



**SURVEY REPORT**  
**INTENSIVE-LEVEL SURVEY OF HISTORIC BRITTON**  
**COMMERCIAL DISTRICT**  
**2019**

### **Acknowledgment of Support**

The activity that is the subject of this intensive level historic resources survey report has been financed in part with federal funds from the NPS, U.S. Department of the Interior. The contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior.

### **Nondiscrimination Statement**

This program receives federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, national origin, disability, or age in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

Chief, Office of Equal Opportunity

United States Department of the Interior

National Park Service 1201 Eye Street, NW (2740)

Washington, D.C. 20005

## **Abstract**

This document presents the findings of the intensive level architectural survey of the Britton Road Commercial District in Oklahoma City. The City of Oklahoma City (the City) commissioned Heath Henry to conduct a historic resources survey and to update the existing historic preservation resource identification forms associated with the commercial district.

Heath Henry conducted the survey between March 2019 and April 2019. Lynda Ozan with the State Historic Preservation Office provided addition information on each form in October and November of 2019. A total of 41 resources were recorded. None of the resources are currently listed in the National Register of Historic Places (NRHP). Of the 41 buildings recorded, 14 were found to be contributing and 27 were designated as non-contributing. Due to the ages of the plats, buildings and its association with Route 66, a period of significance from 1920-1953 was established. Based on the survey work Britton Road Commercial District is not eligible for National Register Nomination due to its lack of integrity, infill, condition and alteration of resources.

## **Introduction**

The City sponsored this survey with funding from the Oklahoma State Historic Preservation Office (OK/SHPO) Certified Local Governments program. The survey is part of an ongoing effort by the City and the OK/SHPO to collect up-to-date information on the historic resources within the City's boundaries.

Four properties within the boundaries were previously surveyed: 742, 803 and 819 West Britton for their historic association with Route 66 and 912 West Britton for its association with movie theatres in central Oklahoma. Updated data was collected on these resources as part of the survey work.

## **Research Design**

The Research Design begins with an overview of historic resource surveys, including their purpose, types and components. A brief overview of terminology is presented next. The Research Design ends with a statement regarding standards and guidelines applied to this survey and the qualifications of the project personnel.

An intensive level survey involves the systematic documentation and evaluation of all resources located within the defined area. Surveys are used to identify resources that are historically significant and thereby eligible for local, state or national designation. A survey involves the development of a historic context which is a brief narrative of the broad development patterns in an area over time. Resources in the defined area are evaluated using the historic context to assess significance. This project documented all properties within the survey area regardless of age or condition in sufficient detail to determine eligibility for the NRHP.

The NRHP is a federal list of historic resources deemed worthy of preservation for their historic significance. The list, established in 1966 by the National Historic Preservation Act, is administered by the National Park Service (NPS), and inclusion is an honorary and administrative designation bestowed upon properties that meet specific criteria.<sup>4</sup> In general, for a property to be deemed eligible for the NRHP, it must be at least 50 years old and possess historic significance and integrity. Both individual properties and districts can be listed in the NRHP.

The NPS has established four criteria under which a property may be significant, and a resource must possess significance under at least one criterion to be eligible for listing in the NRHP. The four criteria are listed below.

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

For a historic resource to be determined eligible for the NRHP, it must retain enough of its historic integrity to convey its significance. For the NRHP, there are seven aspects of integrity:

Location, Setting, Workmanship, Design, Materials, Felling and Association

A resource does not need to possess all seven aspects of integrity to be considered eligible for listing in the NRHP.

The project was conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Identification and Evaluation* and the guidelines for intensive level surveys set forth in the OK/SHPO's *Architectural/Historic Resource Survey: a Field Guide*. Heath Henry and Lynda Ozan meet the Secretary of the Interior's Professional Qualification Standards and has experience with similar projects.

## **Project Objectives**

The primary objective of the intensive level survey as defined by the project agreement between the City of Oklahoma City and Heath Henry is to provide documentation to determine if the Britton Commercial District meets the standards to be considered eligible for the NRHP. The survey is to be utilized for future planning within the district and the surrounding area.

Project Objectives included:

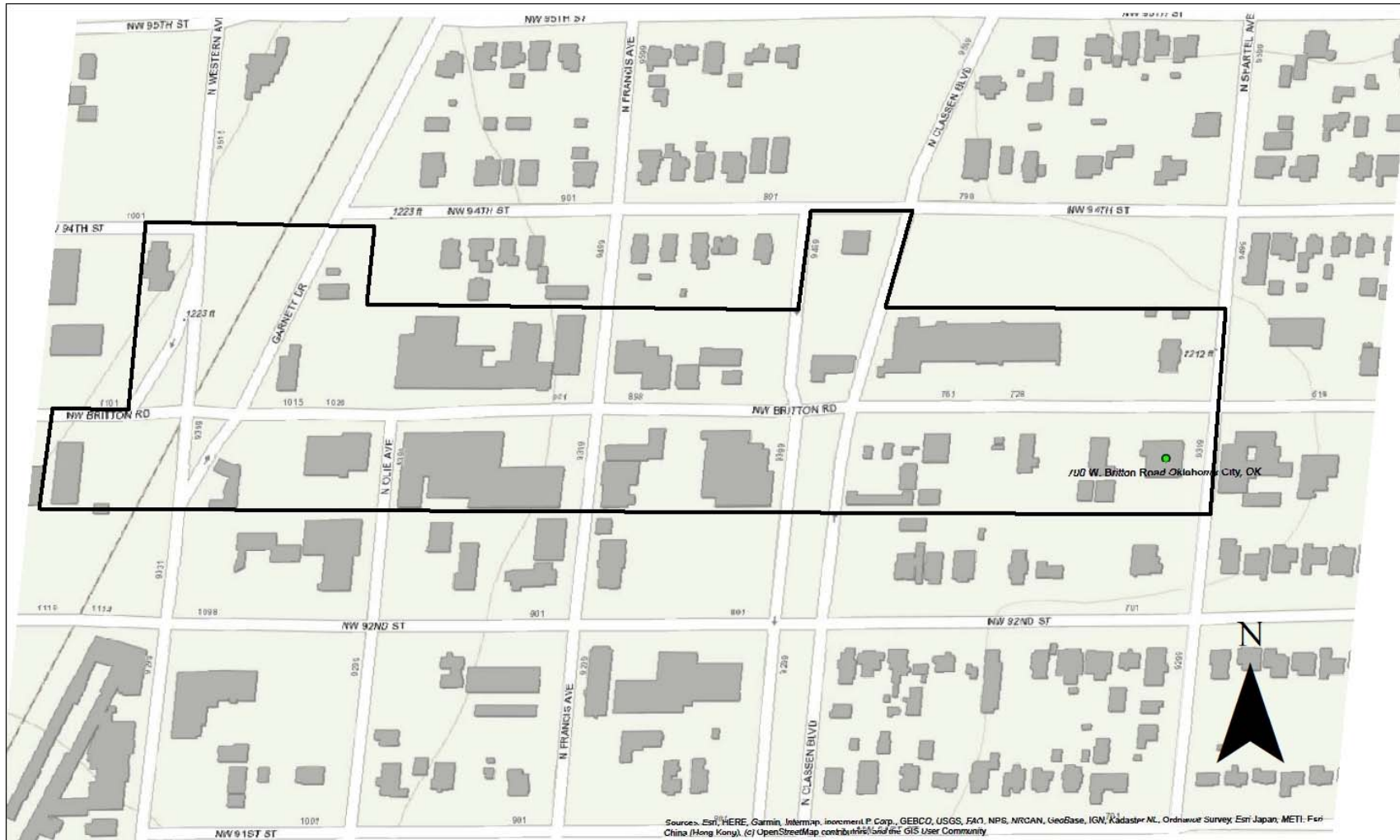
- Photographic documentation of resources within the survey area to National Register standards
- Completion of Historic Resource Forms in accordance with Oklahoma State Historic Preservation Office guidelines.
- Determination of each resource as contributing or non-contributing to the district in accordance with National Register criterion.
- Development of historic context for the Britton Road Commercial District.




## **Area Surveyed**

The survey area includes roughly a 5 block area bounded on the east by Shartel and on the west by North Western Avenue. The northern and southern boundary lines are aligned with the northern and southern lot boundaries except for an area extending north of Classen and an area just west of North Western Avenue. The plats for the survey area include Britton City and Alta Vue Additions.

# Britton Road Survey Area



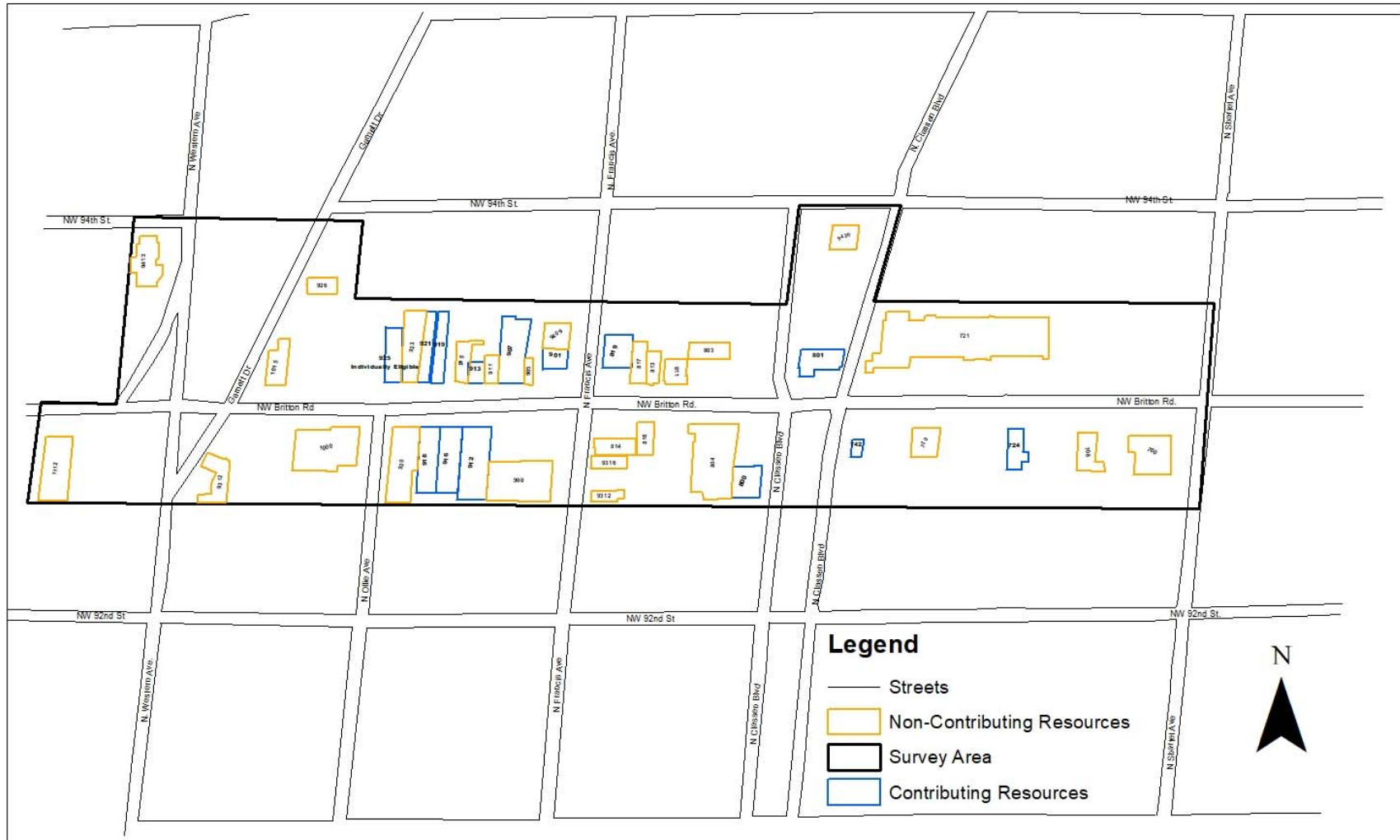
## Legend

 Survey Area



State Historic Preservation Office

# Britton Road Survey Area



## **Methodology**

The methodology for this project is based on standards set by the NPS and guidelines recommended by the OK/SHPO for intensive level historic resource surveys. Approaches to research, survey and evaluation were determined at the beginning of the project and were followed throughout the course of the project.

The survey component of the project involved: fieldwork preparation, on-the-ground fieldwork activities, local research and post-field data processing and evaluation.

The project manager conducted field survey and photograph documented all resources in the survey area, regardless of age, from the public right-of-way. Information recorded included function, architectural style, materials, condition and alterations.

At least two photographs were taken of each resource. The Owl Court has multiple resources which require two separate HPRI forms. In addition to documenting the resources, features of the district were noted if they were extant. Following the fieldwork, the inventory of surveyed properties was completed through data-input. Each property was evaluated for NRHP eligibility.

## Results

In total, 41 resources were recorded within the boundaries of the commercial district. As outlined in the table below, historically most resources in the survey area were commercial properties. Other documented uses included recreation/culture and transportation.

<b>Category</b>	<b>Number</b>
Commerce/Trade	26
Domestic	2
Health/Medicine	1
Industry	1
Recreation/Culture	2
Transportation	9
<b>Total</b>	<b>41</b>

The construction date of the surveyed resources ranged from 1920 to 2019. With a period of significance of 1920-1953, 6 resources are constructed outside the period of significance.

Based on the field observation, areas of significance for the commercial district included the potential for Criterion A under Commerce and Transportation for its association with Route 66. However, after field work and the historic context were developed, it was determined that the survey area was not eligible for the NRHP due to significant alterations to the resources. With a total of 41 buildings surveyed and evaluated under the criteria for historic districts, 14 buildings

are considered contributing while 27 are considered non-contributing. With over half of the buildings considered non-contributing, the commercial district is not eligible for the NRHP. One property, 925 West Britton, was evaluated and considered to be individually eligible for the NRHP.

#### Architectural Styles in the Commercial District

Britton Road Commercial District is an area comprised primarily of buildings rendered in the Commercial style, with a few resources built in an Art Deco style. The majority of buildings from Classen to North Olie Avenue that are rendered in red brick Commercial style functioned primarily as retail businesses ranging in variety from hardware, jewelry, variety, auto parts, professional offices, and eateries. A number of buildings formerly functioned as service stations and one as a motor court; these automobile-related buildings are associated with the 1931-1953 Route 66 alignment. Two buildings of note that are of the Art Deco architectural style are the Ritz Theater and 925 West Britton.

## Historic Context

Oklahoma City began as Oklahoma Station, a stage and cattle drive stop, and began to grow once designated as a railroad stop for the Atchison, Topeka, and Santa Fe Railroad in 1887. Oklahoma City boomed with the Land Run of April 22, 1889, which opened portions of Indian Territory to settlers. Oklahoma City was officially incorporated just over a year later on May 23, 1890. Nearby, the town of Britton was platted in 1890, seven miles north of Oklahoma City.

## Settlement

The construction of the Santa Fe railroad through the region in 1887 resulted in increased pressure to open the Unassigned Lands to settlement of white homesteaders without restriction. The area was ordered open to homesteading by presidential proclamation in March of 1889 with settlement to begin on April 22, 1889. The following land rush resulted in rapid and chaotic mass settlement of central Oklahoma. The chaotic nature of the land run is reflected in the lack of planning concerning town site plats. Platting of townsites did not begin until April 22, 1889.<sup>1</sup> Four townsites were predesignated, Guthrie, Kingfisher, Norman and Oklahoma Station. The town of Britton was platted on Section 30 of Township 13 North, Range 3 West along the Atchinson, Topeka Santa Fe Railway not far from the juncture of the Arbuckle Trail, a well-established cattle drive trail. The original plat for Britton was recorded at Oklahoma Station in 1890.<sup>2</sup> The town was named in honor of Alexander Britton, a Santa Fe railroad lawyer, who was influential in getting the rail routed through the area where the town was platted.

---

<sup>1</sup> Charles Robert Goins and Danny Goble, *Historic Atlas of Oklahoma*, (University of Oklahoma Press, 2006), pp 64-65.

<sup>2</sup> Dianna Everett, "The Village," Encyclopedia of Oklahoma History and Culture. [www.okhistory.org](http://www.okhistory.org).

## Agriculture

Britton, similar to other western towns was dominated by agricultural endeavors and was subject to boom and bust periods associated with agricultural prices throughout its early history. The town became a trade hub for surrounding farmers during the early 20<sup>th</sup> century. The lands surrounding Britton were primarily dedicated to wheat and cotton. The introduction of Turkey Red Wheat in 1896 produced record harvests in the following years and a doubling of land dedicated for wheat production. At statehood in 1907, Oklahoma County was one of the lowest producing counties for wheat, accounting for only 100,000 bushels of Oklahoma's 11,431,640 bushels; however, wheat was the primary crop grown in the county.

Another important crop grown in Oklahoma County was cotton, and Britton, like the rest of the county, benefitted from its cultivation. In 1907 Oklahoma County produced about 15,000 bales a year, later, in 1908, 46 percent of the state's farms were dedicated to cotton. The 1920s were boom years for Oklahoma cotton production with 33 percent of the state's cultivated land given over to the crop. This was short lived however due to the Boll Weevil blight and the onset of the Great Depression the 1930s.<sup>3</sup>

## Growth

Britton's proximity to Oklahoma City in many ways tied its development to the larger city. This relationship was strengthened through the 20<sup>th</sup> century as rail lines, roads, and highways made movement of goods and people easier and more efficient. Britton's location on the Santa Fe line made it susceptible to market fluctuations throughout the world. Much like Oklahoma City,

---

<sup>3</sup> Goins and Goble, *Historical Atlas*, pp168-169.



Britton benefitted from the agricultural boom associated with the First World War and demand for Oklahoma-grown products and livestock. The economic boost generated by the war persisted through the 1920s. In 1928 the opening of the Oklahoma City Oil Field injected millions of dollars into Oklahoma County's economy and helped lessen the impact of the Great Depression on Oklahoma City and surrounding areas.<sup>4</sup> The influx of oil money within the community greatly accelerated the area's growth. It is during this period that photographs of Britton show a downtown in transition from wood frame buildings to brick. (Figure 1) The transition is also reflected in the 1926 to 1936 Sanborn fire insurance maps.



Figure 1: From the south side of Britton Road looking east. Courtesy of the Oklahoma Historical Society.

---

<sup>4</sup> Roy P. Stewart, *Born Grown: An Oklahoma City History* (Oklahoma Fidelity Bank, 1974) pp.212-213.

Britton experienced another growth spurt in the period just after the Second World War due to the opening of the West Edmond Oil Field. The West Edmond Oil Field was the most significant oil discovery of the 1940s. This new field was the product of Ace Gutowski, an unconventional oilman who claimed oil was present even though petroleum geologists insisted the geology was wrong for oil deposits. The first well struck April of 1943 and by 1945 the field was producing over 7 million barrels a year.<sup>5</sup> This strike resulted in the rapid increase of residents in the surrounding area as oil workers poured in from around the state. In one year's time, 1943 to 1944, Britton's population jumped from 2,000 to 3,000, creating demand for housing and services. Britton survived the Depression due to the Oklahoma City Oil Field but the West Edmond Oil Field resulted in a flurry of construction in 1945 which included a new movie theater, a café, plans for a TG&Y, and a new car agency. The cost of this new construction was estimated at \$75,000. (Figures 2 and 3) There was also significant investment in the community's churches. The First Baptist Church spent \$100,000 on building a new church, while the Church of Christ raised \$30,000 for expansion. John Furrow, a Guthrie wholesale florist, announced plans to build a \$250,000 floral plant on 40 acres just northwest of Britton.<sup>6</sup> The influx of new residents and investments breathed new hope into the community.

---

<sup>5</sup> Bobby D. Weaver, "West Edmond Field," *Encyclopedia of Oklahoma History and Culture*. [www.okhistory.org](http://www.okhistory.org).

<sup>6</sup> Oklahoma City Times 9/11/45.



Figure 2: Courtesy of the Steve Goetzinger Collection



*Figure 3: Street View on Britton. Courtesy of the Oklahoma Historical Society*

### Transportation

Britton's growth as a community was also influenced by the construction of an interurban rail line connecting Britton to Oklahoma City to the south and Edmond and Guthrie to the north. In 1908 with the completion of the Light-Rail Line, from Oklahoma City to El Reno, Britton experienced a growth spurt claiming 696 residents in 1910.<sup>7</sup> The interurban was the idea of Anton Classen and John Shartel, real-estate developers and early transportation entrepreneurs. Classen, Shartel, Charles Concord and John Winans benefitted greatly from persuading Oklahoma

---

<sup>7</sup> Everett, "The Village".

City's city council to adopt the Light Rail plan. They had already in some cases begun land development in areas surrounding the city, anticipating future urban growth.<sup>8</sup>

The rail lines of the Oklahoma Railway Co. (ORC) radiated out from central Oklahoma City to other communities and tended to pass through and connect real-estate owned by Classen and Shartel.<sup>9</sup>

The ORC had been established in 1903 prior to statehood but in 1908 with the completion of the Belle Isle Power facility, routes were extended westward toward El Reno, south to Norman and north to Britton, Edmond and Guthrie. The interurban line arrived in Britton in 1909, which spurred an increase in residency and real-estate development. Prior to the extension of the interurban line to Britton real-estate developers such as the North Oklahoma City Development Company and Stealy Realty Co., began developing lots and advertising their proximity to the proposed rail line.<sup>10</sup> This trend continued after the line's completion. The rail line had a dramatic impact on Britton's early development. In January of 1909 an advertisement for lots in the Alta Vue Addition being developed by Stealy Realty Co. urged "Buy Now! This town has doubled in size in the last 6 months. We will have more than a 1000 people here before next January."<sup>11</sup> Photographs from this period show a commercial district dominated by wood frame buildings and store fronts. (Fig.2 see pg.23)

With the development of the automobile, changes started to occur that had a profound impact in Britton. Oklahomans began transitioning away from the horse-drawn buggies, wagons and the inter-urban to motorcars and trucks which were becoming more affordable thanks to Henry Ford.

---

<sup>8</sup> Bob L. Blackburn, *Heart of the Promised Land*, (Woodland Hills: Windsor Publications, Inc), pp.88-89.

<sup>9</sup> ACOGOK.ORG.

<sup>10</sup> Britton Sentinel vol 1 # 10 may 15 1908.

<sup>11</sup> Britton Sentinel Vol. 1 #44 Jan 9 1909.

People did not have to rely on their proximity to their work place and could move further away from the city center. Houses started to include garages and downtown businesses started including parking areas to accommodate vehicles versus horses. The significance of the ORC declined as the 20<sup>th</sup> century progressed and eventually disappeared from the Britton landscape.



*Figure 4 Britton Road. Courtesy of the Oklahoma Historical Society.*

### Automobile and Route 66

In 1910, Oklahoma Highway Commissioner Sidney Suggs declared that the state had 9,000 automobiles travelling the dirt and gravel roads of the state. By 1929 the same office reported

over 500,000 registered autos in Oklahoma.<sup>12</sup> This trend increased through the Second World War and, in conjunction with a road and bridge building campaign throughout Oklahoma, led to slackening demand for light rail. Interurban lines in metro areas in Oklahoma such as Tulsa and Oklahoma City began to see decreased ridership. The ORC rail line serving Britton was abandoned in 1947.<sup>13</sup>

The need for paved roads and bridges made apparent by the large increase in car ownership, noted by Commissioner Suggs, resulted in increased pressure for better roads. Louder calls for improvements resulted in the state legislature strengthening the highway department and charging it with specific duties in 1915. Although the state claimed authority over the roads crisscrossing Oklahoma, actual authority rested with local municipal and county governments.<sup>14</sup> It was local governments and community organizers that maintained the dirt and gravel roads surrounding the rural communities of Oklahoma. In 1921 Congress revamped the Federal Highway Act of 1916 and called for construction of an interstate highway system with one stipulation for the states. In order to receive federal dollars the states would have to organize all road building and maintenance under one agency and construct the roads to federal standards. Although the infrastructure was needed urgently, many Oklahoma communities were slow to relinquish authority over their local roads, and it was not until 1924 that the Oklahoma Highway Department was finally situated to begin road building in earnest.<sup>15</sup> By 1926, more than three thousand miles of official state routes were dirt or “improved dirt,” two thousand miles lacked

---

<sup>12</sup> Goins and Goble *Historical Atlas*, pp 176-177.

<sup>13</sup> Goins and Goble *Historical Atlas*, pp159.

<sup>14</sup> Mary Ann Anders *Route 66 in Oklahoma: An Historic Preservation Survey*, pp. 6.

<sup>15</sup> *Ibid* 6-7.

any improvement. Nine hundred seventy-five miles were gravel. Fewer than six hundred and forty miles of roads were concrete, asphalt on concrete, or rock asphalt on concrete.<sup>16</sup>

This infrastructure boom included the modernizing of the Tulsa Short Line road, designated State Highway 7, which began at Baxter Springs and the Kansas border and continued on to Oklahoma City. State Highway 7 crossed the “Postal Highway” which was also modernized and designated as State Highway 3. State Highway 3 ran from Fort Smith, Arkansas, to Albuquerque, New Mexico. The western portion of Highway 3 eventually was absorbed by the construction of the nation’s first true highway, Route 66. This transcontinental highway which eventually stretched from Chicago to Los Angeles was influenced by Cyrus Avery, a former Oklahoma Highway commissioner. Avery was the president of the American Association of State Highway Officials and used his contacts to bring the Nation’s first highway through Oklahoma.<sup>17</sup> The construction of Route 66 began in 1926 and was completed in 1929.

Britton again benefitted from transportation infrastructure with the realignment of Route 66 through the town in 1931. The town of Britton boasted a population of 2,214 residents in 1931. The alignment through Britton provided increased traffic through the town and business opportunities related to travelers and their automobiles. The Route 66 Bypass, a new US 66 alternate, turned north rather than south on Western Avenue to Britton and stretched east along

---

<sup>16</sup> Oklahoma Highway Commission, *Report of the State Highway Commission for the Years 1925 to 1926 inclusive* (Oklahoma City: 1927), 168.

<sup>17</sup> Goins and Goble, *Historical Atlas*, 176-177.



Britton Road to Kelley Avenue.<sup>18</sup> The Route 66 Bypass, also referred to as “Beltline 66,” functioned until March of 1953.

All along the road, as traffic increased, so too did business. That, after all, had been part of the forecast offered by the promoters of Route 66. The majority of Britton Road’s commercial district resources were constructed just before and during the period that the Route 66 alignment passed through Britton from the late 1920s to the early 1950s, according to Oklahoma County Tax records, directory listings, and Sanborn Fire maps. Britton’s first service station is shown in a 1926 Sanborn map on the corner of Britton Road and North Western Avenue. This building, Britton Station, is extant although heavily modified and in poor condition. By 1936 Britton had added two more service stations and garages along Britton Road and the Route 66 alignment. These “new” filling stations had the primary activity of providing gasoline to the motorist but also became the full service station where repairs, maintenance, and purchasing of accessories became the significant portion of the building. Restaurants became cafes where short orders were prepared for people on the move. As was typical with other communities along the Route, Britton featured a new business type during this period, the theme motel. The Owl Courts motor court was constructed on the edge of Britton and was better suited to help travelers in a less formal manner than the downtown hotels.

Although Britton benefitted from this increased traffic, the realignment was plagued by drainage issues which resulted in multiple requests for improvements and further realignments which

---

<sup>18</sup> <http://www.odot.org/memorial/index.htm> Oklahoma Department of Transportation, *Oklahoma's Memorial Highways & Bridges: Historic Route 66* Accessed March 15, 2019

would reroute the Bypass away from Britton Road.<sup>19</sup> A 1947 article in the Oklahoman entitled “Britton Hands U.S.66 Project back to State with Easements”<sup>20</sup> details the flooding problem under the Santa Fe bridge as it related to Britton’s development to the south. The bridge crossed Western Avenue about a half mile south of Britton and was serviced by a drainage pipe that was overwhelmed by runoff that resulted from urban growth. Britton’s efforts at controlling the flooding with earthen dams and a new pipe had failed to mitigate the problem. \$28,000 was allocated by the state to Britton to correct the problem on two occasions but by 1949 the problem had not been resolved and the city of Britton requested another \$48,000 from the state to correct the problem. The delay was caused by a failure to obtain easements from property owners surrounding the underpass. <sup>21</sup>

Calls to improve Route 66 creating a four-lane highway began to gain traction in the late ‘40s. The state legislature began debating the issue in 1949, deciding to replace Route 66 with a new turnpike rather than improve it. Opposition to this idea was led by representatives from small towns between Tulsa and Oklahoma City. These small-town representatives predicted “dire consequences” for their communities if Route 66 was abandoned in favor of turnpikes that would bypass their towns.<sup>22</sup> Construction of the new turnpike and expressways through Oklahoma City began, and soon after, the annexing of the City of Britton by Oklahoma City in 1950. Three years

---

<sup>19</sup>Oklahoman. June 12 1947, <http://archive.newsok.com/olive/apa/oklahoman> accessed March 10,2018.

<sup>20</sup> Ibid <http://archive.newsok.com/olive/apa/oklahoman> accessed March 10,2018.

<sup>21</sup> Oklahoman, Feb 10,1949.

<sup>22</sup> Michael Cassity, “Final Survey Report for the Oklahoma Route 66 Historic Resource Survey 1926-1970.”

later the 66 Bypass was eliminated with the completion of the Northwest and Northeast expressways and the Turner Turnpike.<sup>23</sup>

### Summary

The “dire consequences” predicted for small communities by passed by the turnpike began to impact Britton. Starting during the early 1950s, Britton was struggling and the commercial district began to fall into disuse and disrepair. There was some new construction during the early 1970s on the southwest corner of Francis and Britton which was a vacant lot that once housed a drugstore and soda fountain. More construction occurred in the early 1980s with the building and expansion of the Enterprise Bank on the southwest corner of Olie Avenue and Britton, and most recently, the Variety Care Health Center on the eastern end of the survey area.

Although the area of the proposed Britton Commercial Historic District does have several resources which date to the period of significance of 1909 to 1950, it does not display sufficient architectural integrity to be considered eligible for listing in the National Register of Historic Places. Significant alterations to those resources and infill which falls outside the period of significance make the study area ineligible. Of the 41 buildings recorded within the survey area, 65 percent were deemed non-contributing resources for the proposed district.

---

<sup>23</sup> <http://www.odot.org/memorial/index.htm> Oklahoma Department of Transportation, *Oklahoma's Memorial Highways & Bridges: Historic Route 66* Accessed March15, 2019



Figure 5: Britton's Main Street, 1950. Courtesy of the Oklahoma Historical Society



Figure 6: Britton Road, 1945. Courtesy of the Oklahoma Historical Society.

LIST OF PROPERTIES

ADDRESS	STATUS
700 W. BRITTON	NON-CONTRIBUTING
708 W. BRITTON	NON-CONTRIBUTING
721 W. BRITTON	NON-CONTRIBUTING
724W. BRITTON	CONTRIBUTING
730 W. BRITTON	NON-CONTRIBUTING
742W. BRITTON	CONTRIBUTING
800 W. BRITTON	CONTRIBUTING
801 W. BRITTON	CONTRIBUTING
803 W. BRITTON	NON-CONTRIBUTING
804 W. BRITTON	NON-CONTRIBUTING
811 W. BRITTON	NON-CONTRIBUTING
813 W. BRITTON	NON-CONTRIBUTING
814 W. BRITTON	NON-CONTRIBUTING
816 W. BRITTON	NON-CONTRIBUTING
817 W. BRITTON	NON-CONTRIBUTING
819 W. BRITTON	CONTRIBUTING
900 W. BRITTON	NON-CONTRIBUTING
901 W. BRITTON	CONTRIBUTING
905 W. BRITTON	NON-CONTRIBUTING
907 W. BRITTON	CONTRIBUTING
911 W. BRITTON	NON-CONTRIBUTING
913 W. BRITTON	CONTRIBUTING
912 W. BRITTON	CONTRIBUTING
915 W. BRITTON	NON-CONTRIBUTING
916 W. BRITTON	CONTRIBUTING
918 W. BRITTON	CONTRIBUTING
919 W. BRITTON	CONTRIBUTING
920 W. BRITTON	NON-CONTRIBUTING
921 W. BRITTON	CONTRIBUTING
923 W. BRITTON	NON-CONTRIBUTING
925 W. BRITTON	CONTRIBUTING/INDIVIDUALLY ELIGIBLE
1000 W. BRITTON	NON-CONTRIBUTING
1015 W. BRITTON	NON-CONTRIBUTING
1112 W. BRITTON	NON-CONTRIBUTING
9312 FRANCIS	NON-CONTRIBUTING
9316 FRANCIS	NON-CONTRIBUTING
9409 FRANCIS	NON-CONTRIBUTING
9312NORTH WESTERN AVE.	NON-CONTRIBUTING
9413NORTH WESTERN AVE.	NON-CONTRIBUTING
9420 CLASSEN	NON-CONTRIBUTING
926 NW 94 <sup>th</sup>	NON-CONTRIBUTING

## Bibliography

Anders, Mary Ann. *Route 66 in Oklahoma: An Historic Preservation Survey*. (1984).

Blackburn, Bob L. *Heart of the Promised Land*. Woodland Hills: Windsor Publications, Inc., 1982.

Britton, Alexander Thompson. 1835-1899 oclc worldcat identtitiesworldcat.org (accessed April 10, 2019).

Britton Sentinel. V1, #10, May 15, 1908 and V1, #44, January 9, 1909.

Cassity, Michael. *Final Survey Report for The Oklahoma Route 66 Historic Resources Survey, 1926-1970*. (2002).

Daily Oklahoman. June 12, 1947 and February 10, 1949.

Everett, Dianna. "The Village" *Encyclopedia of Oklahoma History and Culture*. <http://www.okhistory.org/publications/encyclopediaonline> (accessed March 1, 2019).

Goins, C.R. & Goble, D. *Historical Atlas of Oklahoma*. Norman: University of Oklahoma Press, 2006.

Jennings, Gottfried. *Final Report of the Oklahoma City Historical Resources Survey 1980-81*. 1981.

Oklahoma City Times. September 11, 1945.

Oklahoma Highway Commission. *Report of the State Highway Commission for the Years 1925 to 1926 inclusive*. Oklahoma City, 1927.

Planning Department Oklahoma City. *Reconnaissance Survey of Portions of Oklahoma City Northeast Oklahoma City, Northwest Oklahoma City and South Oklahoma City, 1994*.

Stewart, Roy P. *Born Grown: An Oklahoma City History*. Oklahoma City: Fidelity Bank, 1974.

Wilson, Linda D., "Oklahoma City." *Encyclopedia of Oklahoma History and Culture*. <http://www.okhistory.org/publications/encyclopediaonline> (accessed March 17, 2019).

Web Sites

[www.acogok.org/](http://www.acogok.org/) (accessed April, 10 2019)

Oklahoma County Assessor. Live Property Records.  
<http://www.oklahomacounty.org/assessor/disclaim.htm> (accessed March 5,2019).

<http://www.odot.org/memorial/index.htm> Oklahoma Department of Transportation,  
Oklahoma's Memorial Highways & Bridges: Historic Route 66 Accessed March15, 2019