
Willow Ridge Estates Second	1983	
Willow Wind Addition	1977	
Willow Wind Addition Section 2	1980	
Wilson Addition	1948	
Windsong Addition	1984	
Wolfe's Highland Gardens	1947	
Woodrock Addition	1977	
Woodside Addition	1978	